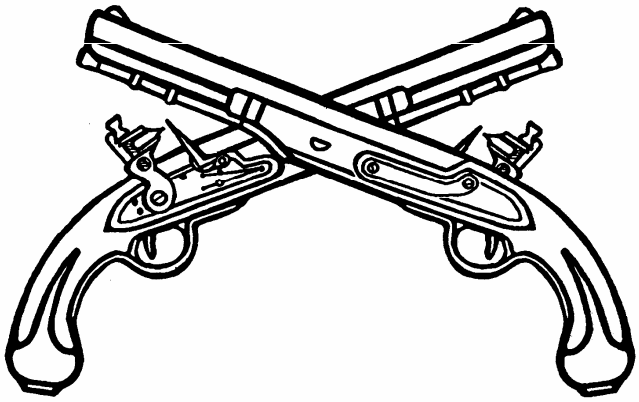
SUBCOURSE
MP1031

EDITION
B

AREA SECURITY OPERATIONS

MP



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THE ARMY INSTITUTE FOR PROFESSIONAL DEVELOPMENT

ARMY CORRESPONDENCE COURSE PROGRAM

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READINESS / PROFESSIONALISM

THRU GROWTH

AREA SECURITY OPERATIONS
Subcourse Number MP1031

EDITION B

United States Army Military Police School
Fort Leonard Wood, MO 65473-9829
4 Credit Hours

EDITION DATE: June 1994

SUBCOURSE OVERVIEW

The purpose of this subcourse is to introduce selected aspects of area security operations. Included are security of the division command post, convoy security, and the use of night vision devices. The student will learn to plan and conduct these operations.

There are no prerequisites for this subcourse.

This subcourse reflects the doctrine which was current at the time it was prepared. In your own work situation, always refer to the latest official publications.

Unless otherwise stated, the masculine gender of singular pronouns is used to refer to both men and women.

TERMINAL LEARNING OBJECTIVE

ACTION: Identify the key planning, tactical, and equipment considerations when providing security to the Division Command Post and convoys.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate competency of this task, you must achieve a minimum score of 70 percent on the subcourse examination.

TABLE OF CONTENTS

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LESSON 1

PLAN SECURITY FOR A DIVISION COMMAND POST

Critical Tasks: 191-379-4408

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn how to plan and implement security for a Division Command Post and for designated personnel in a tactical situation.

TERMINAL LEARNING OBJECTIVE:

ACTION: Plan the security of a division command post and designated individuals.

CONDITION: Given a military police squad and applicable equipment in accordance with the Table of Organization and Equipment (TOE).

STANDARD: To demonstrate competency of this task, you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: STP 19-95B4, FM 19-4, FM 19-30, FM 71-100 and CID Pam 195-1.

INTRODUCTION

Military police usually perform their area security mission across an entire area of operations, but they may also be tasked at times to provide security to certain personnel and facilities. Military police may provide security to critical facilities within a main command post. When the commander directs MP to provide security for the tactical operations center, the communications center, or the commander's quarters, they operate limited perimeter defense positions. They also operate foot and mobile patrols in and about the area. MP may provide access-control posts and act as a rapid reaction force. When critical headquarters elements relocate, MP may provide in-transit security.

MP may provide security to very important persons (VIPs). They may do this by allowing only authorized persons into restricted areas within command posts. They also do this by providing close-in security. Or they may use in-transit and static security measures around the clock to protect the commander and designated persons.

The command and control facilities of any organization are one of the primary targets of enemy forces. In threat doctrine, destruction of command and control facilities is one of the highest priorities. Almost any means can be expected to be employed. In operations other than war warfare, a primary target will also be the command and control facilities. The MP area security mission helps protect rear area units and facilities against spies, saboteurs, and enemy forces. MP detect enemy activities early and secure selected units and facilities. They fight enemy forces and limit disruptions of rear operations. Military police, with their mobility, communications, and firepower, are especially well-suited to this mission.

DIVISION COMMAND POST

To direct the battle, the division commander must move where he can best control the operation. In an attack, this is most often near the leading brigade. In defense, the division commander operates with the forces defending against the enemy's main effort. The division commander usually establishes a tactical command post (CP) and a main command post. Combat service support operations are controlled in the division material management center.

Tactical Command Post

The division commander most often directs the battle from a small mobile tactical command post. It is located forward in the battle area and is staffed by selected assistants. The division commander organizes the tactical command post in the manner that works best for him. Its size and electronic signature should be no larger than that of a brigade command post. Normally, there will only be four or five armored command control vehicles. Ideally, it would look more like a battalion task force CP.

It is normal to find the G3, U.S. Air Force (USAF) liaison officer, and the division artillery commander or his assistant fire support coordinator operating from the tactical command post. Other officers or their assistants may also operate from the tactical command post from time to time.

Division Main Command Post

The division main command post is located in the division rear area. It is normally beyond the range of enemy field artillery. The main command post (CP) is organized as the commander directs. It normally includes elements of the G1, G3, and G4. Also located there are the G2, combat electronic warfare and intelligence battalion elements. The main CP would usually have elements from air defense artillery, aviation, fire support, and nuclear, biological and chemical (NBC) staff elements. An element of the tactical air control party may also be located there. It is normally under the supervision of the chief of staff.

The main command post performs such duties as the division commander requires. It is primarily a communication and information center. The main CP usually has a tactical operations center (TOC). Future operations are normally

planned at the main CP. Its primary functions are to coordinate those activities not handled by the tactical (TAC) CP. Staff elements also provide necessary reports and information to the TAC CP and to corps. Intelligence is integrated and disseminated from the main CP. The main CP will normally assume control of the division if the TAC CP is destroyed or disrupted.

CP Location

The general location of the main CP is selected by the division commander and G3. The factors of mission, enemy, terrain troops available, and time (METT-T) are considered. A major consideration in choosing the location is communications; since one of the major functions of the CP is to provide information, communications are critical. The site must be one that allows the signal battalion to provide maximum support. At the same time, the main CP will be a major target; therefore, security is also important. However, security considerations never outweigh mission requirements.

The main CP should be well dug in. A hardened site of any kind is ideal. Towns, villages, cities, and factory complexes are all suitable. Where and how a command post sets up operations influences CP security. The CP could be in the open, in a wooded area, or in an urban location. When a massed CP is used, elements set up their operations fairly close to each other. The massed CP has a definite perimeter. It usually requires a dismount point. A massed CP requires internal security. Figure 1-1 is an illustration of a main CP configuration.

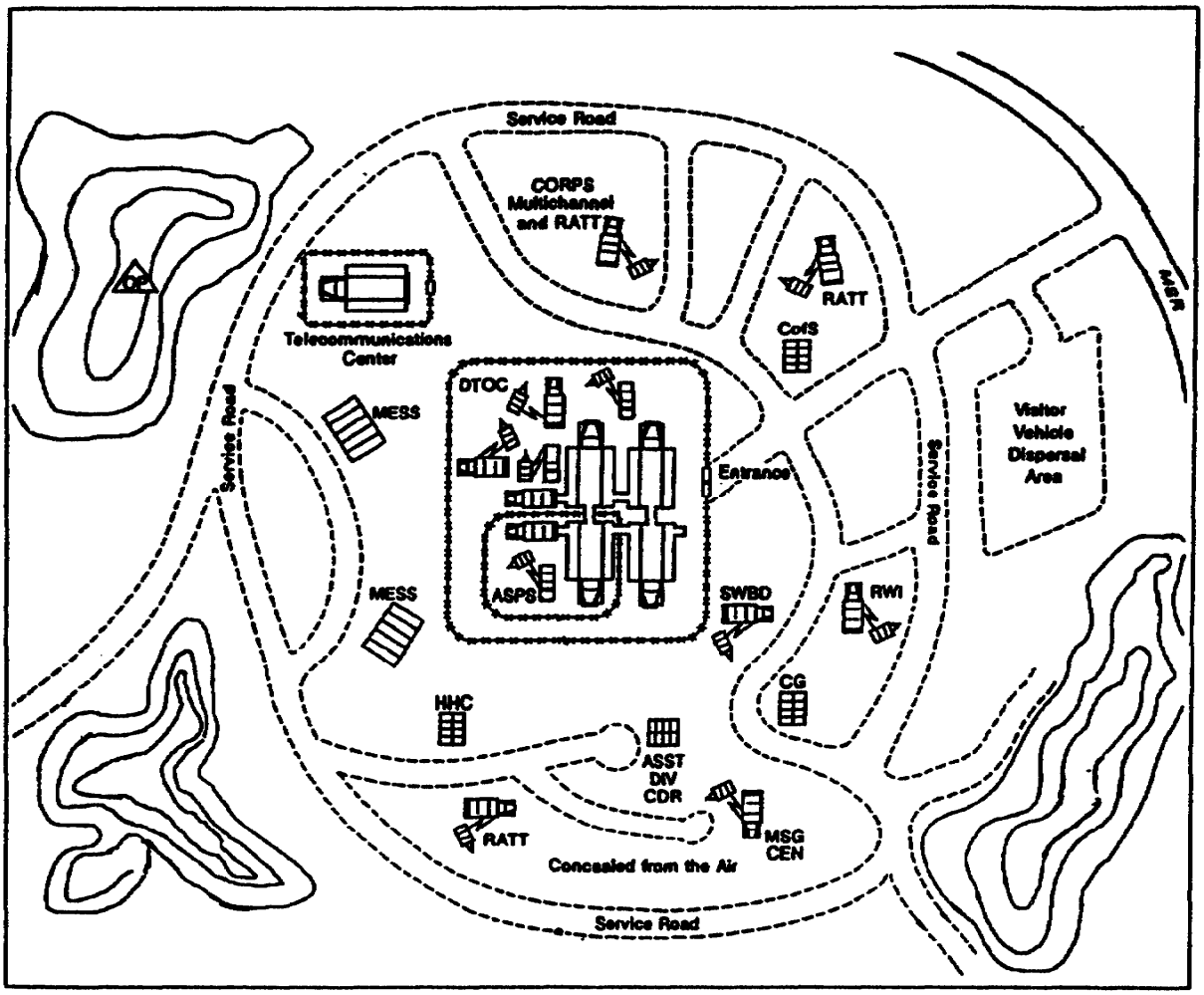

Figure 1-1. Main CP Configuration.

CPs may also be established in a dispersed area. A dispersed CP has its elements spread out in cells. This makes the CP more difficult for the enemy to detect; it also presents a less lucrative target. A dispersed CP does not have a single perimeter. Each cell has some form of security. A dispersed CP calls for local security around the area containing the cells. Figure 1-2 is an illustration of a dispersed CP in an urban area.

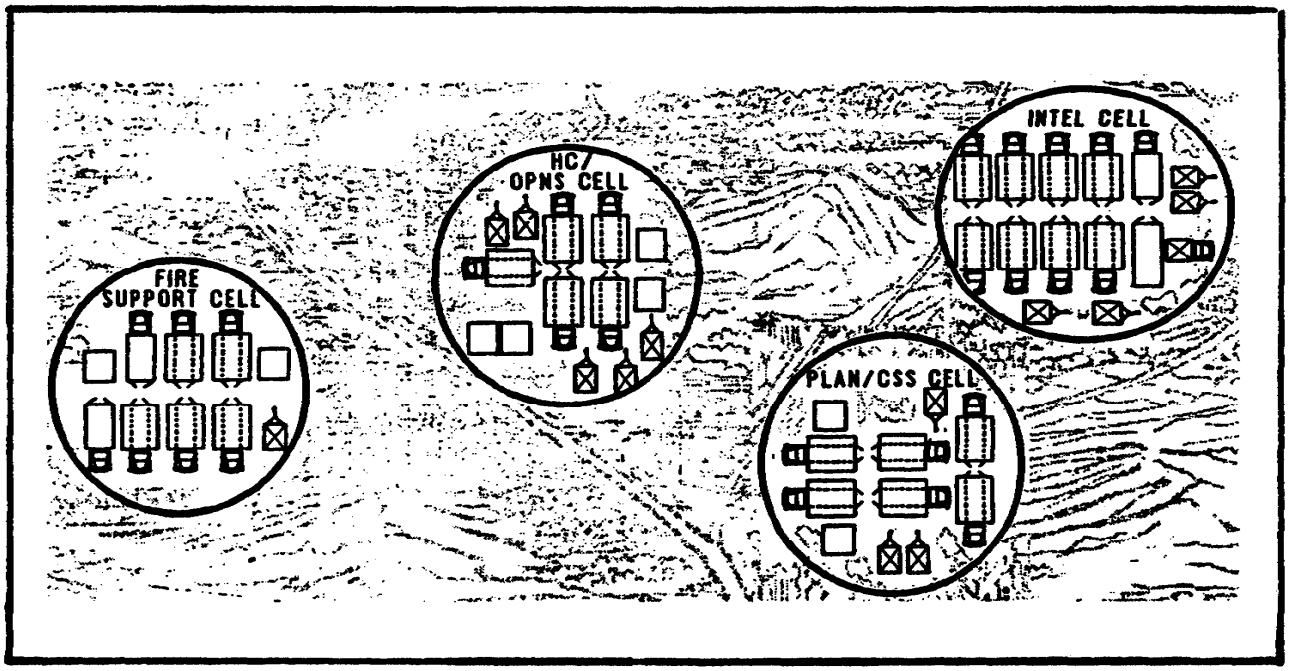

Figure 1-2. A Dispersed CP.

It is both possible and necessary to conduct an organized operations security (OPSEC) effort to reduce the probability of detection and disruption by the enemy. The main CP will be a principal target of enemy surveillance systems of all kinds. These include electronic, infrared, photo, and human systems. The latter may well include infiltrators, spies, saboteurs, and guerrillas.

Military Police Role

The critical areas of a division main command post are usually secured by an MP platoon with augmentation by the Army Band and Corps MP elements as required. When the division main CP is massed, HP provide internal security. They set up a dismount point and an access control point at the division tactical operations center (DTOC). They may also set up guard posts within the DTOC. When the all source production section (ASPS) is located in the DTOC, its security measures may be combined with those of the main CP. (The ASPS was formerly known as the all source analysis center-- ASAC). Perimeter defense of the CP is the responsibility of the headquarters commandant; he tasks units in the CP for personnel and equipment. This may include the MP as well.

Most division main CPs disperse for security reasons. The distance between cells of the CP is based on METT-T. Because there is no perimeter, no dismount point is used. Access control is performed by personnel assigned to a particular cell. The MP may set up security patrols and observation posts (OP) to detect enemy activity and to give early warning to the CP.

As with all MP missions, the platoon's employment is based on METT-T. One squad operates the dismount point and controls movement around the CP area. Another squad operates the access control point and guard posts at the DTOC. The remaining squad (if available) mans perimeter positions, secures the commander's quarters, or augments other missions. This squad may also be tasked to operate the division prisoner of war collecting point. The ASPS is secured by a squad from the MP company headquarters.

DIVISION MILITARY POLICE

Organization

Each division has a military police company. In all divisions the organization of the division MP company is not the same. There are variations of the number of personnel and some equipment. For the purposes of this subcourse, they are similar enough that individual treatment is not required. The concepts are the same. The organization discussed here is that of an heavy division. Organization and numbers of personnel are illustrated at figure 1-3.

The provost marshal (PM) plans the use of all MP assets supporting the division. He controls these assets through the operations section. The section consists of an assistant PM, an operations officer, an operations NCO, an assistant operations NCO, MP investigators, and other enlisted staff members. The section functions as the PM's staff. They plan the long-range use of MP assets. They coordinate with the other division staff sections. The monitoring of MP support operations is also their responsibility. The PM operations staff will forward taskings to the MP company and to any attached MP elements.

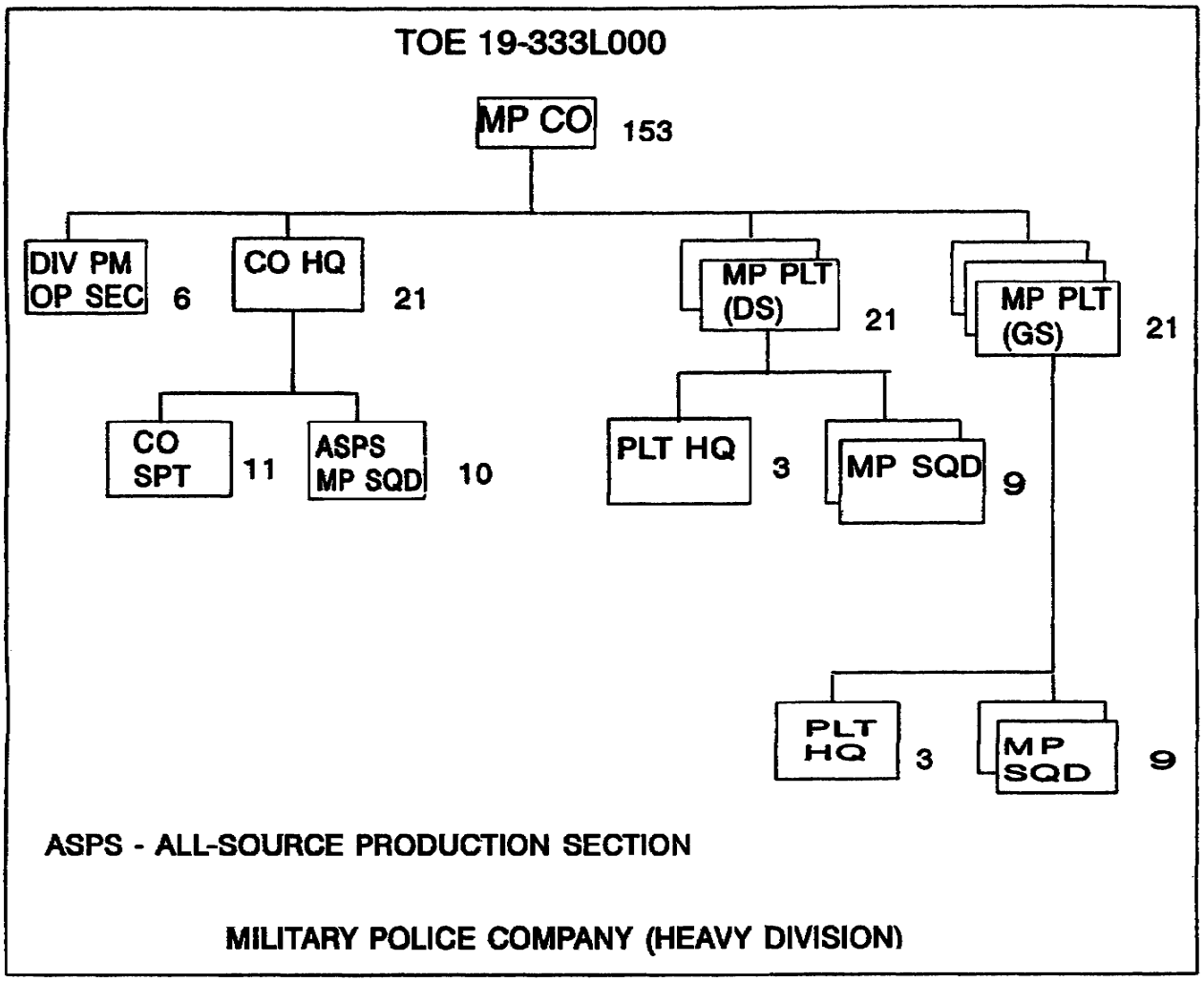

Figure 1-3. Military Police Company (Heavy Division).

The MP company commander directs the employment of the company. Through his company headquarters he provides administrative, maintenance, and logistical support to the company. Personnel administration and mess support are provided by the division support command.

The company headquarters consists mainly of a headquarters section, maintenance section, supply section, and a tactical communications section. These sections support the PM operations section and the company's platoons. The company headquarters also has a squad assigned to it to provide security for the all source production section (ASPS). This squad normally deploys with the platoon providing security for the main CP.

Each MP platoon has a platoon headquarters and two 9-man squads. Each squad is organized into three 3-man teams. Similarity of organization allows HP teams to be used interchangeably to perform operations. Any team in a platoon can do any team-level operation which the company commander assigns.

Employment

MP units supporting the division are not resourced to perform all four MP missions at the same time on a sustained basis. Because the need for MP support exceeds assets, careful planning is essential. Flexible planning enables HP to respond to the constantly changing tactical situation.

The PM must be in a position to understand both the enemy and friendly tactical situations. To get current information for projecting MP needs in the division area, the PM sets up his operations section in two cells. One cell is located at the main CP and the other at the rear CP. The PM normally operates from the main CP, but moves throughout the division area as required.

The PM forward cell sets up operations at the main CP. They are located near the G3 cell. From there they can make plans for long range MP employment; their location allows them to coordinate with the division staff on current and proposed operations.

The PM rear cell locates with the MP company headquarters at or near the division rear CP. This allows both to operate around the clock, since neither has the assets to do so alone. It also allows the PM cell access to the company net control station and other communications equipment. The PM rear cell supervises the execution of MP missions and is able to coordinate with the elements of the division staff located at the rear CP.

Three of the MP platoons are normally placed in direct support of the brigades. Their area of operations coincides with that of the brigade they are supporting. The platoon headquarters locates in the brigade support area. The direct support platoons perform only essential MP support. They conduct limited battlefield circulation control (BCC) and area security operations. They also receive and hold EPW until they can be evacuated. Other MP missions are generally unresourced.

Two general support platoons will be assigned the area of operations (AO) that covers the entire division rear. They will be collocated with the company headquarters. Their squads will perform BCC and area security missions and EPN operations.

The other general support platoon is located at the division main CP, It provides security for the main CP. The platoon headquarters co-locates with the division PM forward cell. It deploys its two squads to provide security for the main CP. The squad providing security for the ASPS is usually attached to it.

TYPES OF SECURITY

Three forms of security are provided by military police. These are internal security, perimeter defense, and local security. MP may provide one or more of these in combination. To ensure close-in security of individuals, locations, and information, MP use internal security. They control movement around and access to the location. They guard against sabotage and espionage.

To perform these functions, MP provide dismount points, access control points, and guard posts, measures which may be performed singly or in any combination.

To provide all around security, MP set up a perimeter defense. They deploy in a circle. Positions are established from which to defend the circle from all directions. MP may be tasked to provide perimeter defense for a particular facility, for example, a division command post.

To help keep a unit or facility from being surprised by the enemy, military police may provide local security. They operate security patrols and observation posts to give early warning of enemy activity in the area.

SECURITY RESPONSIBILITIES

Headquarters Commandant

The overall responsibility for the internal organization of the CP is the responsibility of the division headquarters commandant. In other words, after the division CG and G3 have selected the general location for the CP, the headquarters commandant determines the detailed layout. Because communications are critical to the operation of the division, the communications-electronics officer will also be involved in the layout of the CP.

The headquarters commandant is also responsible for the overall security of the CP. He will develop the defensive plan. Rarely will there be sufficient combat elements available to provide CP security. As a result, the headquarters commandant will be required to task the various elements within the CP for personnel and equipment. These resources come primarily from the division headquarters company and the division band.

Division Military Police

One of the division general support platoons is tasked to provide CP security. Because military police resources are over committed in the division, MP are not normally responsible for the security of the entire main CP complex. They are responsible for the security of the most critical area of the CP. This includes the DTOC, or the equivalent, the communications facility, and the ASPS. The platoon may also be tasked to provide security for the commander's quarters and/or for the commander himself.

The platoon uses a combination of techniques to accomplish the security mission. What combination the platoon uses depends on METT-T. The techniques used to secure a massed CP will vary from those for a dispersed CP. Also, techniques will vary, depending on whether the CP is set up in a wooded area or an urban area, for example. Figure 1-4 is an illustration of a typical CP and its security. Figure 1-5 is a diagram of how a dispersed CP might be secured.

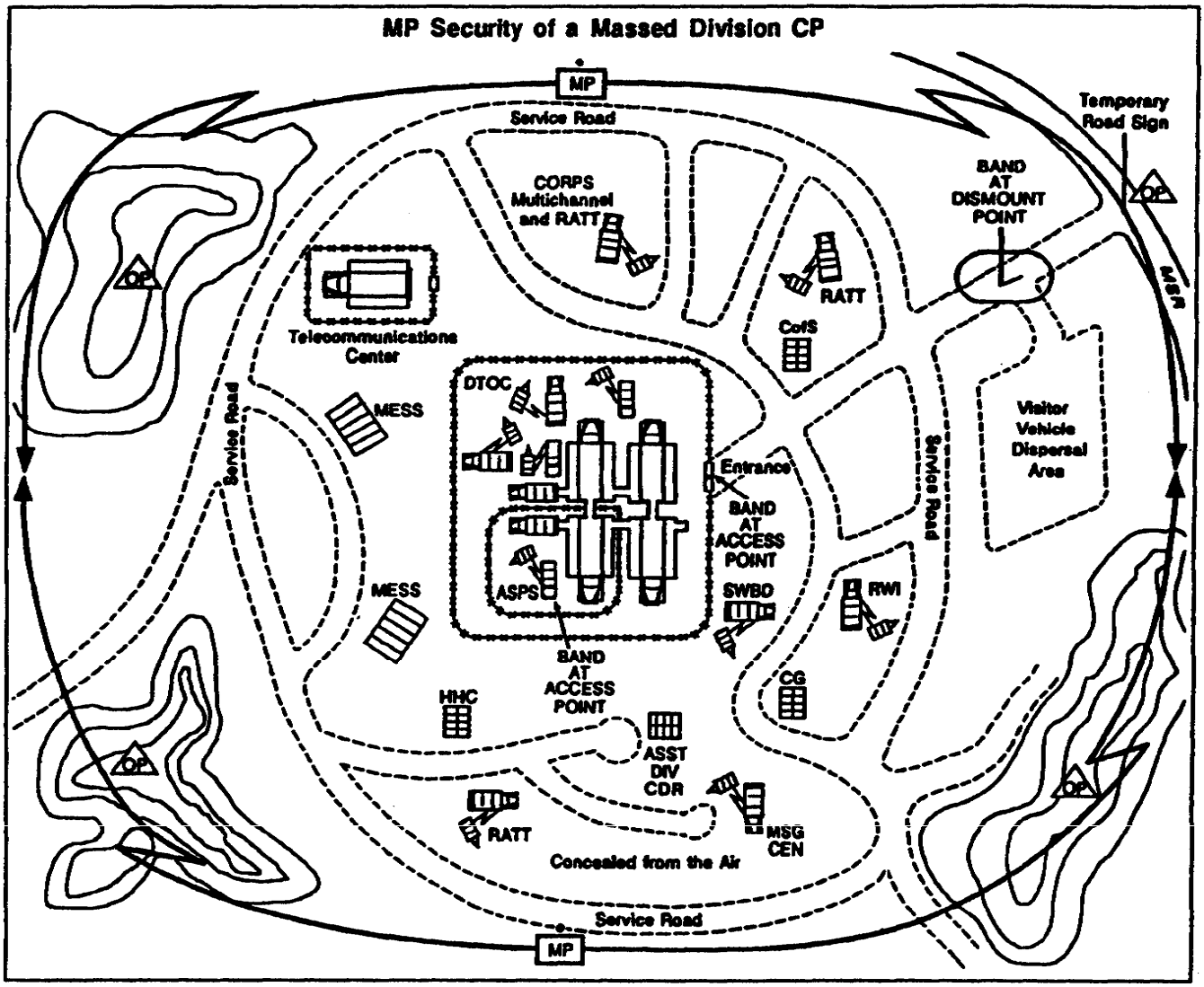

Figure 1-4. Platoon Securing a Division Main CP

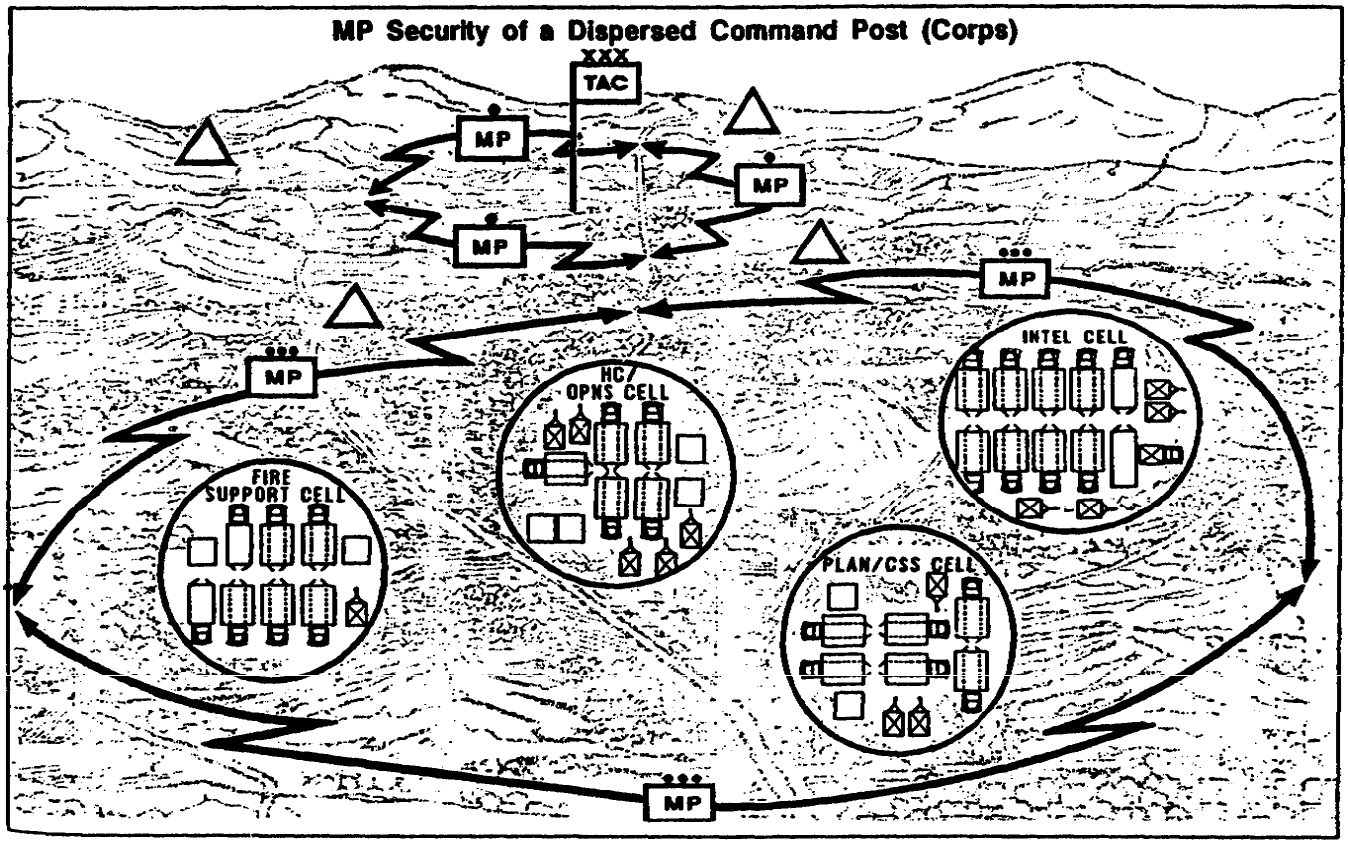

Figure 1-5. Platoon Securing a Dispersed CP.

PLANNING

As in all military police operations, detailed planning is critical. Planning is always based on all the factors of METT-T. There are however some special considerations that must be taken into account in CP security:

- Close and continuing coordination must be made. The area for which the MP are responsible is often located within a larger complex. In other words, friendly units will be located all around you. All of your actions must be coordinated closely with them and with the headquarters commandant.

- Requirements and priorities must be clearly defined.

- Since resources will be stretched, you must develop a plan that uses the minimum number of personnel.

- The choice of weapons to be employed, and limitations on their use and field of fire, is important.

- Methods of communication among the various defensive positions is critical.

- You must establish contingency plans and ensure that all personnel fully understand them.

SECURITY MEASURES

Military police use six measures to perform area security operations. These may not all be used at any one time. They may, however, be used in various combinations. The measures to be performed at any given time depends on METT-T.

MP operate dismount points to keep vehicles away from an area but allow passengers to proceed on foot. They set up access control points to provide strict control of facility entrances and exits. Guard posts are used to prevent access to a facility or to limit entry to an access point. Observation posts are set up to spot enemy activity and provide early warning. Military police conduct security patrols to prevent the enemy from infiltrating the protected area and to connect observation guard posts. Defensive techniques are used to provide perimeter defense.

Dismount Points

Dismount points are established wherever vehicular access to an area must be controlled. The general location for the dismount point is normally selected by the officer in charge of CP security. The MP team leader usually picks the exact location. Military police at dismount points control military movement, civilian traffic, refugees, and stragglers. They enforce elements of the operations security (OPSEC) plan and disseminate information. The dismount point is often the first line of defense for the command post.

Functions. Although a dismount point may perform any combination of the above functions, its main purpose is to control military movement in the area of the CP. MP stop military vehicles and allow passengers to dismount. They direct the vehicle driver to the parking area. (See Figure 1-4.) MP ensure that lights are used only as necessary, that noise discipline is maintained, and that camouflage techniques are used. These items must be included in the standing operating procedure (SOP) and/or in guard orders.

Civilian traffic and refugees are prevented from entering the area at the dismount point. They are directed to alternate routes. Stragglers are given directions, placed in medical channels, or detained, in accordance with the SOP.

Information may be provided to authorized persons entering the CP area. This must be done with care and courtesy. The SOP/guard orders must specify identification procedures as well as authorization. Normally an access list is not used at a dismount point. However, a system of passwords may be in effect. Specific requirements will vary with the situation. You must ensure that your personnel have received the proper instructions; this means that you must take positive action to obtain them if they are not provided.

Military police provide directions to those needing them. They also explain the procedures for access to and movement within the CP. Information pertaining to the location of other facilities may be given. Personnel manning the dismount point must always be alert to attempted enemy penetration. Information obtained or observed about the enemy must be passed to the platoon headquarters. Personnel must be ready to engage enemy forces according to the rules of engagement. Attempted infiltration is always a threat; enemy agents may attempt to penetrate the CP while posing as friendly and/or U.S. personnel. This may require that packages, briefcases, and vehicle loads be inspected. These measures, and others of a similar nature, will be determined by the officer in charge of overall security for the CP. It is an item that the platoon leader/sergeant must coordinate closely with the headquarters commandant and PM.

Physical Layout. A dismount point is usually established on or just outside the perimeter of the protected area. It must have space to stop vehicles to allow passengers to dismount. There must also be a parking area, located so that it is accessible from a road. The location must be one that can be found easily by drivers.

Although the dismount point should be easily found by drivers, it must not be readily identifiable to the enemy. It should be concealed, and preferably also covered. Natural terrain features or an enclosed structure are factors that should be considered. It must not violate good OPSEC procedures.

The parking area is set up on fairly level ground with a firm surface. This might be a grassy area or one with paved surface. Dirt covered areas should be avoided; in dry weather they create a dust cloud and in wet weather become muddy. Such a surface also allows vehicles to leave tracks. This makes the area more easily identifiable to enemy surveillance measures. The parking

area should be within walking distance of the CP. It must not, however, be located in such a way that direct fire can be brought to bear on the CP from the parking area. Terrain or man-made features may provide the necessary buffer.

Personnel. One three-man MP team is usually required to operate a dismount point. The team leader provides control, maintains communications, and sets up security. One team member controls movement at the dismount point. The remaining team member provides additional security and relieves the MP operating the dismount point. Each dismount point is unique. Terrain and traffic volume may require more than three MP to control a dismount point; in evaluation of METT-T and plan, you will have to determine such additional requirements.

Equipment and Communications. The equipment used at a dismount point is important. Each man must have his weapon and basic load of ammunition. This should be established by SOP. Night vision devices should be employed.

Communications are critical. A land line should be run from the dismount point to the CP itself. Messengers and visual signals can be used to augment the land line. Contingency plans must be prepared for loss of these means of communication. FM radio should be used as little as possible; preferably not at all.

Access Control Points

Functions. The purpose of an access control point is implied in its name. It is to ensure that only specifically designated individuals are allowed to enter the facility. An access control point is used at facilities that are highly sensitive. Because they are so sensitive, OPSEC assumes even greater importance. Light and noise discipline must be maintained. All reasonable steps should be taken to avoid making it easy for enemy elements to identify the facility as a sensitive one.

When persons approach the access control point they are stopped. Positive identification is required. The identification is checked against an access roster. The access roster is provided by the officer in charge of the facility. Anyone attempting to enter the facility who is not on the access roster is detained. Facility personnel designated in the guard orders or SOP are notified. The officer in charge of the facility, or his designated representative, will determine what to do with the individual. Specific instructions for this type of occurrence must be included in the guard orders.

Some facilities may also use a badge system. This may be in addition to or in place of the access roster. Other facilities may use various combinations of entry systems. Whatever system is used must be specified in the access point SOP and/or guard orders, which must also include contingency orders.

Location. An access control point is located near the entrance to the facility. No one should be able to enter the facility without going through

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Physical Layout. The facility will be located within its own perimeter. Barriers and guard posts will be used to deny access to the facility anywhere but through the access control point. The physical layout of the access control point will be dictated by its location. The access control point should include a fighting position for the machinegun.

This position must offer good fields of fire. It also must have an unobstructed view of the approach to the facility. When friendly units are within range of the machinegun, rifles and pistols should be used. All such fires must be coordinated in the total defensive plan of the CP. The rules of engagement must be very explicit and included in the guard orders.

Personnel. Normally an access control point is manned by three MP. One MP checks identification; one provides security; and the third is the relief.

Equipment and Communications. Military police operating an access control point will carry their normal combat load. Additional equipment must at least include flashlights. Night vision devices should also be used when possible. Communications should be established with personnel inside the facility. This is usually done by land line. Alternate means of communication must also be provided. Communications must also be maintained with the platoon headquarters. This should also be by land line, with provisions for alternate means.

Guard Posts

Functions. Guard posts are established to prevent unauthorized entry to an area. Military police at guard posts detect persons attempting to penetrate the perimeter, or who have somehow avoided the access control point.

Guard posts are fixed, walking, or a combination of the two. MP on posts avoid following a pattern. Within the limits of the post, they avoid following a set route. The key is to avoid establishing a pattern of either time or route. Any potential intruder must be kept guessing. During halts, MP place themselves so as to be able to observe as much of the facility and perimeter as possible.

When a guard detects someone trying to enter the facility, he identifies the person through the use of the challenge and password system (STANAG 2129). This system will be established by the command. It is included in the guard orders and/or briefing. If the individual cannot properly identify himself, he is detained. The guard supervisor or other designated person is notified. Even when the correct password is given, a guard must remain alert. Only minimum force should be used to detain individuals; rules of engagement and the use of force should be included in the guard orders for the post.

Location. The number and location of guard posts is determined by the terrain and the size of the facility. Guard posts should be placed where the guard

has the maximum field of vision of the area to be protected. When the facility is enclosed by wire or a similar barrier, the guard post is normally placed inside the wire. Guard posts should be located to make maximum use of the minimum amount of resources. Guards on walking posts should be familiar with places is which they may take up a covered position should the facility come under attack. Fixed guard posts should prepare fighting positions.

Personnel. The number of MP needed to man a guard post depends on its location and visibility. For example, at a small facility, only one MP may be required during daylight to watch two sides of the perimeter. During periods of limited visibility, or night, two guards may be required.

Equipment and Communications. Guard post equipment should normally include a flashlight and night vision device. The weapons, in addition to the basic combat load, will be determined by the situation. In some cases, a machinegun may be emplaced in a fighting position. Communications among fixed posts and the guard headquarters will normally be by land line. Walking posts may also have access to land lines depending on the location of the post. Visual and or sound communications may be used with the access control point or fixed guard posts. Man-portable radios may be required in very large operations.

Observation Posts

Functions. Observation posts (OP) look and listen for enemy activity within a particular sector. They pay special attention to likely avenues of approach. Their primary purpose is to detect the enemy as early as possible and give warning of their approach.

The OP team's task is to observe and report enemy activity. They engage the enemy only for self-defense, or to cover their own withdrawal. The MP manning an OP fight or withdraw according to the squad leader's instructions. They must be carefully briefed on the rules of engagement and the actions to be taken under various circumstances. The OP team must be careful not to be drawn out of position by a small enemy decoy force. They withdraw on order or to avoid capture.

The squad leader takes the team to the OP site. He shows them where to set up and marks the limits of the sector of observation. He instructs them when and how to report. Members of the team should be shown the withdrawal routes. The rules of engagement and the various circumstances under which the team should withdraw should also be reviewed with the team.

Location. OPs are normally used in conjunction with a perimeter defense of a dispersed CP. The platoon leader normally selects the general location of the OP. They are normally placed along the perimeter where they can observe the most likely avenues of enemy approach. OPs may also be located among the perimeter so that their sectors overlap. This is determined by the factors of METT-T.

The squad leader selects the precise location of the OP. In selecting the location, he looks for one that meets as many of the following requirements as possible:

- Offers a good view of the sector.
- Offers cover and concealment.
- Offers covered and concealed routes to and from the OP from friendly positions.
- Does not attract attention.
- Does not silhouette observers.

You should avoid the use of such readily identifiable features as water towers, isolated groves of trees, and abandoned vehicles. These only serve to draw the enemy's attention. You should also avoid using hilltops. An ideal place for an OP is on the forward scope of a hill, if there are possible withdrawal routes. The flank of a hill, or a saddle, are also excellent positions to look for a place to site an OP.

Fields of observation may have to be selectively cleared. In clearing fields of vision, great care must be taken not to give the position away. Cover and concealment may have to be sacrificed slightly to obtain a good field of vision.

The OP team builds fighting positions for protection and concealment. They use trip flares, noise making devices, night vision equipment, and similar early warning systems to detect the enemy's approach. All positions should make maximum use of cover and concealment consistent with the mission.

Personnel. An OP is usually manned by an MP team. One man usually observes. This may vary due to terrain and weather. A single individual should almost never be placed on OP duty. A second person provides security and records and reports information. The third team member provides relief and backup security. Normally, positions should be rotated every 20 to 30 minutes. Observer efficiency decreases rapidly after that time due to fatigue.

How often the team is to be replaced depends on several factors, not the least of which is the number of personnel available. Frequency of relief will also depend on the physical condition of the men, weather, and morale.

Equipment and Communications. In addition to the basic combat load and machinegun, the OP team should have a pair of binoculars. They will also require night vision devices and early warning systems, including flares and other pyrotechnics. Early warning systems may also be improvised. Materials to improvise should be brought forward when the position is established. A compass and map are critical to the proper functioning of an OP; they allow the team to get azimuth readings and give the location of the enemy by grid coordinate. Preplanned targets may also be provided for indirect fires. Use

of indirect fire must be closely coordinated by the platoon leader with the headquarters commandant. Team members must be given clear, precise instruction on the use of preplanned fires.

OPs should have either wire or radio communications. Preferably they should have both, with the radio being a backup to the wire system. Messengers may also be used. In some cases, the use of pyrotechnics or other visual means may also be used. OPs should be required to conduct communications checks with headquarters on a scheduled basis. The schedule should not be set, but should be random in both time and sequencing. For example, the first communication check may be at four minutes after the hour, the next at seven minutes after, and the third on the hour. The first check should be OP 1 followed by OP 3, and then OP 2. The second check might be OP 2, OP 3, OP 1. This precludes the enemy from occupying an OP without the headquarters being aware of it.

Search Techniques and Reporting. The observer searches the sector in two steps. First he makes a quick, overall search of the entire area. He should be alert to obvious targets as well as unnatural colors, outlines, or movements. He does the search by looking from immediately in front of his position to the maximum range he wishes to observe. If the sector is large it should be divided into sections. Figure 1-6 illustrates this technique.

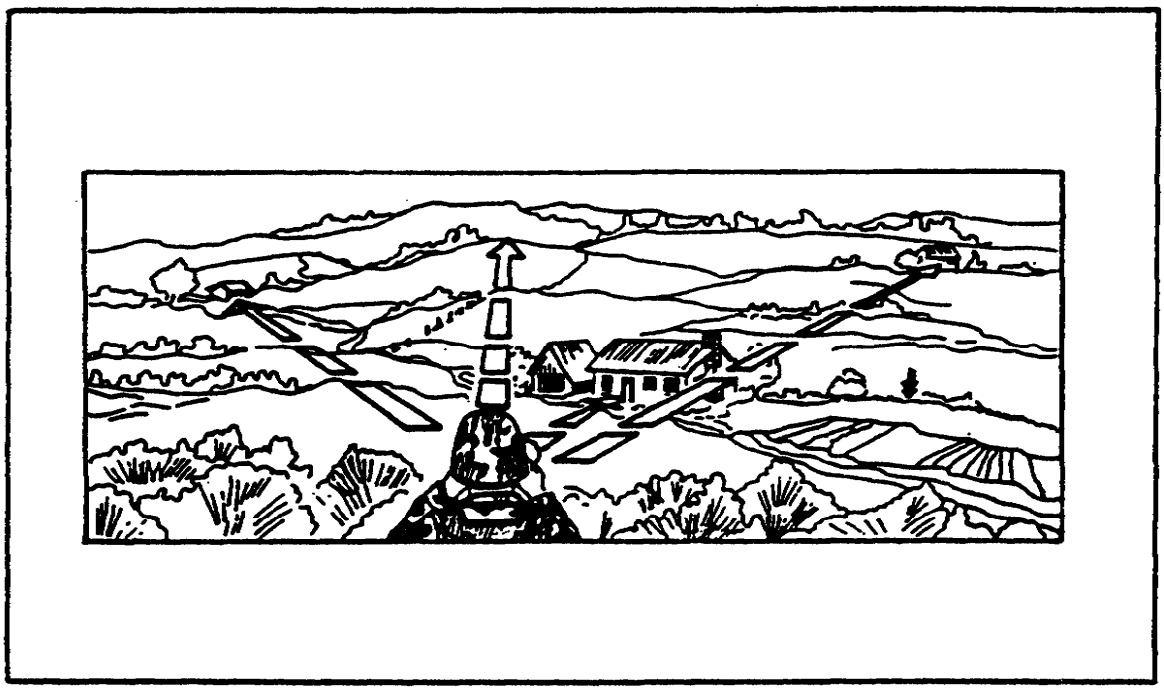

Figure 1-6. Overall Search.

After completing the overall search in 50 meter strips. He alternates his pattern left to right and then right to left. When he sees a suspicious spot, he stops and looks it over very carefully. As an aid, he takes notes and

makes drawings. Each of the 50 meter strips should overlap. Figure 1-7 is an illustration of this technique.

All information must be reported quickly, accurately, and completely. The observer makes sure the report answers the questions who, what, where, and when. To do this he should use the SALUTE format.

S - What was the size of the enemy force?
A - What activity were they engaged in?
L - What is the location of the enemy?
U - What type of enemy unit was seen?
T - What time was the enemy seen?
E - What equipment were they carrying?

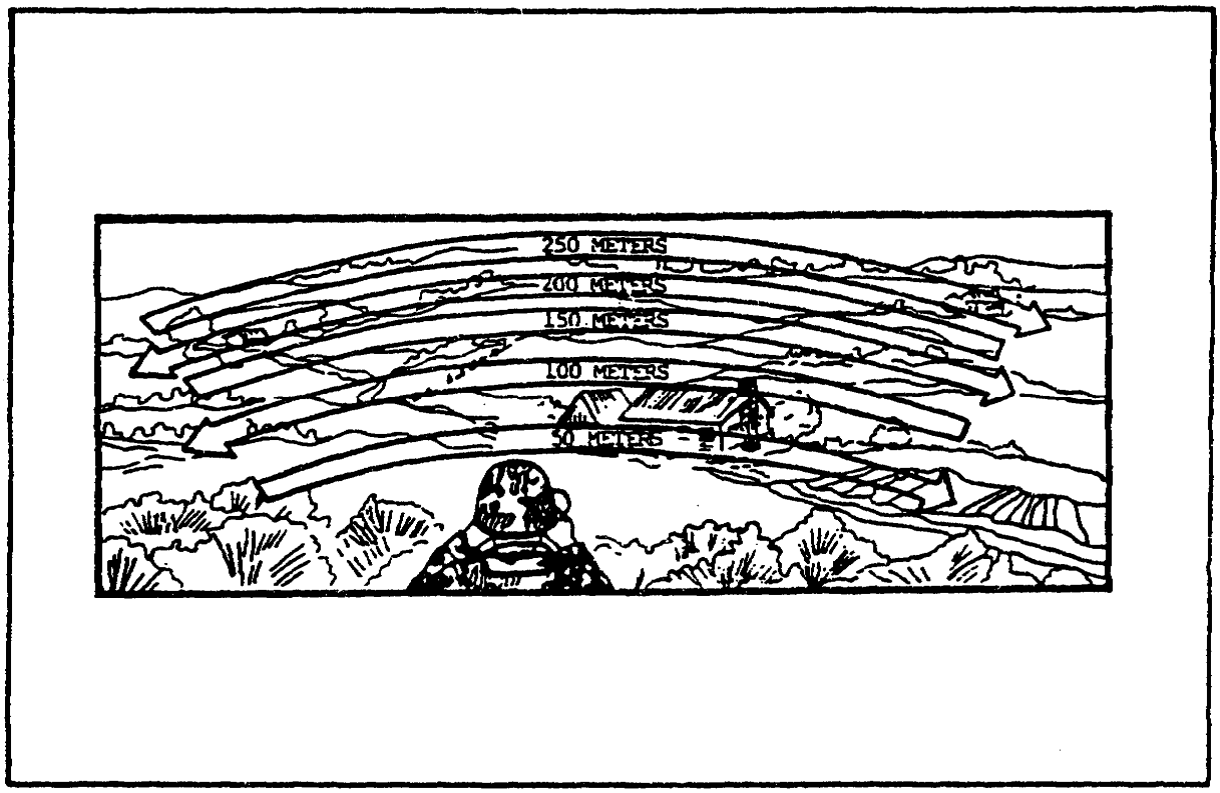

Figure 1-7. Overlapping 50 Meter Search.

The size of the enemy unit is the number of troops or vehicles seen. The observer reports 10 enemy infantrymen rather than an infantry squad. He reports three enemy tanks rather than a tank platoon. The activity they are engaged in is reported by the observer. For example, he saw the enemy infantrymen laying antipersonnel mines along a trail.

The observer reports where he saw the enemy. This is done using grid coordinates. In an emergency, he may report the location in references to a key terrain feature. The enemy unit may be hard to determine. Whatever information is available should be reported; for example, markings or other distinctive features seen on vehicles. Some countries have special uniforms or headgear. They also might use colored collar tabs. The observer should

report the time he saw the activity, not the time he is reporting it. All equipment that the enemy has should be reported. If le does not recognize an item, he should describe it. Such an item should also by sketched by the observer and the sketch submitted through reporting channels.

Security Patrols

Military police securing a dispersed CP will often use security patrols to screen the perimeter. A security patrol is a combat patrol. The patrol prevents infiltration and penetration of the CP area. It serves to keep the CP from being surprised by an enemy attack. Patrols will be mounted or on foot, depending on the requirements of the situation. They must be particularly alert to any suspicious activity. The riles of engagement must be clearly specified; actions of the patrol will vary widely depending on the situation.

Mobile and foot patrols may be made up of one or two MP teams. The number of personnel required will vary with METT-T. Routes along the perimeter will be established. Each patrol will be given a sector to patrol. It is critical that patterns of both time and route be avoided. Security patrols will normally move using traveling overwatch.

Defensive Techniques

Military police personnel must have the capability to employ all the defensive techniques when establishing fighting positions. Which techniques are to be used will depend on METT-T. In most cases, they will be determined by the platoon leader, in coordination with the headquarters commandant. Military police are normally performing internal security duties.

Traffic Control Post

At least one traffic control post (TCP) is usually required, in addition to the security measures described above. The TCP is located at the intersection of the main supply route (MSR) and the access road to the CP. More than one TCP may be required, depending on the situation and the road net. A TCP is usually manned by one MP team. The team leader provides supervision and communication. One team member is responsible for directing traffic, while the second provides security for the TCP.

The primary function of the TCP is to control access to the CP; this is the initial screening. It also ensures that traffic flows smoothly both into and out of the CP, as well as along the MSR. Traffic tie ups at the entrance to the CP not only have all the normal disadvantages, but may well assist the enemy in locating the CP. The TCP performs all the tasks normally assigned any TCP, within the limits of its primary security function.

ASPS Security

The ASPS is where intelligence information is received, processed, and distributed. Each division has an ASPS. It is located in the division

tactical operations center (DTOC) or within 1 to 5 kilometers. Military police or band augmentation personnel perform internal security to protect the ASPS and its information. They use guard posts and access control points to do this. Figure 1-8 illustrates how MP might be deployed at an ASPS.

One squad provides security for the ASPS. The squad leader assigns one team the access control point. The access list for the ASPS will be provided by the ASPS officer in charge. The remaining squad members establish and man guard posts. The number of guard posts will depend on the situation and where the ASPS has been established. Other members of the squad provide relief to the committed members. Military police provide security for the ASPS when it moves.

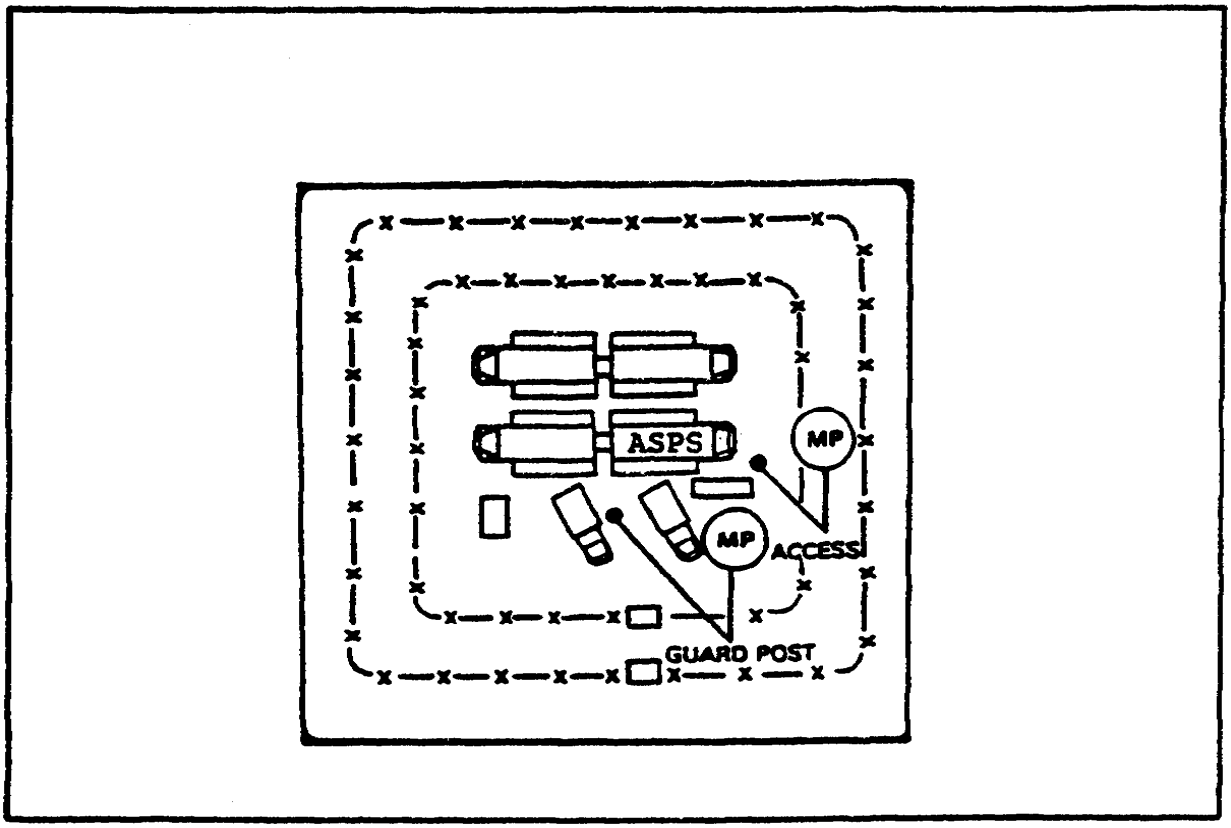

Figure 1-8. All Source Production Section (ASPS).

Division Tactical Operations Center (DTOC)

The DTOC may require two access control points. One control point restricts access to the DTOC itself. It will be located at the entrance to the DTOC. A second access control point may be required at the entrance to the communications center, within the DTOC. In both cases, at least an access roster will be provided. Badge systems and/or passwords may also be used to identify authorized personnel. Two MP normally control access to the DTOC. One MP is usually adequate to man the access to the communications center. This may vary, depending on how the DTOC is laid out. An example of the security positions is shown at figure 1-9.

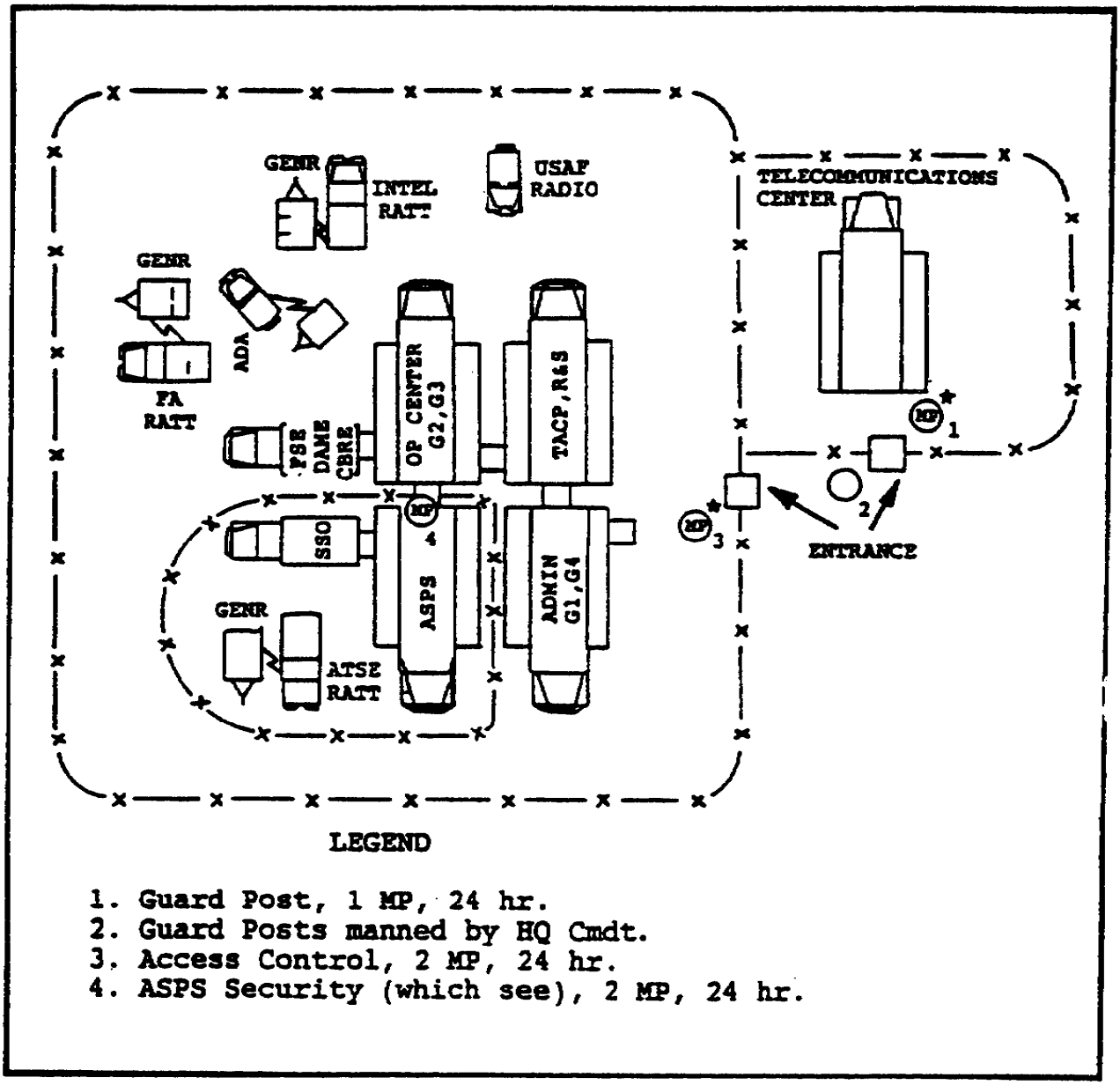

Figure 1-9. Division Tactical Operations Center.

Security in Depth

As can be seen from the preceding discussion, the number of MP required for the internal security of the command post will vary with METT-T. Security is provided in layers. The restrictions for access and identification become more strict the closer to the center one goes. Persons approaching the CP first encounter a TCP. The TCP screens out those who obviously have no business at the CP. These might be refugees, or casual civilian traffic, for example. The TCP is manned by three MP. Once past the TCP, the next clearance point is a dismount point. It is also normally manned by three MP. Stricter identification will be required at this point. Also, no vehicles will be permitted any closer.

Once the visitor reaches the DTOC itself, he must pass at least one access control point. Here positive identification will be required. This may be an access roster or badge system. Two MP normally man this control point, with a third MP patrolling the perimeter. Should access be required to either the ASPS or the communications center, positive identification and clearance will again be required. These access control points, within the DTOC, are normally manned by one MP. There is also at least one MP in each case patrolling the perimeter. Additional guard posts, both walking and stationary, will be located so as to maintain surveillance of the perimeter and preclude unauthorized access at other than the designated entry points.

Commanding General's Security

Military police often provide security for the division commander. This depends on the desires of the commander. When provided, MP normally establish a guard post on the commander's quarters. The commander's quarters are usually in the vicinity of the DTOC. This is normally a one-man post. Four additional MP are placed in an on-call status near the quarters for contingency purposes. MP may also escort the commander as he moves around the division area. This is usually accomplished by one MP team with a high mobility multi-purpose wheeled vehicle (HMMWV). MP selected to protect the commander must be qualified marksman; as well as neat, tactful, and diplomatic. Exercise special care to fully brief and train these MP on their duties. The key is to provide maximum security while not interfering with the commander. All the techniques discussed in the section on the escort of designated individuals must be considered. The primary point of contact for providing security to the commander is normally his senior aide-de-camp.

SECURITY OF DESIGNATED PERSONNEL

Military police are often tasked to provide security for selected personnel. This may include the division commander or other selected individuals. This is particularly true in an area where there is a high threat from terrorists, guerrillas, or enemy infiltrators. MP also perform this task in non-combat environments. The degree of security afforded the protected person, called the principal, depends on the threat and his position.

The primary task of the military police is to intercept anyone not authorized to approach the principal. Two methods are used to accomplish this; stationary security and/or security during travel.

Planning

The MP operations section prepares the plan for the protective service mission. The mission passes through the chain of command/operations to the PS security platoon leader. When the platoon leader receives the warning order, he begins his troop leading steps. The platoon leader will review the completed order, when received, to see what changes may be required from his initial planning.

The number of MP required depends on METT-T. A major consideration will be whether protection will be required for an extended period, such as that provided the division commander. Other important considerations are the principal's itinerary and his mission. The protection mission may be assigned to a squad or a team. Whenever possible, squad and team integrity should be maintained. The MP selected for such duty must be well qualified on their weapons. They should also be mature, experienced, tactful, and of excellent appearance. A squad is normally the largest element used in a protection mission.

The squad leader begins his troop leading steps when he receives the warning order. When the completed order is received he makes the necessary adjustments. The team leaders are given warning orders in turn. In addition to their normal equipment, MP participating in protective services missions should have protective clothing, primary and back-up communication equipment, and night vision devices. The security element leader must have a copy of the itinerary of the principal.

Weapons to be employed will vary with the mission and conditions. In areas where there is a high population density, side arms are appropriate. In less densely populated areas or outside of buildings, automatic and semiautomatic weapons may be employed. The ammunition load is dictated by the mission. There may be a need for smoke and/or pyrotechnic signaling devices.

Personnel, weapons, and vehicles must be prepared to move on short notice. All must be closely inspected prior to the mission and continually checked during the mission. Failure could result in the loss of security for the principal and mission failure.

Stationary Security

Protective services for a building or principal are normally performed by an MP team. After planning for the mission, the team leader briefs his team members. He assigns them their duties and ensures they understand their responsibilities. They need to know the rules of engagement, as well as what to do if the principal ignores the security provided. Access control procedures and guard orders are discussed. Team members are told of any special restrictions on the circulation of individual in the area. The team

leader makes sure that the HP understand that under no circumstances must their actions risk the security of the principal.

The team leader should brief the principal and his aides or escorts on security procedures being taken. This ensures that the principal and his party understand what the MP will be doing under both routine and emergency circumstances. The team leader also recommends personal security measures to the principal, when appropriate. He advises the principal what equipment is available for the principal's safety and security. The MP may also provide equipment to the principal when required.

The team leader and one HP maintain constant overwatch of the principal. They stay close to the principal without interfering in his activities. MP do not voluntarily engage in conversations with the principal or others. MP provide information only when asked directly. If the principal enters a tent, the MP remain outside, unless instructed otherwise. They take up a guard post position. If there are restrictions on access to the tent, the MP perform as an access control point. In buildings, MP position themselves outside the room occupied by the principal and perform duties as they do at a tent.

Team members constantly watch for suspicious activity and persons. If an assassination is attempted, the safety of the principal is the primary concern of the team. Each SP must know ahead of time what his responsibilities are. In some cases, MP may be required to work closely with a permanently assigned security detail of the principal. The team leader must ensure close coordination and cooperation. The team members take turns eating and taking breaks as the situation permits.

Security During Travel

The principal may travel by any means. Those most commonly used on the battlefield are helicopter and motor vehicle. The principles and techniques used for these two modes of travel are readily adaptable to other means of transportation. Regardless of the mode of travel, certain actions must be planned for by the military police. These actions include:

- Security at the pick up point.
- HP actions to pick up the principal.
- Security during movement.
- Release point coordination and control.
- Release point security.

Protective services operations during movement are normally conducted by a squad. As with stationary security, however, it may vary with the situation.
For example, a continual security detail of the division commander may employ a team. The squad leader begins his planning on receipt of the warning order.
He then briefs his men on the mission and how it will be conducted. A

reconnaissance of the route should be performed ahead of time. If time precludes actually traveling the route, at least a detailed map reconnaissance should be conducted. The start point is the pick up point.

The squad leader ensures that the security detail arrives at the start point before the principal. Upon arrival, the MP take up a hasty defensive position. It should cover the pick up point in a roughly circular fashion. Particular concern should be given to the most likely avenues of approach. The techniques used when the pick up point is in an already secured area, such as the CP, will vary from those used in an unsecured location. In an unsecured location a perimeter defense should be established. Positions should be covered and concealed when possible. The area must be checked for hidden individuals. It must also be checked for mines, booby traps, contamination, or other things that might threaten the principal.

One team briefs and assists the principal before and during the movement. The remaining teams maintain security of the pickup point. The squad leader briefs the principal at the pick up point prior to departure. This lets the principal and his party know what actions the MP are taking and will take. He also advises the principal on what actions will be taken in case of an emergency. He tells the principal what to do and what not to do upon contact with the enemy or other emergency. This must be done professionally and with a great deal of tact. The amount of detail will vary with who the principal is. For example, the division commander will already be familiar with most of the procedures and will only need reminding of them. A person new to the area, such as a visiting congressman, will require very clear, detailed instructions.

Members of the detail provide the principal with protective gear, if required. They make sure the principal knows how to use the equipment. For example, they fit the principal's protective mask and show him how to put it on. How much of this is required will again vary with who the principal is and how familiar he is with the equipment. When required by the situation, they suggest that distinctive insignia which identifies the principal be removed. The principal is fully briefed on other measures that may be taken to disguise him. This might include having an MP masquerade as the principal during the movement.

After the briefing is completed, the principal takes his position in the vehicle or aircraft. The position should be one that accords with the principal's wishes, but provides as much security as possible. Once the principal is positioned, the security teams deployed around the pick up point prepare for movement.

If the movement comes under enemy attack, or in any other emergency, the safety and security of the principal is the primary concern of the security detail. Emergency reaction drills should be incorporated in operational plans. They should be included in MP training and rehearsed as much as possible. Ideally, reactions should be well enough drilled that they become almost automatic.

When the principal travels by fixed wing aircraft, MP ride in the same aircraft. The same is true of helicopters, whenever possible. During a vehicular movement, MP are the lead and trail vehicles. If available, a scout vehicle may also be used. MP security elements maintain their security posture at all times. Because the principal is very vulnerable just before a move begins; delays should be avoided.

Measures taken during movement are similar to those employed in convoy security. These are described in detail in lesson 2. Unlike convoy security, MP in a security movement are usually escorting only one or two vehicles. This increases the chance of the enemy detecting and identifying the movement as a protective services operation. Certain passive protection measures must be used. The security detail leader may:

- Vary the placement of the principal in his vehicle.

- Vary the position of the vehicle in the movement. This will depend on the number of vehicles in the movement and the ability of the MP to provide overwatch.

- Remove or disguise distinguishing features of the principal's clothing and equipment.

- Disguise an MP as the principal.

MP coordinate the location and responsibility for control of the release point. The release point is where the principal's travel ends or where responsibility for security is passed to another element. Coordination for the release point is made before the route reconnaissance. This allows MP to see the release point, decide on security requirements, and select probable defensive positions.

Control at the release point is important. Usually, release point security is the responsibility of the gaining element. The release point becomes the gaining security element's start point. Which element is responsible, however, must be clearly defined prior to the movement. The passing of security responsibility must be very clear and precise to prevent confusion.

The principal is most often on a time schedule. If delays have occurred, the gaining element may have to make up the time. If a lengthy delay has occurred, the principal is informed. If the delay is such that the itinerary cannot be maintained, MP assist the principal in any manner possible to make adjustments. This may include informing representatives at the destination of the delay. They may provide a new estimated time of arrival. Such information must be transmitted only by secure means.

MP may be required to provide extended security at the destination or release point. This may occur if the principal arrives early or if representatives at the destination are delayed. When this occurs, MP take actions similar to those at the start point. A defensive perimeter is established. A clear

view of everything and everyone near the principal must be maintained. No unauthorized individuals must be allowed to approach the principal.

When the principal travels by aircraft, the security detail must be particularly alert at the release point. The principal is especially vulnerable when deplaning. At least one MP should precede the principal off the aircraft.

After Actions

When the movement has been completed, the security element leader conducts a debriefing. Procedures, problem areas, and performance are reviewed. Methods that would improve the operation are identified. Often, the security leader will be required to prepare a written after action report. This should be done as soon as possible after the mission is completed, before memory dims. The report should include the scope of the operation, as well as what went well and what did not. Most importantly, it should include recommendations for improvement. The security leader should also be prepared to conduct oral briefings. The written report will be submitted through the chain of command to the company commander.

CONCLUSION

This lesson has covered the principles used by MP to secure a division command post. It has also included other critical facilities secured in a combat environment by MP. The mission of protecting the division commander and other dignitaries has been discussed. Although this lesson has concentrated on these measures in a division, similar methods are employed at other headquarters, such as corps. The scope of the operation in these other headquarters may vary, but the principles employed remain the same.

If you feel you have a good grasp of the material, turn the page and try the practice exercises. If there are some areas in which you are not sure, go back and review them.

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LESSON 1

PRACTICE EXERCISE

This practice exercise will show you how much you have learned in this lesson. Answer each question. When you are done, turn the page to check your answers.

GENERAL SITUATION

You are the platoon sergeant and acting platoon leader of the division MP platoon tasked with providing security for the division CP. One squad has been detached to operate the division EPW collecting point. The ASPS security squad has been placed under your control. The division command post has been established in a wooded area that provides some cover and excellent concealment.

1. Since the CP has been placed in this area and has been kept essentially together, you know that it is considered what type of CP deployment?

A. Disposed.
B. Massed.
C. Open.
D. Closed.

2. In this situation, you are told to coordinate your security efforts closely with the staff officer responsible for the overall security of the CP complex. You know this is the:

A. headquarters commandant.
B. headquarters company commander.
C. senior aide.
D. assistant division commander.

3. The layout is such that two access control points are required. How many MP will this require?

A. 2.
B. 4.
C. 6.
D. 8.

4. In briefing the MP detailed to operate the dismount point, you remind them that their primary duty is to:

A. ensure smooth traffic flow to and from the MSR.
B. check that all personnel entering the CP area are on the roster.
C. provide information to authorized persons.
D. control military movement to the CP.

5. Intelligence has been received that indicates that the division commander is the target of assassination. Security for the division commander will be provided by:

A. your platoon.
B. headquarters commandant.
C. CID special agents.
D. MI special agents.

6. You have been tasked to provide two HP teams in two HMMWVs to escort the division commander to a special meeting. A third HMMWV and MP team has also become available for this mission. You modify your initial orders to the escort detail to have the third jeep and team:

A. trail the main element of the escort.
B. act as a scout..
C. stand-by as a replacement.
D. act as a relief half-way through the trip.

7. Part of the division commander's trip is to be performed by helicopter. The MP team accompanying the commander will:

A. meet him when he lands, since he will be safe in the air.
B. arrange for a HMMWV to follow him.
C. do nothing. The headquarters commandant is responsible.
D. accompany him in the helicopter if possible.

8. The security detail will arrive at the pick-up point prior to the commander. The first thing they will do is:

A. establish a security perimeter.
B. check the area for booby traps.
C. take up their escort positions.
D. take a quick break before he arrives.

LESSON 1

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	B.	Massed When a massed CP... (page 1-3, para 2)
2.	A.	headquarters commandant The headquarters commandant is also... (page 1-9, para 5)
3.	C.	6 Personnel. Normally an access... (page 1-15, para 3)
4.	D.	control military movement to the CP Functions. Although a dismount point... (page 1-13, para 1)
5.	A.	your platoon Military Police often provide... (page 1-23, para 3)
6.	B.	act as a scout If available, a scout vehicle... (page 1-27, para 1)
7.	D.	accompany him in the helicopter if possible When the principle travels... (page 1-27, para 1)
8.	A.	establish a security perimeter Upon arrival, the MP take up... (page 1-26, para 1)

If you had a hard time getting the right answers, go back and review the lesson. If you did well on this practice exercise, you should be ready to start the next lesson.

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LESSON 2

PLAN AND IMPLEMENT CONVOY SECURITY OPERATIONS

Critical Tasks: 191-379-4407

OVERVIEW

LESSON DESCRIPTION

In this lesson, you will learn the key planning considerations and implementation techniques used in the protection of convoys.

TERMINAL LEARNING OBJECTIVE:

ACTION: Plan and implement convoy security operations.

CONDITION: Given a fully equipped military police squad, with radio-equipped vehicles, maps, overlays, and operations orders.

STANDARD: To demonstrate competency of this task, you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: STP 19-95B4, FM 5-36, FM 7-7, FM 7-8, FM 19-4, FM 19-30, FM 55-10, and FM 55-30.

INTRODUCTION

Convoy escort and security is an operation in which military police are detailed to provide movement security to a specific group of vehicles. It is distinguished from route security, which is the control and overall protection of the roadway and its adjacent territory. There are a variety of convoys and special movements that the military police may be called upon to protect. They include:

- Special resupply operations.
- Special ammunition or sensitive material movements.
- Escort of designated persons.
- Assistance to combat units during special operations such as passage of lines or river crossings.

The responsible commander, through his provost marshal, will task MP units to perform convoy operations. Convoy operations are closely coordinated with the

highway traffic division (HTD). MP assets in the theater are routinely over committed. Only special convoys are designated to receive an MP escort.
"Routine" convoys provide their own escort. The ability of the unit being escorted to provide its own security is considered together with the tactical situation. The purpose of the convoy is of primary importance in determining the amount and type of MP support, if any, a convoy receives.

Types of Support

Military police are committed in two ways to convoy security operations. That mission may be either area or functionally oriented.

Area Oriented Support. In this type support, the MP unit is tasked to provide security for the movement within a given area. In other words, as the convoy enters the designated area of operations, the MP unit begins its security escort mission. When the convoy leaves that unit's area of operations, it passes the mission to another MP element.

Functionally Oriented Support. In some cases, it may be more effective if the same MP element provides the security escort throughout the movement. The same MP element would escort the convoy from its start point to the release point regardless of the areas it passed through.

Convoy Control

In addition to the different types of support, there are two types of convoy control. These are organizational and area control. These types of control are almost always used in combination.

Organizational Control. In this method of control, the convoy is under the authority of the unit commander. It is the responsibility of the concerned unit commander to control its movement from beginning to end. The unit commander ensures his personnel obey:

- Rules of the road.
- Traffic laws and regulations.
- Speed limits.
- Time and distance gaps.
- Routing plans.
- Schedules.
- March discipline.

Area Control. Those measures taken by the appropriate HTD and enforced by the MP over the road network are called area control. This includes the use of traffic control posts (TCPs) and highway regulating points. Military police

provide mobile patrols within a given area of operation (AO) that enforce the main supply route (MSR) regulations and provide route security. Other support services may also be provided on an area basis. For example, this might include maintenance or medical support.

Planning

Once the MP commander receives the mission to provide convoy security, an estimate of the situation is started. He takes into account the factors of METT-T. The following steps must be considered when planning a convoy operation:

- Reconnaissance.
- Coordination.
- Method of escort.
- Tactical actions.

Reconnaissance. Military police should be able to conduct a hasty reconnaissance of the route to be used by the convoy. At a minimum, a map reconnaissance is necessary. All sources of information should be consulted, especially the engineers and highway traffic division (HTD). Aircraft should be used if possible.

Color codes are often used as a form of shorthand to designate the enemy activity along a portion of a route. Three color codes are used. They correspond to those used for traffic signals.

- GREEN--The road is generally free from enemy activity. Only "routine" precautions are required.
- YELLOW--There is some risk of enemy activity. All personnel should be armed and alert. Each single vehicle should carry at least two persons.
- RED--This road is in a combat zone, Passage requires combat preparations.

Coordination. The MP leader and convoy commander must meet to coordinate their actions. Each must be aware of his own capabilities and restrictions. They should establish convoy organization and means of primary and back-up communications. They must determine the times and locations at which MP support begins and ends. Any anticipated changes in the route must be coordinated. A typical situation might be one in which different MP units provide area-oriented support.

Escort Methods. The planner decides the best method of security escort to use. Considerations of terrain, purpose of the escort, size of the unit to be

escorted, enemy action, and resources available all influence the selection of the method. The methods of escort are:

- Leading and following.
- Empty truck (or modified).
- Leapfrog.
- Perimeter.

Each of these methods will be discussed in detail later in this lesson.

Tactical Actions. Tactical actions to be taken for security during halts or mechanical breakdowns must be established. Weapons resources must be coordinated. The location of armored vehicles and automatic weapons in the convoy should be mutually supporting. Prior coordination should be made with mortar, artillery, and air support. All personnel in the convoy must know what action to take in case of enemy attack. Generally, convoy personnel are required to maintain local security of their vehicles, while MP take offensive action against the enemy attack.

If an enemy ambush occurs, persons in the vehicles that have been stopped (blocked or disabled) in the kill zone should dismount and establish a base of fire. If the vehicle can move, it should attempt to clear the kill zone as rapidly as possible.

If the convoy comes under artillery attack, all vehicles should continue to move. They should attempt to move forward and clear the area as rapidly as possible. During an air attack, vehicles should disperse and attempt to find cover. All personnel should take the aircraft under fire with all available weapons.

This has provided an introductory overview of this lesson. Many of the techniques involved have been covered in other subcourses. For example, hasty route reconnaissance is covered in great detail in subcourse MP 1028. In such cases, only a brief review will be included here. Material that is new will be covered in greater detail.

CONVOY OPERATIONS

Before you can effectively plan and coordinate security with a convoy commander, you must have some idea of how the convoy will be organized and will operate. Although the specific details may vary, depending on the size and type of convoy, the basic principles remain the same.

Military police do not normally escort routine convoys; resources are generally too limited. When conditions warrant, however, the MP may be tasked to escort selected convoys. In general terms, the key factor in determining whether MP assets will be committed will be the importance of the "cargo" (cargo in this sense includes people). Another consideration will be

potential enemy activity. MP generally escort convoys containing critical resupply, special ammunition, sensitive cargo, or distinguished individuals requiring special protection. In areas suffering from a large amount of pilferage, MP may also escort convoys to preclude diversion of the cargo.

Planners and security element leaders should know what a convoy commander does; how the convoy is organized; and the role of the HTD or division transportation officer. Since the division transportation officer (DTO) performs many of the same functions as the HTD, remarks in this lesson pertaining to the HTD also apply to the DTO unless stated otherwise. The functions and operations of the HTD are covered in detail in subcourse MP 1028 and MP 1029.

Highway Traffic Division

The HTD controls the use of the main supply route (MSR) network. It is an organization that is a part of the corps movement control center. In the division it is the division transportation office. Personnel from other organizations may be detailed to it as required by the situation.

The HTD informs the convoy commander of the restrictions and requirements placed on convoys. It is the HTD that grants convoy clearances and movement credits. Information concerning convoy support in the area is provided by the HTD. Such support may include security forces, escort vehicles, fire support, vehicle recovery and repair, and medical aid. These services are generally provided on an area basis. As with MP escort, in specific instances, any or all of these services may be provided to a particular special movement. The HTD maintains up-to-date information on road conditions as well, and provides that information to those that need it.

The responsibilities of the HTD will vary depending on the expected amount of movement and the capacity of the road network. It will normally perform most of the following functions, as well as those discussed in the preceding paragraph:

- Formulates and maintains the highway regulation plan and the traffic circulation plan.
- Acts as a clearing house for highway status information.
- Implements established priorities for highway routing.
- Processes route clearance requests.
- Establishes procedures for reporting road conditions, highway construction, damage, etc.
- Established MSR and alternates.
- Issues the traffic circulation overlay and updates it.

- Maintains a situation map of the road net to reflect data on such things as obstructions, detours, defiles, capacities, enemy activity, and road conditions.

- Consolidates/issues movement credits.

- Modifies routings, schedules, and priorities.

- Coordinates with the host nation when required.

- Coordinates movements and exchanges information with adjacent HTD.

The HTD uses area control methods. In other words, each HTD is responsible for a specific geographic area. It is responsible for highway traffic movements within that area. There are two elements that are the primary executors of the procedures established by the HTD. The first is highway traffic regulating points that are provided by transportation units. The second is the military police. The military police operating in the area enforce the MSR regulations, primarily through the use of mobile patrols and TCPs.

Much of the control that facilitates movement over the highway system is accomplished by movement credit and route designation.

Movement Credits. When moving over selected routes and under certain locally prescribed conditions, it is necessary to obtain a movement credit or convoy clearance. The unit making the move prepares a convoy clearance request and submits it through channels to the HTD in whose area the convoy will begin. When the request is approved by the HTD, a movement credit and convoy number is issued to the requesting unit. The HTD also provides any additional instructions or requirements that may be necessary.

Route Designations. In order to provide the maximum movement with the minimum amount of regulations, each MSR and alternate receives a designation from the HTD. Each indicates a degree of restrictions. There are five designations that are used. They are: open, supervised, dispatch, reserved, and prohibited.

An open route has the least amount of control. Movement credits are not required and TCPs are established only at the most critical places. A supervised route is used when a limited amount of control is required. Movement credits will normally be required for convoys of ten or more vehicles. A dispatch route is fully controlled. Movement credits are required even for single vehicles. A reserved route is one that the commander has set aside for either a specific type of movement or for the exclusive use of a certain unit. A prohibited route is exactly as its name implies. No traffic is permitted on it.

Convoy Organization

A convoy is defined as a group of two or more vehicles organized for the purpose of movement control, under a single commander. Normally, they are from the same unit. This may not always be the case. If several different units have a small number of vehicles making a move; the HT may organize them into a single convoy. In that case, the convoy commander will have operational control (OPCON) of all the vehicles and personnel.

The convoy commander is responsible for the overall planning and execution of the convoy operation. He receives a mission, conducts a reconnaissance, plans the operation, issues orders, inspects personnel and vehicles, and coordinates security. The convoy commander may be the company commander, a platoon leader, or an NCO, depending on the size of the convoy. His responsibilities include making sure his drivers obey the rules of the road. This includes speed limits. He also ensures that distance gaps, routing plans, and march discipline are adhered to.

The convoy may be broken into smaller elements, depending on its size. When the convoy is divided into more manageable parts, every attempt is made to maintain unit integrity. Columns of 20 vehicles or less are not normally divided. Twenty vehicles is about the size of a normal march unit and can be controlled by a single commander. When convoys are larger the column may be divided into serials. Serials may be divided into march units.

A serial consists of elements of a march column moving from one area, over the same route, at the same rate. All of the elements move to the same new area, and are grouped under one command. A serial is given a temporary numerical, alphabetical, or other designation. This is done for control and reporting purposes. A march unit is an element of a serial which moves or halts on command or signal of a single commander. March units are usually separated by a specific time gap or interval. Figure 2-1 is a diagram of this concept.

All march columns, regardless of size, have three parts. Each part has a job to do. The three parts are the head, the main body, and a trail. At times, a fourth part may be added. This is termed a detached party.

Head. The head is the first task vehicle of the column in the order of march. The convoy pace setter rides in this vehicle. The officer or NCO at the head ensures the convoy follows the proper route. He also checks at scheduled points and receives orders or changes to orders. This allows the convoy commander to move about the convoy as required.

Main Body. The main body of the column follows the pace setter. It consists of the bulk of the vehicles of the column. It may be divided into serials and march units. Each serial or march unit may also be organized with a head, main body, and trail. Each would have its own pace setter.

Trail. The trail is the last element of the column. The trail officer or NCO maintains discipline, prevents straggling, and checks final clearance of designated points.

Usually, a maintenance truck and medical personnel are included in the trail.

Detached Party. Detached parties are not a part of the main column. They are detailed to perform special duties such as quartering and reconnaissance. They also may perform as guides or escorts and may contain a security element.

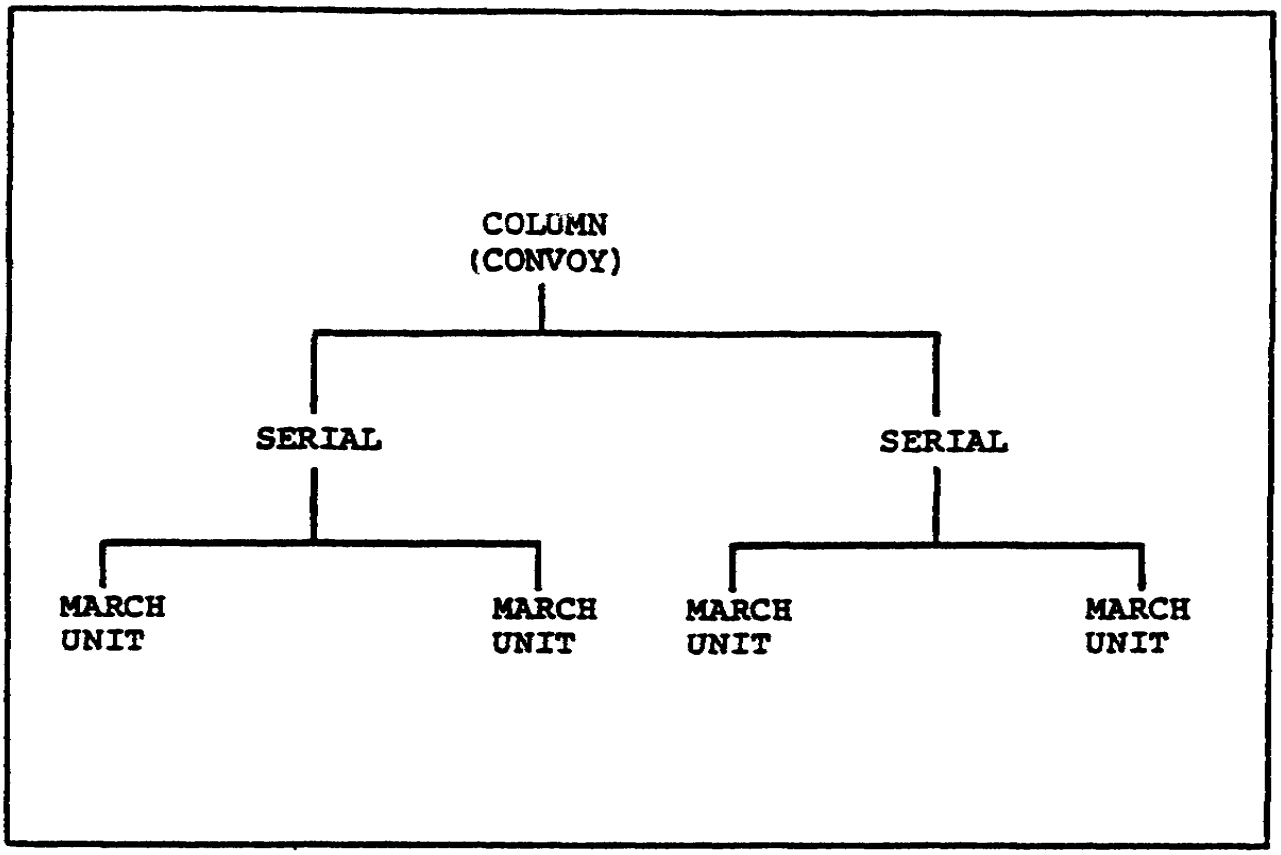


Figure 2-1. Convoy Organization.

Special Vehicle Locations

Selected special vehicles require special consideration in a convoy. Of particular concern is where they are placed in the column.

Critical Cargo Vehicles. These are vehicles that are carrying an unusual or dangerous cargo. They would include POL and ammunition vehicles, for example. They must not be placed close together if it can be avoided. These vehicles are prime targets in an ambush. Grouping them makes an easier target. They also present a safety problem. Such vehicles should be dispersed throughout .the convoy. In some cases, the interval between these and other vehicles may be increased. The extended distance itself may cause the enemy not to execute the ambush, since so few vehicles will be in the kill zone as a result.

Sensitive Vehicles. This may be considered in a similar vein as critical cargo vehicles. Sensitive vehicles are those whose cargo requires special attention. Another example is the vehicles of the all source production section (ASPS) of the division. They will be prime targets. Such vehicles should be dispersed throughout the convoy and made as inconspicuous as possible. Certain of these vehicles will have their own MP protective force.

This reaction force should be in vehicles immediately in front of, and behind, the sensitive vehicle.

Control Vehicles. The vehicles carrying the command and control elements of the convoy and its escort are obvious targets for the enemy. By taking these vehicles out at the onset of the attack, key leaders are eliminated; as a result, communications and control are disrupted. The best protection of these vehicles is to avoid a set location for them. The convoy commander and his assistant should never be in the same area. The same is true for the security element leader and his assistant. A good place for the convoy commander is toward the rear of the convoy. It is easier to move forward to a trouble spot than to move rearward. Further deception can come from using a cargo vehicle as the command vehicle, although there may be a loss of mobility.

Maintenance and Recovery Vehicles. The size of the trail party and the number of recovery vehicles will depend on the size of the convoy and the experience of its personnel. They are usually located at the rear of the convoy. Consideration must be given to their security during recovery operations.

Armored Escort Vehicles. The convoy commander determines the location of his organic security vehicles, based on the advice of the security escort leader. These vehicles may be HMMWVs, armored cargo vehicles or, in some cases, fulltracked combat vehicles. They should be dispersed throughout the convoy where they can provide the maximum coverage. It is important that the escort leader ensures that their fires are fully integrated and that the crews fully understand the rules of engagement.

Convoy Command, Control, and Communications

Command and Control. Command and control must be clearly stated in the operations order. This includes the chain of command to be followed on the convoy; it also includes the relationship between the convoy commander and the MP security element. The most common relationship is one of direct support. This may vary with the situation.

Communications. Elements to be on each radio net should be designated to ensure proper radio use. The number of nets required will vary with the size of the convoy. It also may be affected by the type of terrain and the duration of the convoy. The following remarks are those that would pertain to a fairly large convoy. In smaller convoys, some of these nets may be eliminated or consolidated.

The convoy command net should establish communications among the convoy commander, security force commander (MP), march element commanders, and the trail party commander. Each march element should have its own control net. That net would include the march element commander, lead and trail elements, and the recovery vehicle. The security element should also have its own net.

Markings. There are several sets of markings that are used to assist in the identification and control of a convoy. Control vehicles carry specific

identification. In a high threat area some or all of them may be removed for security purposes. This should only be done in exceptional circumstances when the benefits from ready identification are completely outweighed by the threat.

- Panel markers are used on control vehicles so that they may readily be identified from the air. These markers can be numbered with tape for further ease of identification. Within the bounds of good OPSEC, a method of identification corresponding to radio call signs might be used.

- Flags are prescribed by STANAG 2154. The lead vehicle is marked by a blue flag. The last vehicle carries a green flag. At night the flags are supplemented by a blue and green light. The convoy commander will display a white over black, diagonally divided flag.

- Each column will be marked on the sides of all vehicles with the movement identification number. This number will be placed on the front of the vehicles if possible. The number is issued by the HTD in which the move originates. This is described in detail in subcourse MP 1029. It gives the day the move began, the authority organizing the movement, and the unique serial number of the movement. For example, 25-USV-08, indicates a move that began on the 25th; was organized by the U.S. Fifth Corps, and is the eighth convoy.

Types of Column Formations

Once a convoy has been organized, the type of formation it will use must be determined by the convoy commander. It is important that military police *understand the type of formation being used, since it will affect their security mission. This is true when MP are providing route security as well as convoy security.

There are three basic types of column formations. They are: close, open, and infiltration. Each has advantages and disadvantages. These are summarized in figure 2-2. The difference in formation depends largely on vehicle spacing. The number of vehicles per kilometer of road (density) and the rate of march depicted in figure 2-2 are for average conditions under a minimal enemy threat. They may be varied by the convoy commander based on the situation. They do provide a guide. Military police should pay particular attention to the advantages/disadvantages.

Start/Release Points

All convoy movement will have a start and release point. They may also have checkpoints along the way if the distance to be covered warrants. A common point must be selected where the movement begins--the start point. Similarly, a point must be selected where the convoy movement ends--the release point. MP will normally assume their responsibilities at the start point and be relieved of them at the release point. Motor movements are scheduled from the start point to the release point.

Start Point. A start point (SP) is the place where all elements start their movement as a column. It is at this location that the column comes under the active control of the convoy commander. The column, serials and march units should have already been formed. They pass the SP, on schedule, and should already be at the proper speed and interval. The SP must be a place along the route that is easily recognizable on both the map and the ground. It is at the SP that the HP security escort assumes its responsibilities.

Release Point. The release point (RP) is where elements of the convoy revert to individual control. It is also the location where the MP security element relinquishes its escort responsibilities. The RP, like the SP, should be recognizable both on the map and the ground. Each element of the convoy should reach the RP at the specified time and rate of march. From the RP they move directly to assembly areas or to their designation.

MILITARY POLICE OPERATIONS

The MP company operations section receives the mission and begins planning. They use METT-T to do this. Each convoy's specific mission is identified. The operations section then coordinates with intelligence to determine the threat against convoys. This information helps to determine the amount of security that may be required. Another factor to be considered is the terrain over which the convoy will move. The route and destination are considered. These elements assist in determining which platoon to assign the mission, what additional support they will need; and how long the mission will last.

The operations section decides which missions can be downgraded. They also decide how security will be provided for the convoy. Convoy security can be provided in one of two ways. One platoon can provide the security from start to finish. Alternatively, each platoon along the convoy's route can provide security as the convoy passes through its AO. There are advantages and disadvantages to each method. The first minimizes coordination and communication problems and allows a close working relationship with the convoy commander from start to finish. It has the disadvantage that it may take the HP unit well away from its home station. It also is disadvantageous in that the HP element may not be as familiar with the route, etc., outside their own AO. The advantages and disadvantages are reversed in the second method. Based on METT-T, the company commander gives the mission to a platoon leader (or all of the platoon leaders, depending on the method selected). After the platoon leader receives the mission, he evaluates the situation and task organizes a security force. He designates the security element leader and the security teams.

Type Formation	When Used	Density Per Mile/KM	Speed MPH/KM/H	Advantages	Disadvantages
Close	Night, poorly marked routes, or in congested areas.	67/40	10/16	Full traffic capacity of road can be used. Control is better. Fewer guides, escorts and route markers are needed.	Quick dispersion is difficult. The column is easily detected. May cause congestion at point of arrival. Requires careful scheduling and rigid control to avoid blocking at intersections. Causes driver fatigue.
Open	Daylight	20/12	15/24	Less chance of enemy observation or attack. Cargo moves faster. Driver's fatigue is reduced. Fewer accidents, is very flexible.	Command and control are difficult. Proper vehicle spacing hard to keep.
Infiltration	Daylight, congested areas, heavy traffic crosses route.	10 or less per hour	Various	Provides maximum security and deception. High speeds are possible. Other traffic has little effect on individual trucks. Does not hinder cross-traffic.	More time required to complete the move. Column control is nearly impossible. Drivers can get lost. Specific details must be given to each driver. Maintenance, refueling and messing are hard to arrange. Vehicles may bunch up, causing close columns to form. Requires experienced drivers. Orders are not easily changed. The unit cannot be redeployed as a unit until the last vehicle arrives at destination.

Figure 2-2. Types of Column Formations

The security element for a convoy can range from one team to several teams. The security element leader may be a squad leader or a team leader. In unusual cases it may even be the platoon leader. Whenever possible, three MP teams are used to provide convoy security. The three teams become the scout, the lead, and the trail teams. An alternate leader is designated as well. The security element leader makes sure that everyone understands the mission.

Each team participating in a convoy security operation is inspected for equipment and individual readiness. Night vision devices and other items, including vehicles, are checked for serviceability. Teams have signal operating instructions (SOI) that contain the necessary information for the movement. This may necessitate a special SOI for the operation. The various convoy command nets as well as supporting artillery, gunships, and medical support must be included. The unit SOP should specify the equipment required for convoy operations. Pyrotechnic signaling devices must also be obtained.

After the security element leader receives the mission, he begins his troop leading steps. His team leaders are briefed on the mission to include its purpose, start and release points and times, and other special instructions.

HASTY RECONNAISSANCE

After issuing warning orders, the security element leader should conduct a hasty route reconnaissance of the route to be traveled; when it is impractical because of time or other constraints, a map reconnaissance is conducted. When time is a critical factor, consideration should be given to conducting an aerial reconnaissance of the route. However, whenever possible, a ground reconnaissance should be made. Subcourse MP 1028 discuses such reconnaissance in depth. The following paragraphs will review that information with an emphasis on special considerations for convoy security.

Areas of Emphasis

There are certain areas to which particular attention must be paid during a reconnaissance for a convoy escort mission. Areas that offer good cover and concealment for the attacking force, but little for the convoy, should be identified. Some other areas of special concern are as follows:

- Places where the convoy will be slowed down and/or bunched up, such as a steep hill.
- Places where parts of the convoy may lose sight of one another. This would include sharp curves or cuts.
- Locations where the road is easily blocked and by-pass is difficult.
- Areas where enemy activity has been reported.
- Areas where communications may be difficult due to terrain (i.e., dead space).

- Locations of friendly units.

- Locations that may require special traffic control measures, such as a TCP. This might include towns or particularly busy intersections.

- Note the condition of roadways and particularly bridges.

Preparation

Time will probably be of the essence when you are tasked to perform a convoy security mission. Because of that, preparation for the reconnaissance becomes even more important.

Route Reconnaissance Methods

There are four methods of route reconnaissance. These are: map, air, ground, and air-ground. Which method is used will depend on mission urgency, enemy activity, weather conditions, and availability of resources. There are advantages and disadvantages to each method. The method used for a reconnaissance in support of a convoy security mission will usually depend on the time available. Another factor that must be considered is the familiarity with the area by the MP assigned the escort mission. It may be the normal AO that they patrol every day, or the convoy route may pass through areas totally unfamiliar to them.

Map Reconnaissance. A map recon is made by studying the most current maps and overlays of the route available. It is the easiest recon to perform, but it is also the least reliable. Such a recon is only as good as the map used. For this reason, a map recon is usually only the first step in preparing for - the mission. It is always better to actually observe the route.

Ground Reconnaissance. A ground recon is conducted by actually driving over the route. Its major disadvantage is that it is the most time-consuming method. Another disadvantage is that it is the method in which there is the greatest chance of contact with the enemy. Its major advantage is that it provides the most detailed information about the route. It can also be conducted in all but the most severe weather conditions. Ground recon is the most effective when preparing for a convoy escort mission. It allows the escort leader to become familiar with the route prior to escorting the convoy.

Air Reconnaissance. When rapid coverage of a long route is desired, the best method may be to conduct the recon by air. Using aircraft, primarily helicopters, the patrol can fly over a large section of the route very quickly. It may also be used over a short route if time does not permit a ground reconnaissance. There are several disadvantages to this method. Bad weather may keep aircraft from flying. It also requires particularly acute map reading and observation skills on the part of patrol members. It will allow the escort team to become somewhat familiar with the route in a relatively short time; however, things do not always look the same from the ground as from the air.

Air-Ground Reconnaissance. An air-ground recon combines the advantages of the two methods. It also eliminates some of the disadvantages of each. The ground element can take a detailed look at the route, while the air element looks at the terrain adjacent to the route. An air-ground recon is especially useful when the enemy is active in the area. The air element helps locate the enemy and provides warning and support to the ground element.

Reconnaissance Planning

Whichever method is employed, the key to success in a recon mission is planning and preparation. Most of the problems that may be met while conducting the recon may be eliminated through careful planning. Prior planning prevents poor performance. The first step in planning is to analyze the tasking. Much of the information required will be in the mission order for the convoy escort.

Situation. Examine the information given on friendly and enemy forces. If there are friendly units already using the route, or located near it, they can be a source of valuable information. They may be able to come to your assistance should your recon, or later your convoy, come under attack. Information about the enemy is also important. It will determine the maneuver techniques you will use to conduct the recon and later the security escort.

Mission. This paragraph will tell you exactly what you are required to do, as well as where and when you are to do it. In this case it is to conduct a hasty route reconnaissance in support of a CONVOY escort mission.

Execution. This part of the order will provide you with information on how to proceed. The rules of engagement for the recon will be specified.

Service Support. In this section you will be told what support is available. Often it may only state that the current SOP is in effect. Any restrictions that may apply, such as the limited availability of certain types of ammunition, will also be identified in this section. It is here that you will be told what medical support may be available and how you may obtain it.

Command and Signal. This is the section that will tell you if the current signal operating instructions (SOI) is in effect or if special frequencies and call signs have been set aside for the mission. It will also tell you where, when, and what kind of reports are to be made.

Gather Information

Once you have examined the order and are sure you understand it, the next step is to gather as much information as possible about the operational environment. Some may have already been provided to you with the mission order. How much you can obtain will be limited by the time available.

For the best results, you should coordinate with the local engineers. The engineers may be able to provide current maps and overlays. They also may know the latest route conditions or have the results of earlier recons. Other

excellent sources are the military police units in whose AO the convoy route is located. Additional information may be available from the HTH. An excellent source of information is host nation police and/or other units in the areas, to include civilians. The more information that can be obtained ahead of time, the better. It will allow for better planning and save time as the reconnaissance is conducted. The information gathered will also assist in the simultaneous planning of the escort mission since many of the items are the same for both missions.

The leader should examine the route on the most current map available. Overlays from previous recons should also be examined. In essence, a map recon is conducted. First, plot the route on the map. You should then start at the same point each time and examine the map for one category of information at a time. For example, the first time you might look for all the critical points. Then start over and look for information about road surfaces. After all the information has been collected, it must be assembled. The leader should not examine the maps alone, but should have other team members look at the map as well.

Another step is to gather all the intelligence reports about enemy activity along the route. Knowledge of the enemy situation allows the leader to anticipate where and what kind of contact might be expected. It allows him to determine which areas of the route may need closer examination as possible sites of future problems (for example, ambushes).

Team Selection

A key element is the selection of personnel. Those selected should be familiar with recon methods and techniques. When possible, a person conversant with the local language may be helpful. Consideration should also be given to having a host nation police officer accompany the patrol.

If not already stated in the order, you will determine the number of teams that will be required. Normally, one to three mobile teams are used. You must consider that the same teams will also be conducting the escort. A balance must be struck between the reconnaissance requirement and the need to prepare for the escort. On the other hand, the more the escort personnel know of the route, the more effective they can be.

There are three elements to a recon patrol. They are control, recon, and security. You may have to combine the recon and control element, depending on the number of teams and/or personnel available. For example, in a one team patrol, the team leader provides control, maintains communications, and records data. The second member concentrates on operating the vehicle. The third member provides security. In a two-team patrol, the lead team is usually the recon element. The trail team provides the security. When there are three team(s), each is assigned one of the three functions. Once the team(s) have been selected, make s-are that they have the proper equipment.

Equipment

The members of the patrol will carry their standard combat load as prescribed in unit SOP. For a recon, additional items are needed. These will vary based on your analysis of the mission. There are certain items that are almost always required.

- Lensatic compass to help plot key terrain features.
- Tape measures to determine distances such as road widths, vertical clearances, and curve radii.
- Sketch pads to draw diagrams of critical points and other selected features.
- Colored pencils/crayons to indicate terrain features.
- Overlay materials.
- NBC monitoring equipment may be required.
- FM 19-4.
- Field glasses, when available.
- When available, Field Manuals such as 21-30 and 21-31 can prove to be of great value.

Selection of Tactics

The tactics to be used during the reconnaissance must also be selected. Whatever tactics are used, it must always be remembered that the primary mission of the recon patrol is to gather information. It is not to engage the enemy. The techniques used are those which provide for the patrol's security.

Traveling Overwatch. This method is used when contact with the enemy is possible, but not expected. It allows the patrol to move quickly, but with caution. Traveling overwatch gives the patrol time and distance to react if the lead element unexpectedly takes enemy fire.

Bounding Overwatch. This is the most cautious and deliberate of movement techniques. This method is used when enemy contact is expected. The overwatch element takes a position where they can observe and provide a field of fire. When possible, the position should offer cover and concealment. The overwatch element covers the forward movement of the bounding element to its new position. When the bounding element reaches and secures its new position, the roles are exchanged. The bounding element then becomes the overwatch element.

Organize/Prepare

Each team member must be assigned specific tasks. It is wise for you to designate alternate duties for all team members. If you should then encounter a situation that requires such a change, it is more easily made.

Once duty positions have been assigned, the weapons and equipment each patrol member is responsible for become apparent. In those cases where doubt may exist, or where there might be duplication of effort, the patrol leader should designate a responsible individual. Weapons and equipment should be gathered at a designated place well before time for departure.

Once the weapons and equipment have been gathered, the patrol leader must inspect all personnel and equipment thoroughly. Once the patrol departs, it will be too late to discover that an item is missing or doesn't work. The inspection should include ensuring that the appropriate amount of POL has been obtained. The same is true of ammunition and rations. The test firing of weapons will be dictated by the local SOP.

Briefing

You must brief the patrol immediately prior to departure so that they each understand their responsibilities. They should also understand how they fit into the larger picture. As with any mission, the patrol leader follows the normal troop leading sequence in briefing patrol members.

Conduct the Reconnaissance

Once all the preparations are completed, you then conduct the patrol. In a ground reconnaissance this means actually driving over the route the convoy will take. A hasty route reconnaissance for a convoy is conducted in the same ,manner as any other hasty route reconnaissance. The information that you bring back will be used for other purposes, as well as for your security escort mission. You must, however, pay particular attention to those areas and items of information that could seriously impact upon the convoy. Some of the more common items required are reviewed in the following paragraphs.

Route Classification Formula

This is a key item of information. It is a form of shorthand for the entire route. It is expressed by a route classification formula that has been standardized in a specific sequence. The formula is made up of a series of numbers and letters in a prescribed order. They express, in order, the route width, route type, lowest military load classification, overhead clearance, obstructions, and special conditions. The route classification formula is contained in FM 19-4.

Route Width. The width of the route, including bridges, tunnels, underpasses, and other constrictions, is the narrowest part of the traveled way. It is expressed in meters or feet (STANAG 2253). A width obstruction for singleflow, wheeled traffic exists when the traveled way is less than 5.5 meters. For tracked vehicles, it exists when the traveled way is less than 6 meters.

An obstruction exists for double flow-traffic when the width is less than 7.3 meters for wheeled vehicles or less than 8 meters for tracked.

Route Type. In the route classification formula, routes are designated by their ability to withstand weather. Which of the classification symbols is used in the formula is based on the worst section of road on the route. Three symbols are used. The symbols and the type road they represent have been standardized among the NATO nations (STANAG 2174). They are:

- Type X is a route that can be used in all kinds of weather without greatly reducing the amount of traffic it can carry.

- Type Y is also an all weather route, but has only a limited capacity for traffic during bad weather. These roads usually do not have waterproof surfaces. Periods of rain, snow, or extreme temperatures will require that traffic be substantially reduced. They may be closed for periods of up to one day in bad weather. In bad weather, heavy use of the road may cause it to become impassable. The road would then require major road repair efforts to restore it to normal use.

- Type Z is a fair weather route. It is one that very quickly becomes unusable in bad weather. During periods of bad weather, traffic may have to be halted for long periods of time. It has a non-waterproof surface, such as packed clay. Even in fair weather, its ability to carry heavy traffic is limited.

Military Load Classification. The military load classification system is a method of rating the load-bearing classification for vehicles, roads, and bridges. For vehicles, it is based on the weight, type (wheeled, tracked), and the effect of the vehicle on roads. For roads and bridges, it is based on their ability to carry certain types of traffic without causing major damage to the roads or bridges. The engineers classify roads and bridges based on their physical characteristics, the type and flow of traffic, effects of weather, and other special conditions. One of the items you will need to know before departing on the reconnaissance, if possible, is the highest load classification of the vehicles in the convoy.

Classification numbers for both roads and bridges are usually located at the bridges. This is because the bridge is normally the weakest point on the road. Bridges (and rafts) have circular signs indicating the classification and other information.

A full NATO bridge sign will be a large yellow rectangle with black symbols.

In the center will be a large circle divided into three parts. In the upper third of the circle will be a smaller circle. To the left (shaded) side of the circle is the two way wheeled classification. On the right (unshaded) is the one way wheeled classification. A small rectangle is centered in the middle third of the circle. This indicates the same information for tracked vehicles. In the bottom third of the symbol is the bridge serial number. The width of the traveled way of the bridge is placed below the large circle. To

the left of the circle is the overhead clearance and to the right is the overall bridge length. This type of signing is normally only posted on major double-flow bridges.

In many cases, bridges will be marked with standardized circular bridge signs. These are yellow circles with black numbers. There are two types of such signs, normal and special. The engineers determine what type of sign will be used.

All bridges not having the full NATO sign should have one of the circular signs. Normal signs include those for one-way bridges and those for two-way bridges. One-way bridges will have the bridge classification in black numerals on the yellow circle. These are normally found on bridges less than class 50. A two-way bridge sign will be divided in half vertically. On the left side half of the circle will be the two-way classification and on the right, the one-way. In certain circumstances, the engineers may decide to use special signs. This is often the case in bridges over class 50, since those may be used by the larger tracked vehicles.

In those cases, a separate classification is indicated for wheeled and tracked vehicles. For a one-way bridge, the circle will be divided horizontally. The upper half will tell you the wheeled classification and the lower the tracked. They normally contain a silhouette of a wheeled and tracked vehicle, respectively, to prevent confusion. In some cases, it may be desirable to show different classifications for wheeled and tracked vehicles on a two-way bridge. This is done by using two circles, one above the other. The top symbol provides the information for wheeled vehicles and the lower for tracked.

You have spent a great deal of time dealing with bridge symbols. This is because they are normally the weakest link in the route. Therefore, in the route classification formula, the lowest bridge classification 'number is entered. This is regardless of the vehicle type or condition of traffic flow. The smallest number provides the classification for the entire route. Only in very rare and unusual circumstances will this not be the case. The most common of these circumstances is when there are no bridges on the route. In that case, the worst section of the road sets the route classification.

Overhead Clearance. The next entry in the route classification formula indicates the overhead clearance. The overhead clearance is the distance between the road surface and any obstruction above it that restricts traffic flow. It is the clearance that you often see displayed on bridges and overpasses. If the clearance on the route is unlimited, the symbol for infinity is used. Overhead clearance is considered an obstruction if it is less than 4.3 meters (14 feet). Whatever the overhead clearance, it is noted. As with the other categories of information, the lowest clearance on the route is the one which is listed.

Obstructions. If there are any obstructions on the route, they are indicated in the formula by the symbol "OB". Anything that restricts the type, amount, or speed of the traffic flow is considered an obstruction. The only exception

is bridges. Bridges are considered only in the route classification. Recon symbols are used to show the nature of the obstruction on the route recon overlay. The most common ones are in FM 19-4.

Special Considerations. The effects of snow are not normally considered an obstruction to traffic flow in route classification. This is because of the variables that are involved such as snow depth and the availability of snow removal equipment. When snow blockage is regular, happens repeatedly, and is serious, it is noted by adding the symbol (T) at the end of the formula. An example of such a situation would be the Donner Pass in the Rockies.

Floods are treated in the same manner as snow. They are noted only if they happen regularly and are serious. When that situation exists, it is indicated by adding the symbol (W) at the end of the formula. For example, such conditions might be anticipated along tidal rivers.

Route Classification Formula Examples

A great deal about a route can be told from the route classification formula. It provides a summary of the route's limitations. Here are a few examples, with explanations, to assist you in putting the previous information together. It might be helpful to you to attempt to decipher them before reading the explanation. Then read the explanation and check yourself.

Example 1: 20 ft/Z/40/oo

This formula describes a fair weather route (Z). The minimum traveled way is 20 feet. It has a military load classification of 40. The overhead clearance is unlimited and it has no obstructions or special conditions. Note that the first number specifies whether it is in feet or meters. If you had been directed to check a route for double flow traffic, an obstruction (OB) would be included. The traveled way of 20 feet is sufficient only for single flow traffic.

Example 2: 6.7m/Y/30/Sm (OB)(W)

This formula indicates limited all weather route (Y) that has a traveled way of 6.7 meters. It has a military load classification of 30. The lowest overhead clearance on the route is 5 meters. There is at least one obstruction present. The overlay would have to be consulted to determine what it is. The route is also subject to regular, repeated, and serious flooding.

Example 3: 7m/Y/50/4.6 (OB)

In this example, the route is a limited all weather route (Y) with a width of 7 meters. It has a military load classification of 50. The overhead clearance is 4.6 meters. Meters were specified as the unit of measure in the road width. It has an obstruction. The obstruction in this case may be that it is not suitable for double flow traffic.

Example 4: 10.5m/X/120/5 (OB)(T)

This formula describes an all weather route (X) that is 10.5 meters wide. Therefore, it is suitable for double-flow traffic of both wheeled and tracked vehicles. The military load classification of 120 is the highest there is. The lowest overhead clearance is 5 meters. It has, however, at least one obstruction. It is also subject to closing by regular, serious snowfall. This could well describe one of the major roads through the Alps.

How well did you do? The route classification system, is explained in FM 19-4 and FM 5-36. Now you may understand why this is a most helpful tool when conducting a route recon and was included in the equipment list. Figure 2-3, is an illustration and explanation of the more commonly used reconnaissance symbols.

Gather/Record Tactical Intelligence Data

While you are gathering the information to determine the route and road classification, you must also gather other categories of information. A major category of information that must be obtained is information of a tactical intelligence nature. Certain items of information are of critical importance to you and the convoy commander. Most of them were previously noted. You must remain alert to and record any other items of information as well. Anything that poses a threat to the convoy must be noted. Put yourself in the enemy's position. If you wanted to interfere with or stop the convoy, what would you do?

Whenever you observe something out of the ordinary, it should be reported. Although the item may not seem important to you, when placed with bits of information gathered elsewhere, it may be significant. Intelligence is very much like putting together a picture puzzle. That piece of seemingly *insignificant information may be the piece that completes the picture.

Enemy influence along a route may vary from none, to nuisance, to stubborn defensive resistance. A route, regardless of its location, is always vulnerable to interdiction by enemy air, missile, and/or artillery attack. Likely target areas include bridges, road junctions, and defiles.

Enemy Activity. Any enemy activity that you see should be reported. In many cases, it will require an intelligence spot report. The information to be gathered is the same as that which you gather for an MP report--Who, What, Where, When, and How. The most important thing is to remember that yours is not a combat patrol. Unless otherwise specifically instructed, a route recon should avoid contact and engage the enemy only when necessary to defend itself.

Ambush Sites. You must always look for places that present the enemy the opportunity to ambush vehicles. You should particularly note areas close to the road which provide cover and concealment. Such an area located where vehicles must naturally slow down, such as a hill, curve, or urban area are particularly well suited as ambush sites. The ideal spot would be one that combined an area of cover and concealment for the attacker with an area where

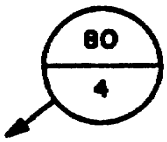
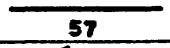
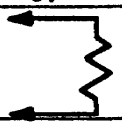
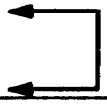
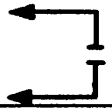
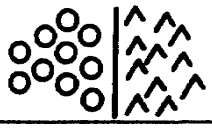
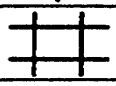
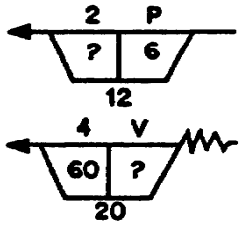
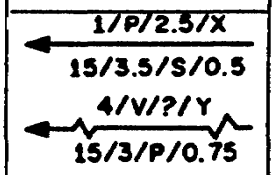
EXPLANATION	SYMBOL	REMARKS
1. ABBREVIATED BRIDGE SYMBOL		Use this symbol only when map scale does not permit use of the full NATO bridge symbol. If this symbol is used, DA Form1249 must be submitted. Draw arrow to map location of bridge. Show bridge serial number in lower portion of symbol and military load classification for single-flow traffic in upper portion. If there are separate load classifications for tracked or wheeled vehicles, show the lesser classification. Underline classification number if width of overhead clearance is below minimum standard.
2. AXIAL ROUTE		Use a solid line and identify the route by an odd number.
3. BYPASS DIFFICULT		Use when the obstacle can be crossed in the immediate vicinity, but some work to improve the bypass is necessary.
4. BYPASS EASY		Use when the obstacle can be crossed in the immediate vicinity by a US 2 1/2-ton truck (or NATO equivalent) without work to improve the bypass.
5. BYPASS IMPOSSIBLE		Use when the obstacle can be crossed only by repairing or constructing a feature, or by detouring around the obstacle.
6. CIVIL OR MILITARY ROUTE DESIGNATION		Write the designation in parentheses along the route.
7. CONCEALMENT		Show roads lined with trees by a single line of circles for deciduous trees and a single line of inverted Vs for evergreen trees. Show woods bordering a road by several rows of circles for deciduous trees and several rows of inverted Vs for evergreen trees.
8. CRITICAL POINTS		Number, in order, and describe critical points on DA Form 1711-R. Use critical points to show features not adequately covered by other symbols on the overlay.
9. DAMAGE OR DESTRUCTION		
10. FERRY *Ferry Type* P – pedestrian V – vehicular		Draw arrow to the map location of the ferry. The data above the symbol shows, in order, the left approach, ferry serial number, ferry type, and right approach. The data inside the symbol shows, from left to right, the military load classification and the dead weight capacity in tons. The number below the symbol shows the turnaround time in minutes. A question mark indicates unknown information. Show difficult approaches by zigzag lines and easy approaches by a straight line
11. FORD *Ford Type* P – pedestrian V – vehicular		Draw arrow to the ford location. The data above the line shows, in order, the left bank approach, the ford serial number, ford type, stream velocity (in meters per second) seasonal limitations, and right bank approach. Difficult approaches are represented by zigzag lines corresponding in position to shore where approach is located. Straight lines identify an easy approach. The left and right banks are determined by looking downstream. The data below the line shows, in order, length, width, bottom type, and depth. All measurements are in meters. *Seasonal Limiting Factors:* X – none, Y – significant, ? – Unknown information. *Bottom Type*: M –mud, C –clay, S –sand, G –gravel, R –rock, P –artificial paving.

Figure 2-3. Route Reconnaissance Symbols

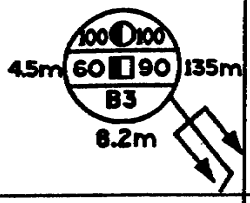
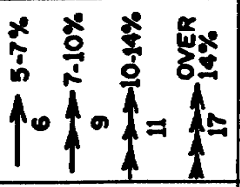
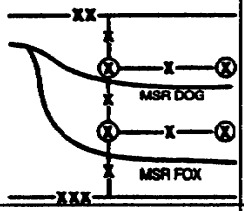
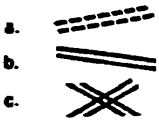
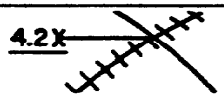
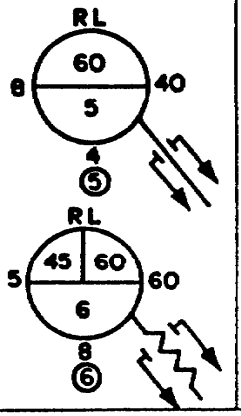
EXPLANATION	SYMBOL	REMARKS
12. FULL NATO BRIDGE SYMBOL		Indicate wheeled vehicles in the upper third of the symbol with the two-way wheeled classification at the left and the one-way wheeled classification at the right. Show tracked vehicles in the center third of the symbol with the two-way tracked classification at the left and the one-way tracked classification at the right. Place the bridge serial number in the lower third of the symbol. Draw the arrow to the location of the bridge and show bypass conditions on the arrow shaft. Place traveled way width below the symbol, overhead clearance to the left of the symbol, and overall length to the right of the symbol.
13. GRADES		Show the actual percent of grade to the right of the symbol. Any grade of 7 percent or more is an obstruction. Include in the route classification formula. Arrows point uphill; the length of the arrow represents the length of the grade if the map scale permits.
14. LATERAL ROUTE		Use a broken line and identify the route by an even number.
15. LIMITS OF SECTOR		Show the beginning and ending of a reconnoitered section of a route or road with this symbol.
16. MAIN SUPPLY ROUTE		Route is labeled "MSR" and is assigned a code name.
17. OBSTACLES a. Proposed block b. Prepared but passable c. Completed block		Place the center of the symbol over the location of the blocked part of the route. Use parallel broken lines for a proposed block, parallel lines for a prepared but passable block, and crossed lines for a completed block.
18. CLEARANCE		Overhead clearance unlimited.
19. PARKING AREA		
20. RAILROAD GRADE CROSSING		Use this symbol to show a level crossing where passing trains would interrupt traffic flow. If there is a power line present, show its height, in meters, from the ground. Underline the overhead clearance if it is less than 4.3 meters.
21. RAILWAY BRIDGE SYMBOL		Place RL above the symbol to indicate a railway bridge. At the left of the symbol show the overhead clearance. Show the overall length of the bridge at the right of the symbol. Indicate the traveled way width below the symbol and underline it if it is below standard for the classification. Inside the symbol, show the bridge classification in the upper half. If the class is different for single- and double-flow traffic, show single flow on the left and double flow on the right. Place the railway bridge serial number in the lower half of the symbol. Draw an arrow to the map location of the bridge. On the arrow shaft, indicate the ease of adapting the bridge for road vehicle use. A zigzag line means it would be difficult to adapt, and a straight line means it would be easy to adapt. Place the bypass symbol on the arrow shaft to indicate bypass conditions.

Figure 2-3. Continued

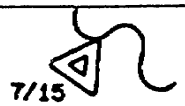
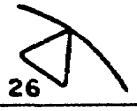
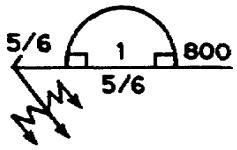
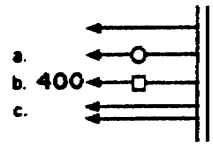
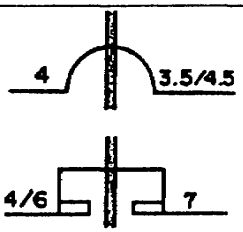
EXPLANATION	SYMBOL	REMARKS
22. **ROUTE CLASSIFICATION FORMULA**	10.5m/X/120/00 6m/Z/30/4.1m/(OB) 9m/Y/40/5m/(OB)(W)	Express the formula in order of route width, route type, military load classification, minimum overhead clearance, obstructions (if present) and special conditions. *Route Types:* X –all-weather , Y –limited all-weather route, Z –fair-weather route *Special Conditions:* (T) -Regular snow blockage, (W) -Regular flooding
23. **SERIES OF SHARP CURVES**		Point vertex of triangle at the first curve in the series. Indicate the number of curves in the series (left) and the radius of the sharpest curve (right).
24. **SHARP CURVE**		Point vertex of triangle to map location of curve and indicate the radius of the curve, in meters, outside the triangle. A curve of 45 meters or less must be reported on the overlay, and a curve of 25 meters or less is an obstruction.
25. **TRAFFIC CONTROL HEADQUARTERS**		
26. **TRAFFIC CONTROL POST**		
27. **TUNNEL**		Draw arrow to map location of tunnel. Place bypass condition symbol on arrow. Show minimum and maximum overhead clearances to the left of the symbol, the tunnel serial number inside the symbol, and the total tunnel length to the right of the symbol. Below the symbol, show the traveled way width. If sidewalks are present, follow with a slash and the total traveled way, including sidewalks. Underline the traveled way if the road entering the tunnel is wider than the traveled way of the tunnel. Use a question mark to show unknown information.
28. **TURNOUT** The symbol may be amplified as follows: a. Wheeled vehicle b. Tracked vehicle c. A length of road exceeding 1 km.		Use this symbol to show the possibility of driving off the road. Draw the arrow in the direction of the turnout (right or left of road). For wheeled vehicles, draw a small circle on the shaft of the arrow. For tracked vehicles, draw a small square on the shaft of the arrow and place the length of the turnout, in meters, at the tip of the arrow. When the turnout is longer than 1 kilometer, use double arrows.
29. **UNDERPASS CONSTRICTIONS**– arched or rectangular		Draw the symbol over the road. Place the width of the traveled way, in meters, to the left of the symbol. If sidewalks are present, follow the traveled way width with a slash and the total width, including sidewalks. Underline the traveled way width if the road entering the underpass is wider than the underpass traveled way. Show the overhead clearance, in meters, to the right of the symbol. Show both minimum and maximum overhead clearances, if different.
30. **UNKNOWN** or doubtful information	?	
31. **WIDTH CONSTRICTION**		The number at the left shows the narrowest width of the constriction, and the one at the right is the total constricted length. Both dimensions are in meters.

Figure 2-3. Continued

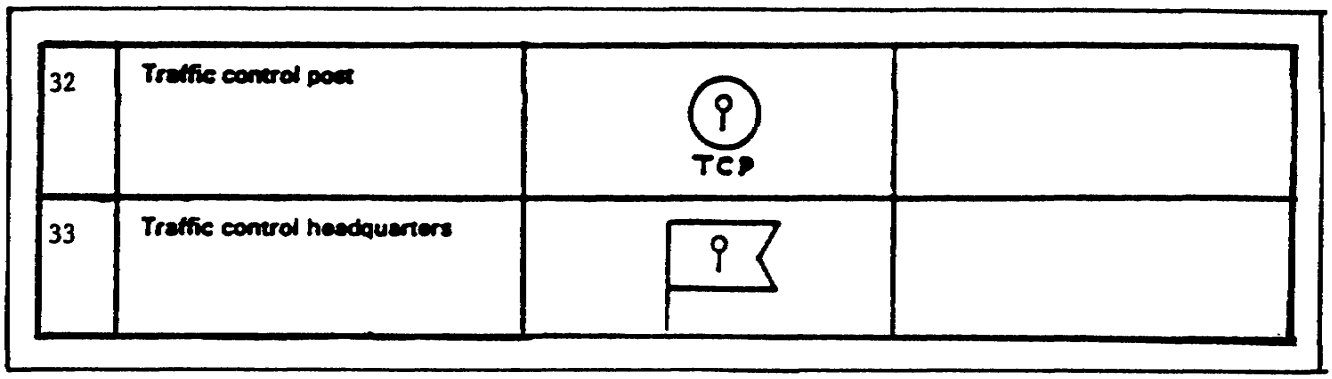


Figure 2-3. Continued

the convoy has to slow down and is likely to bunch up. An ideal location would be a curving hill that has high slopes on either side.

Mine Activity. Even in rear areas, mines pose a major threat to the lines of communication (LOC). They are easily laid by saboteurs, sympathizers, or guerrillas. Great care should be exercised, and all of your personnel should be reminded to keep a watch out for mines. Your patrol should also be alert for sites the enemy might choose to mine in the future.

Areas of Cover/Concealment. All areas that you observe which provide the enemy with cover or concealment should also be noted. These may or may not be good ambush sites. Areas of cover and concealment may also provide areas in which the enemy can move undetected. Equally important, such sites may also provide protection and concealment for friendly vehicles using the road.

NBC Contaminated Areas. Your mission order should have told you the likelihood of encountering contaminated areas. Based on that information you should have determined whether and what type NBC monitoring equipment the patrol should carry. Even in areas where the likelihood of contaminated areas is low, you should always be alert for them.

The types of intelligence information that you should gather and record are limited only by time. Every item has some value. When you are in doubt, record it.

Recording/Reporting Information

No matter how well you gather the information, it is of little use if it is not in a form to be used by others. Additionally, it is impossible for you to remember all the information. As you proceed on the patrol, you must keep an overlay.

A map overlay is a drawing of a route and its characteristics. A sample overlay is depicted at figure 2-4. The overlay should be prepared on transparent paper when possible. Although clear acetate is often used for overlays, markings on it can easily be rubbed off inadvertently. Markings on paper are less likely to be inadvertently damaged. The overlay must be accurate, clear, and concise. Standard military, topographic, and overlay symbols are used to ensure that route reconnaissance reports are universally understood.

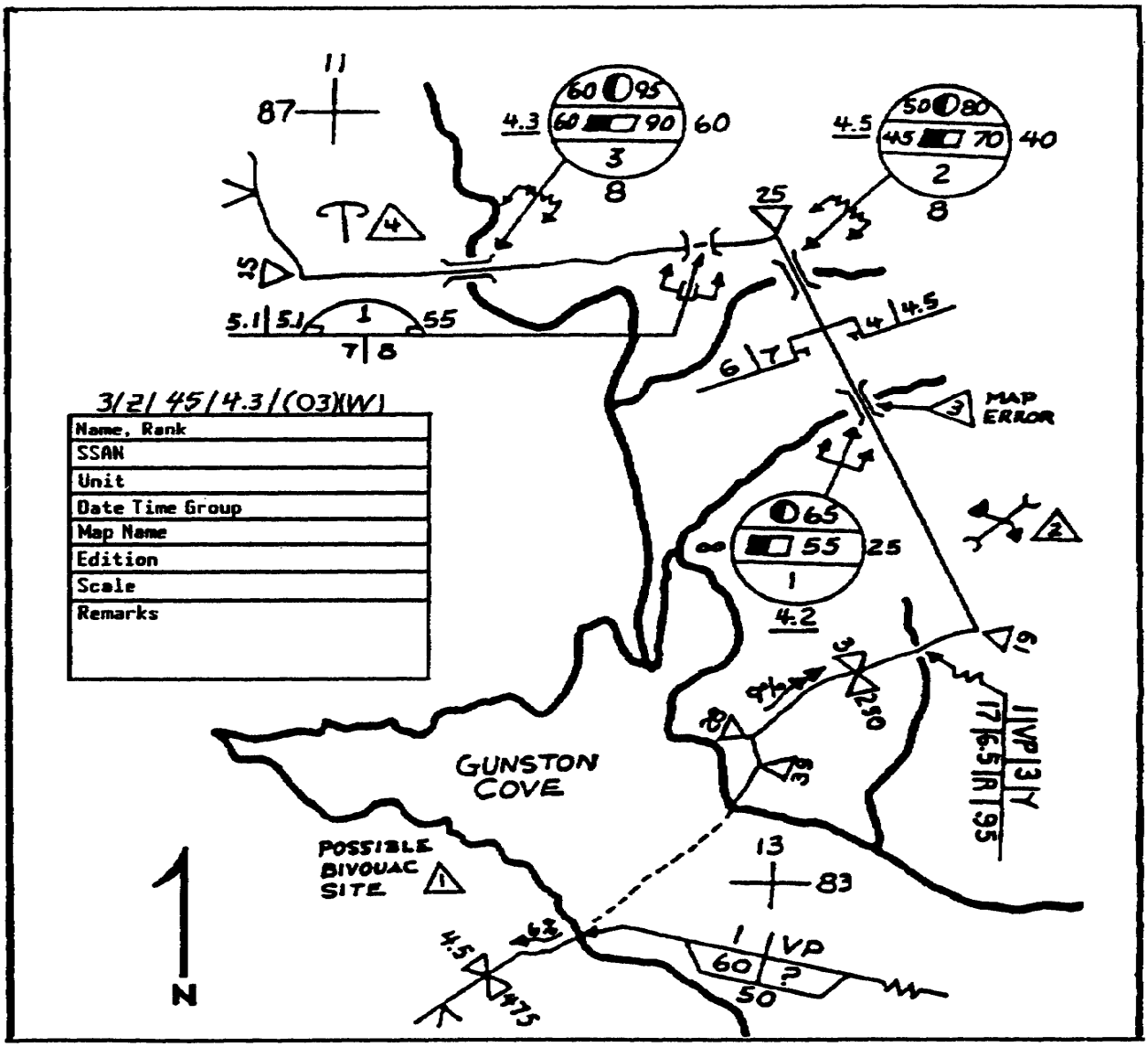


Figure 2-4. Sample Route Reconnaissance Overlay

COORDINATE WITH THE CONVOY COMMANDER

The importance of coordinating convoy security activities with the convoy commander cannot be overstated. Coordination is the element which establishes and sustains smooth and efficient movement of the convoy. When you conduct this coordination, you should have completed and have the results of your route reconnaissance. The convoy commander will also have completed a reconnaissance, although his will have been aimed specifically at the convoy operation. Some of the items to be discussed with the convoy commander were detailed in preceding paragraphs. Others will be covered subsequently. Major points to be discussed are:

- Convoy organization, to include command and control.
- Actions to be taken on contact with the enemy.
- Security measures and responsibilities at halts and rest stops.
- Primary and backup communications.
- Emergency communications procedures.
- Timetable for the movement. This will include the schedules for the serials and march units.
- Start point, release point, and other coordination points.
- Primary and alternate routes.
- Possible problem areas along the route.
- MP support for the convoy and vice versa.
- Placement of the MP vehicles in the convoy.
- Start/end points for MP support (usually the start and release point). This must also include places where the MP escort might change.

When you have completed coordination with the convoy commander, it is time to meet again with your team leaders. You should check on their progress in preparing for the mission. In addition, you can now advise them of any changes to their orders. They can also be brought up to date on the coordination with the convoy commander.

OTHER COORDINATION

The security element leader should also contact other units through whose AO the convoy will pass. You need to know what assistance may be available along the route. This would also include coordination with other MP units, when appropriate. Such coordination should, within the bounds of security, not be limited to U.S. units. Other friendly units in the area should be contacted.

Additionally, host nation police elements may also be contacted to provide aid, assistance, and information.

The element leader may also have to coordinate fire support along the route. He identifies predetermined targets from the route reconnaissance or by coordination with the convoy commander. These targets and concentrations include possible enemy ambush sites, the rest stops, and halts. Whenever possible, the element leader coordinates directly with the unit providing fire support. You should request a priority of fire for the convoy. When fire support is needed, it must not be delayed while the fire support unit tries to identify who is requesting the support and whether they have a priority among other requests for fire.

You should remember that although fire support is usually provided by the artillery, they are not the only source of fire support. Support may also be provided by the mortar section of infantry units and by aviation gunships. Other units along the route may also have the capability of providing such support.

SELECT ESCORT METHOD

Every convoy is unique, as is the route over which it will pass. The method and placement of escort vehicles must be selected to match the peculiarities of the convoy and the route. The method of providing security to the convoy will depend on several factors. These include the following:

- Number and type of escort vehicles available.
- Size and type of convoy.
- Terrain.
- Route conditions.
- Enemy situation.
- Availability of supporting security forces.

There are four methods for providing an escort. Each method has advantages and disadvantages. Since conditions may vary during the mission, a combination of these methods may be required.

Leading/Following

This method requires a minimum of two vehicles. The lead MP vehicle sets up a TCP at key intersections or other critical points. When the head of the convoy begins to pass their location, the MP remount and resume their position at the head of the convoy. The trail vehicle keeps the convoy closed up, renders assistance, and continues security duties.

Empty Truck

A truck with MP precedes the convoy and posts MP at TCPs or other critical locations. An empty truck follows the convoy and picks up the MP. Care must be exercised not to leave any MP behind. In a lengthy convoy operation, the trucks may switch positions during a rest stop or other halt. This conserves the number of MP required.

Leapfrog

Military police precede the convoy and post personnel at designated locations. When the convoy passes, the MP remount, pass the convoy, and proceed to the next location. The procedure is repeated as necessary. This method is particularly limited on-narrow roads where it is difficult to pass the convoy. It is also often difficult when there are several TCPs in a short distance, or when the convoy is very long. A modification of this method is to use two patrols that leapfrog each other.

Perimeter

The perimeter method employs patrol escorts on all four sides of the escorted vehicles. The security provided can be expanded with additional perimeter rings. This method is effective for relatively slow-moving convoys that are of a particularly sensitive nature. In other words, they require almost constant 360 degree protection. The obvious disadvantage is that road nets are often not wide enough to permit this type of operation. Modifications must be made.

A route for a convoy may pass through built up areas, flat and open country, hilly areas, or combinations of these and others. As the route conditions change, the escort method is also changed.

PLACEMENT OF MP VEHICLES

The location of the escort vehicles in the convoy will vary depending on the method of escort selected. Additionally, the same factors that were considered in selecting the method of escort must also be considered in the placement of escort vehicles. A factor that must be taken into consideration is the placement in the convoy of selected vehicles. These include critical cargo vehicles, control and communications vehicles, and/or organic convoy security vehicles. These have already been discussed.

One security vehicle is placed at the head of the convoy so fires can be placed on the enemy if he is suddenly encountered. The remaining security vehicles are located where they can provide the most protection for all convoy elements. Their placement should be integrated with those security elements that may be organic to the convoy. Some escort vehicles must be placed at the rear of the march elements so that they can provide overwatch as the convoy moves. It is normally easier to move forward to a trouble spot than to return to it. Escort vehicles should never be placed in such a manner that they can be isolated from the convoy.

One security vehicle is placed at the head of the convoy so fires can be placed on the enemy if he is suddenly encountered. The remaining security vehicles are located where they can provide the most protection for all convoy elements. Their placement should be integrated with those security elements that may be organic to the convoy. Some escort vehicles must be placed at the rear of the march elements so that they can provide overwatch as the convoy moves. It is normally easier to move forward to a trouble spot than to return to it. Escort vehicles should never be placed in such a manner that they can be isolated from the convoy.

Scout Team

The scout team precedes the convoy by three to five minutes. They watch for conditions that may affect the convoy's security and or traffic flow problems. They report any problems to the escort leader. The distance from the main body of the convoy is constantly maintained. This requires close and continual coordination. At the same time, OPSEC procedures must be considered. The scout team position is highly demanding. The individuals in the scout team must remain particularly alert and observant. In lengthy operations, consideration should be given to periodically rotating this position. In a high threat environment, the team's position is analogous to that of the point man in a rifle squad.

Lead Team

The responsibilities of the lead team include maintaining the pace set by the convoy commander. They are responsible for the security of the head of the column. The members of the lead team must be especially watchful of the roadway and nearby terrain looking for mines, boobytraps, ambushes, and snipers. In the event of a sniper attack, they return fire and keep the convoy moving. Like the scout team, they must be particularly alert. A common tactic in ambushes is to allow the lead elements of the convoy to pass before attacking. In order to avoid detection, the attackers may not assume their position until after the scout vehicle has passed. They must then assume their position prior to the arrival of the lead element.

Trail Team

This team provides security for the elements in the rear of the convoy. In case of attack, they provide fire support. If vehicles become disabled, they may assist and provide security. Arrangements concerning specific actions will have been coordinated with the convoy commander prior to the convoy's departure. As with all other teams, the trail team maintains constant contact with other security elements.

Additional Teams

When additional teams are used in a convoy operation, they are placed throughout the body of the convoy. The specific location in the convoy will depend on the method of escort being used, the type of convoy, the location of the convoy's organic security, and similar factors.

Movement

Movement is dictated by the method of escort being employed. Security teams normally move at the same rate of march as the convoy. It is critical that the security elements stay with the convoy. They must not become distracted or make unnecessary stops. Each team is given a direction of fire. Team members keep their weapons pointed in that direction of fire at all times. During halts, the security teams take up overwatch positions in their sectors. Depending on the duration of the halt, team members may or may not dismount. Hasty fighting positions may be required during longer halts. Security is maintained constantly.

DEFENSIVE MEASURES

Specific measures are required of both escort members and convoy personnel. It is critical that prior to any move, the convoy commander and security element leader closely coordinate and review these measures so that there is no misunderstanding in case of an emergency. The escort leader must ensure that both his own and the convoy personnel are briefed on what actions to take under specific conditions.

Security During Halts

On long trips, it is usually necessary to make one or more scheduled halts. These halts might be for refueling, inspection and maintenance of vehicles, eating, or resting and relief. Scheduled halts are usually about two hours apart, but this may vary depending on the situation and other conditions.

The locations for halts are selected before the departure of the convoy. They should be situated in a relatively secure area. The security force should be able to maintain overwatch. An even more ideal location is to be able to pull into the area of a friendly unit.

The convoy should be halted only when there is an unobstructed view for about 200 yards from the head and tail of the column. There should be no restrictions such as curves or grades. Vehicles should be pulled over to the side as far as possible. At the same time, care should be exercised if in an area where there is the possibility of mines. Prescribed vehicle distances and intervals should be maintained. Populated areas or areas of heavy local traffic, including foot traffic, should be avoided. Local civilians should not be permitted to gather around the vehicles. Guards are required at the head and tail of the column to control traffic around the stopped vehicles. Each driver is responsible for the security of his vehicle, Drivers and passengers should have preassigned sectors of observation and fire.

Mines and Booby Traps

Some of the greatest dangers to a convoy are mines and booby traps. The types of devices and their manner of employment are limited only by the imagination and skill of the enemy. These devices are particularly effective because they may be placed well before the convoy reaches the location. They

are often used for harassment. They may also be used, however, to cause the road to be blocked during an ambush. When used in this manner, they are often command detonated.

In order to reduce the chance of striking a mine or booby trap, certain active measures can be taken. Drivers should avoid driving on the shoulders of the road. They must also avoid driving over foreign objects, grass, brush, or fresh earth. Any of these can be used to disguise a mine or booby trap. The escort and convoy personnel should also keep a watchful eye on local traffic and pedestrians. Caution should be exercised if these people avoid certain areas. Caution should also be exercised when there is an unexplained absence of traffic in an area that normally has traffic.

Casualties and damage from mines can be reduced by passive measures as well. This includes such measures as hardening the underside of the vehicle. Sandbags can also be placed on the floor of the vehicle to help absorb the impact and shrapnel.

When suspected mines and booby traps are located, or if one is detonated, the escort leader and convoy commander are immediately notified. The exact location is marked and reported. Engineer support may be required to disarm such devices. The convoy, however, should proceed. If the device is placed in such a manner that it cannot be bypassed, the security element must breach it. This is usually accomplished by detonating the device from a safe distance.

Defensive Tactics

If a convoy makes contact with the enemy, depending on the type of attack certain procedures must be followed. Rules of engagement must be clearly understood and followed. The mission is to get the convoy through and not engage in protracted fire fights with the enemy. Attack on a convoy is usually by ambush, sniper, air attack, artillery, and/or mortar fire.

Automatic weapons are placed within the convoy so they are mutually supporting. Vehicle commanders assign sectors of observation around their vehicles whenever possible. When a convoy halts, each vehicle is assigned a sector for local security. Convoy personnel provide local security for their vehicles. The MP take offensive action, when required.

Ambushes. The actions taken by the convoy and the security escort when it is ambushed will depend on whether the road has been blocked or not. Red star clusters are normally used to indicate enemy contact. Other signaling devices may also be prescribed and must be coordinated ahead of time.

When the road is not blocked, the vehicles of the convoy that are in the kill zone drive out of the ambush to the front. Vehicles disabled by enemy fire are left behind. If disabled vehicles block the road, they are pushed to the side and out of the way by the following vehicles. This must be done with some care, even under the circumstances, so that the following vehicle does not disable itself and create an even worse situation. Vehicles that have not

entered the kill zone do not drive through it. They stop and the convoy personnel take up defensive positions. They lay down a base of fire and suppress the enemy fires. These fires must be controlled. Fire must not be indiscriminate. There is a danger of engaging one's own forces in what is always a confused situation. Convoy personnel should normally fire only on order, and at designated area targets. MP move to the flanks and attempt to disrupt the ambush by fire and maneuver. Indirect fire and air support are requested, if the situation requires and they are available. Reaction forces are requested if the security escort is unable to dislodge the enemy.

If the convoy is ambushed and the road is blocked, personnel from the element in the kill zone dismount, take cover, and return a maximum volume of fire on the enemy positions. Troops that have passed through the kill zone dismount and provide a coordinated base of fire, as do those that have not yet entered the kill zone. The MP security element uses fire and maneuver to attack the ambush positions. They request indirect fire, air support, and a reaction force as required.

In either case, when contact is broken, the convoy consolidates and reorganizes. The wounded are treated and evacuated, ammunition is redistributed, as appropriate, and the convoy continues its movements. Reports of the contact should be made as soon as feasible.

Snipers. Extreme caution must be exercised when the convoy receives sniper fire. Less experienced troops may react to a sniper as if it were an ambush. It is important that command and control be exercised. Indiscriminate fire must be avoided. Fire should be returned only when a specific target is observed. A good procedure is to have only designated individuals return sniper fire. All vehicles continue the movement. They do not stop. The security element leader and convoy commander are notified immediately. This should be done by a prearranged signal, such as a designated color of smoke or flare, depending on the rules of engagement and protracted engagements are avoided. The primary mission is the escort of the convoy. Sniper fire may be used by the enemy for purposes of harassment or to slow down the convoy prior to an ambush.

Air Attack. In areas were there is a threat of air attack, air guards should be designated in the convoy. These individuals concentrate their attention on detecting the approach of aircraft. If the convoy should come under air attack, each vehicle turns away from the direction of attack and seeks cover. Troops not manning vehicle-mounted weapons dismount and fire at the attacking aircraft. Those manning mounted weapons place the maximum fire possible on the aircraft. Even in today's age of high performance aircraft, there are incidents of small arms fire bringing down attacking aircraft. This has occurred in the Arab-Israeli Wars and in Afghanistan, as well as others. Even if the aircraft is not hit, a high volume of fire distracts the plane's crew and causes their attack to be less accurate. Additionally, there is great psychological benefit to the convoy personnel in returning fire. Troops under air attack feel much better if they are returning fire at the attackers, rather than helplessly hiding.

Artillery/Mortar Fire. If a convoy receives artillery or mortar fire, the vehicles do not stop. They continue forward as quickly as possible to clear the impact area.

CONCLUSION

Convoy security operations are a vital role of the military police. You have learned how critically important convoy security operations are. It is essential that both equipment and personnel be fully prepared to conduct these operations. Personnel must be briefed fully and they and their equipment inspected prior to departure. You have learned how a convoy is organized and where certain vehicles are placed. The methods of escorting a convoy have also been discussed, as have the basic actions to be taken when the convoy is attacked. In order to be successful, there must be close and continuing coordination and cooperation between the convoy commander and the leader of the security escort.

In this lesson you have learned about the planning and conducting of convoy security missions. If you feel you have a good grasp of the material, turn to the practice exercise on p. 2-38; if you are unsure of something, go back and review the material.

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LESSON 2

PRACTICE EXERCISE

This practice exercise will show how much you have learned in this lesson. Answer each question. When you have finished, turn the page to check your answers.

1. A critical step that must be performed in preparing for a convoy escort mission is route reconnaissance. You have been assigned the mission to escort a critical resupply convoy, but have only 4 hours to prepare. What type of reconnaissance will you perform over a route in excess of 130 kilometers?

A. Deliberate.
B. Air-ground.
C. Hap.
D. Ground.

2. In the mission order you have been told you will travel over a portion of route E-24. The commander has set this route aside for the exclusive use of convoys such as yours. You know that this portion of the route is a/an

A. reserve route.
B. supervised route.
C. open route.
D. prohibited route.

3. The convoy will consist of 19 cargo vehicles plus the command vehicles. The convoy commander has organized them into one march unit. What methods might you consider using to escort this convoy?

A. Round robin.
B. Traveling overwatch.
C. Leapfrog.
D. Hopscotch.

4. In the coordination meeting with the convoy commander, which of the following are of particular importance?

A. Primary and alternate routes.
B. Emergency communications procedures.
C. Actions on enemy contact.
D. All of the above.

5. The convoy commander tells you that the convoy will be moving in daylight. He also notes that it is important that the convoy move as quickly as possible, with a minimum of driver fatigue. The type of column formation he will use is:

A. closed.
B. open.
C. infiltration.
D. staggered.

6. You will have three MP teams to escort the convoy. Since there are no unusual circumstances, where will you place these teams?

A. Scout, lead, trail.
B. Head, center, rear.
C. Head, trail, floater.
D. None of the above.

7. You received an intelligence estimate that indicates a high likelihood of mines and booby traps along the way. In briefing personnel, you caution them to avoid driving:

A. on the shoulders.
B. over foreign objects.
C. over piles of fresh dirt.
D. all of the above.

8. You are briefing convoy personnel on what actions to take if snipers fire on the convoy. You tell them:

A. react as if it were an ambush with an open road.
B. fire only at a specific, identifiable target.
C. all vehicles continue to move.
D. b and c above.

9. You are briefing the scout team of the convoy. You tell them that they must be particularly alert for possible enemy activity and possible traffic problems. You ensure that they understand that:

A. they can take rest breaks when they feel it necessary.
B. a 3 to 5 minute interval should be kept from the head of the convoy.
C. OPSEC prohibits reporting most problems.
D. none of the above.

10. Since you only have 4 hours to prepare for the convoy, you are considering what steps you can take to save time. You can properly:

A. not inspect the escort since they are all highly experienced.
B. eliminate the route reconnaissance.
C. wait to coordinate with the convoy commander until you reach the start point.
D. none of the above.

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LESSON 2

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	C.	Map After issuing warning orders... (page 2-13, para 4)
2.	A.	reserve route A reserved route is one that... (page 2-6, para 5)
3.	C.	Leapfrog Leapfrog... (page 2-31, para 2)
4.	D.	All of the above Major points to be discussed... (page 2-29, para 1)
5.	B.	open Figure 2-2. Types of column formations... (page 2-12)
6.	A.	Scout, lead, trail When security is provided by three... (page 2-32, para 1)
7.	D.	All of the above In order to reduce the chance... (page 2-34, para 2)
8.	D.	b and c above Snipers. (page 2-35, para 4)
9.	B.	a 3 to 5 minute interval should be kept from the head of the convoy The scout team precedes the convoy... (page 2-32, pars 2)
10.	D.	None of-the above After issuing warning orders... (page 2-13, para 4) The importance of coordinating... (page 2-29, pars 1)

If you had a hard time getting the right answers, go back and review the lesson. If you did well on this practice exercise, you should be ready to start the next lesson.

LESSON 3

PLAN THE EMPLOYMENT OF RSTA DEVICES

Critical Tasks: 191-379-4414

OVERVIEW

LESSON DESCRIPTION:

In this lesson, you will learn the key considerations for the employment of reconnaissance, surveillance, and target acquisition (RSTA) devices.

TERMINAL LEARNING OBJECTIVE

ACTION: Identify and employ reconnaissance, surveillance, and target acquisition (RSTA) devices.

CONDITION: Given the applicable equipment in accordance with the Table of Organization and Equipment (TOE).

STANDARD: To demonstrate competency of this task, you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: STP 19-95B4, FM 19-4, FM 20-60, and FM 7-285.

INTRODUCTION

Operations of any kind that are conducted during the hours of darkness or reduced visibility have traditionally been hard to conduct due to the difficulties of command and control and the inability to observe the actions taking place. At the same time, they are extremely effective, when properly executed, and greatly enhance the element of surprise. Threat forces have traditionally used the cover of darkness to conduct operations. They continue to train for this kind of operation. Darkness is also a major ally of the guerrilla, saboteur, and terrorist.

Modern technology provides equipment that will assist you in operating under the cover of darkness. It helps to take away the enemy's ability to use this element. Several items of equipment are now authorized in military police units and more are being developed. It is imperative that you understand what they are and how to employ them. Some of these devices will not only allow you to penetrate the darkness, but will allow you to identify friend and foe.

Although not a part of this subcourse, it should be noted that many of these devices have applicability in peacetime law enforcement and physical security operations. This is not their primary purpose, and they should not replace those devices specifically developed for law enforcement operations. They can, however, be used to augment those systems and provide training at the same time.

This lesson will cover the RSTA devices more commonly used by the military police. You will learn the capabilities and limitations of these devices, permitting you to employ them to the maximum effect.

On the battlefield, there are conditions other than darkness that limit visibility. All armies use smoke to assist in concealing their movements. The dust and smoke of the battlefield obscures vision. Inclement weather, such as rain, fog, and snow, also affect the ability of the army to see. All of these conditions also have an effect on many night vision devices.

At night, a battlefield may be illuminated by artificial light to improve visibility. When this is the case, a unit may fight almost as if it were daylight. On the other hand, military police should use limited visibility conditions to conceal them, help achieve surprise, and reduce the ability of the enemy to aim well.

There are problems that are associated with operating during a period of reduced visibility. Your ability to control personnel is substantially reduced. Weapons employment becomes much more difficult and effective ranges are reduced due to the inability of individuals to see well. Targets become more difficult to locate. It is difficult to distinguish friend from foe. Some of the RSTA devices may be neutralized either by the environment or the enemy.

A serious problem for military police is the difficulty soldiers have in navigating. This can create traffic problems where there were none before. It also affects the ability of the MP themselves to perform their duties. Effective employment of RSTA devices can substantially reduce these problems.

DEFINITIONS

As with most subjects, there is a set of definitions with which you must become familiar. The following paragraphs will deal with the devices most commonly found in an MP unit. There are many other devices that are employed, both by military police and other units. An understanding of these definitions will allow you to more easily employ those other devices should the occasion arise.

Reconnaissance

Reconnaissance includes all the measures actively taken to collect information about the battlefield.

Surveillance

The continuous all weather, day and night watch over the battle area is termed surveillance. Personnel engaged in a surveillance mission usually report the information they obtain. They use an intelligence spot report or other report as required by the unit SOP. The information they collect contributes to an overall knowledge of the enemy situation.

Target Acquisition

Target acquisition, as it applies to RSTA, is the use of night observation devices (NOD) which aid the soldier to see targets in the dark. Most of these devices can also be used in surveillance. NOD allows them to detect, identify, and locate targets to permit weapons to be brought to bear.

Active/Passive

RSTA devices can also be designated either active or passive. Which they are depends on how the system operates. An active device projects energy toward a target. This energy can be detected by the enemy. A passive device either detects energy or uses available energy as a detection means. Radar is active; starlight scopes are passive. The range of active devices normally exceeds that of passive devices. Where they can be employed, however, passive devices are normally preferred for MP. The primary reason for this is that passive devices are not detectable by the enemy and usually have sufficient range to accomplish the MP task.

DEVICES

Now that you have an understanding of some of the terms that will be used, the following paragraphs will discuss some of the more common RSTA devices found in MP units.

AN/PVS-5A Night Vision Goggles (NVG)

These NVG are worn like eyeglasses and leave the hands free. The goggles can be worn with or without the combat helmet. They are used for short-range viewing. They may be used for dismounted movement, operating vehicles, reading maps, administering first aid, and similar tasks. They weigh about 1.9 pounds. The effective range is 150 meters and they have a 40 degree field of vision. If only starlight is available rather than moonlight, the range is about 50 meters. This system is both active and passive. It is usually used in the passive mode. By using the built-in infrared light source, images within two meters can be seen. Figure 3-1 is an illustration of this device.

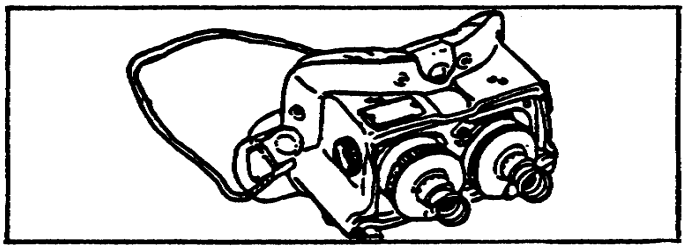

Figure 3-1. AN/PVS-5

The AN/PVS-5A NVG are being replaced by AN/PVS-7 (Figure 3-2). The -7 NVG are an improved, third generation version of the -5. They provide better vision with lower levels of available light.

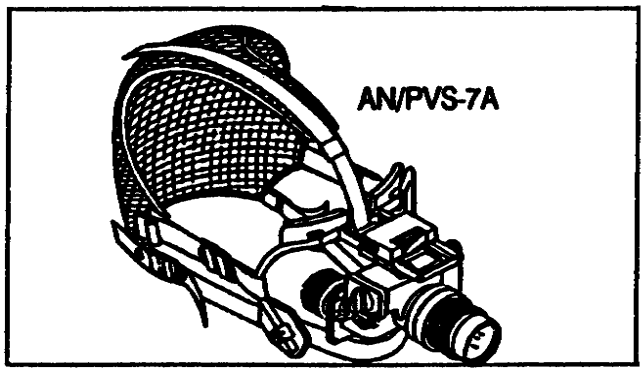

Figure 3-2. AN/PVS-7

AN/PVS-4 Night Vision Sight

The AN/PVS-4 is replacing the original starlight scope (AN/PVS-2B). This sight can be used on the M14 and M16 rifles, M60 machinegun, M72A1 LAW, and the M79 grenade launcher, as well as some other individual weapons. The sight is employed to provide a means for accurate fire at night by individual weapons. The sight may also be used as a hand-held device for observation purposes. It is both smaller and lighter than the starlight scope. The major advantage over the first generation device is that it does not have a tendency to "white-out". This was caused by bright lights, such as muzzle flash, flares, or fires, in the older version. It is a passive device. Figure 3-3 is an illustration of this device.

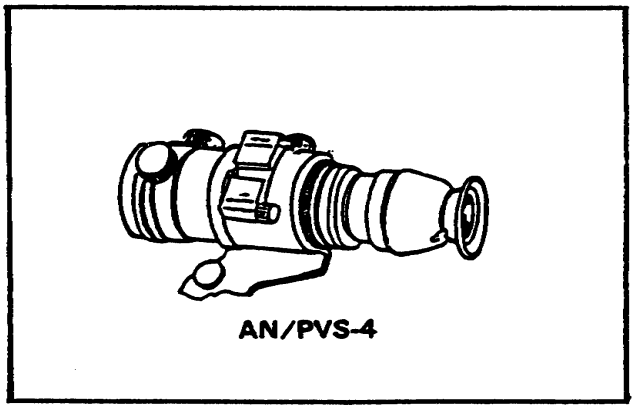

Figure 3-3. AN/PVS-4

AN/TVS-5 Night Vision Sight

The AN/TVS-5 is the second generation replacement for the first generation AN/TVS-2B. It is used for crew-served weapons such as the .50 caliber machinegun and the MK19. The field of view is 9 degrees. The sight weighs slightly less than 8 pounds. In moonlight it has a range of 1200 meters and in starlight, 1000 meters. Most importantly, this sight will provide firing accuracy equal to that of daytime. It is a passive device. Figure 3-4 is an illustration of this device.

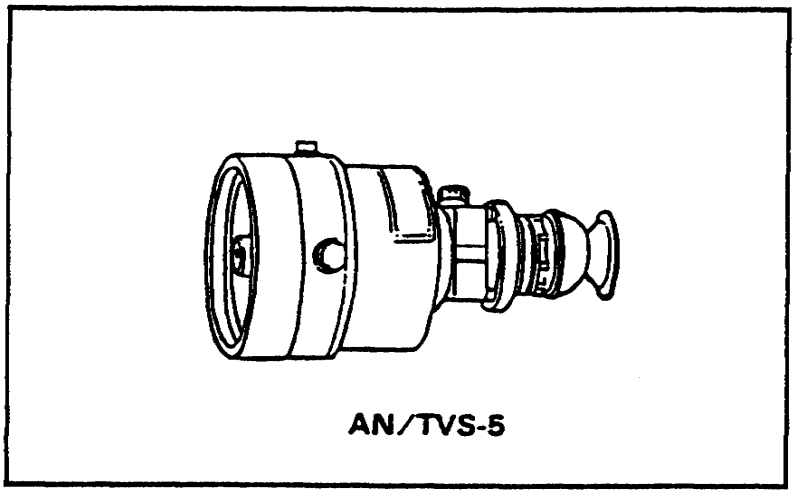

Figure 3-4. AN/TVS-5

AN/TRS-2 Platoon Early Warning System (PEWS)

PEWS is a remote electromagnetic sensor system. MP use it on avenues of approach and in dead spaces or gaps forward of or between MP elements. PEWS has a limited sensor to target range. They must be positioned with care to get the most benefit from them. When positioned parallel to an avenue of approach, PEWS can indicate the approximate number of troops and vehicles passing the sensors. The device will also provide the range of movement.

PEWS are also sensitive to animal movement, such as deer and dogs. With proper training and experience MP can learn to tell the difference between people and animals.

PEWS provide an additional security aid for the unit defensive perimeter. The designator, AN/TRS-2, will always be followed by the letter "V" and a number from one to six. The "V" is used to identify the operating frequency of the system. For all the detectors and receivers to work, they must be on the same frequency. The "V" number indicates the frequency to which particular system is set. You must check to make sure that all elements match.

Each PEWS contain ten remote ground sensors. The sensors may operate either by wire or radio signal. Each of the sensors may be connected to one of the two receiving sets. The signal indicates movement in the area of up to 15 meters around the sensor. The signal will also indicate which sensor is transmitting. The signal has a range of 1500 meters.

The system is lightweight (13 pounds), waterproof, battery operated, and easily concealed. The receiver is operated on two 9 volt batteries. The detectors require one 9 volt battery. In normal use the batteries will last three days in the receiver and about 15 days in the detectors.

The receiver accepts radio or wire transmissions from the sensors. Regardless of which mode is used, the signal activates either an audible alarm or a visual display, or both, in the receiver. The receiver has a self-test feature, a removable antenna, and two holding stakes.

The frequency variation on the PEWS you are issued is preset. The radio maintenance section must check it to ensure that it is set for the proper area code. Each receiver has the capability of receiving eight different area codes. There is a knob on the left of the display window which sets the area code desired. Each of the ten detectors must be set to the same area code as the receiver. Each of the detectors has an identification number (1-10). The ID number will be marked inside the battery compartment. Each area code monitors ten detectors at a time. Each receiver can theoretically monitor up to eighty detectors in the radio mode through the use of these area codes.

Once you have put the batteries in, you must test the detectors and receiver before emplacing them. When you press the test button, you should see three 8's in the display window. This indicates the battery is good and the device is functioning. If the battery is low, you will see either 88L or L. The test/reset button also erases any alarm messages from the receiver memory and clears the display.

To test the detector, place the selector switch to the RF position. Then depress the test button. The display window in the receiver will show a number and either C or P. The number is the identification of the detector. The letter C indicates a vehicle and the letter P indicates, personnel.

Employment planning will depend on the security situation. Site considerations include:

- Size of the area to be monitored.
- Type of soil.
- Noise level in the area.
- Terrain configuration.

The terrain configuration is particularly important when operating in the radio mode. The radio signal is line of sight. Manmade and natural obstacles between the receiver and detector will interfere with or block the signal.

When emplacing the detector, dig a hole slightly larger than the detector and about one inch deep. Push the detector into the hole so that the holding stakes are firmly implanted. Do not step on the detector. Gently push it into place and push soil up against the sides. Do not cover the top with soil. Detectors should not be emplaced near a helipad. The overpressure from the helicopter will destabilize the detector. It will take three to four days for the detector to restabilize itself.

Once the detector is emplaced, sketch the location and record the ID number on the metal plate on the receiver. When the PEWS is properly employed, it is a highly effective early warning device. It may also be employed during patrols and ambushes.

Aerial Reconnaissance and Surveillance

Military police normally will not have a priority on the employment of either Army or Air Force aircraft for reconnaissance and surveillance missions using RSTA devices. It is important, however, that you know that both the Army and Air Force have this capability. There may be occasions for you to request such support. You will undoubtedly receive the results of these efforts from MI in intelligence reports.

OV-1 MOWHAWK. This is currently the Army's primary aircraft for these type operations. It is a two place, twin engine, turbo prop aircraft. It flies at a speed of 190 knots and has a mission endurance of about four hours. It can be equipped with several versions of photographic cameras. It also may carry side looking radar and infrared systems.

RF-4C. This is the Air Force's primary tactical reconnaissance aircraft. It is a version of the F4 Phantom. Many of its missions will be in support of the Army combat forces. It has all-weather, day and night capability. The RF-4C can carry a variety of photographic cameras, infrared sensors, and radars.

Ground Surveillance Radar (GSR)

Ground surveillance radars are not organic to military police units. However, MP elements operating in the forward areas may be closely located with units employing these radars. If you have some familiarity with what they are, they may enhance your security.

GSR equipment provides a near all-weather, 24-hour, battlefield surveillance capability. A radar system is a means of detecting and locating targets. The radar transmitter generates a high-power pulse of radio frequency (RF) energy. When the energy strikes an object, it reflects back to the radar. The radar set then displays it as either a sound or visual display or both. Because RF energy travels in a straight line and at a constant rate of speed, targets can be located both in range and azimuth. The time interval between the transmission and reception of the signal establishes the range.

Radar can penetrate light camouflage, smoke, haze, rain, snow, darkness and light foliage. It is unable to penetrate dense undergrowth, trees, and heavy foliage. Heavy rain and snow will also limit its effectiveness. GSR is generally ineffective against aerial targets. Some aerial targets can be detected if they are flying low enough that a solid background, such as terrain and trees, is provided. GSR is also vulnerable to jamming and various deception techniques. It is an active device and is, therefore, detectable by the enemy. It is also limited to line of sight.

Radar equipment provides an excellent means of obtaining information. It is really effective, however, when used to complement other surveillance means. Employment of GSR is closely coordinated with remote sensors, observation posts, and NOD to enhance its effectiveness. Its major advantage is its near all-weather target detection capability.

CONCLUSION

No one RSTA device can fill all the needs of the battlefield. Several types must be used to complement each other. An RSTA mix might include PEWS for out of sight areas and dead space and night vision devices for close ranges. These mixtures can be used to:

- Locate friendly and enemy units and their movements.
- Detect the use of RSTA devices by the enemy.

A mix of devices is best because:

- Conditions may not allow the use of one specific device.
- Several devices permit overlapping sectors and better coverage.
- The capabilities of one device can compensate for the limitations of another.

If you feel you have a good understanding of the material presented in this lesson, turn the page and try the practice exercise. If you still have some doubts about the material, review it.

LESSON 3

PRACTICE EXERCISE

This practice exercise will show you how much you have learned in this lesson.
Answer each question. When you have finished, turn the page to check your answers.

1. You are planning the employment of RSTA devices. Your squad has been issued a .50 caliber machinegun. Which of the following devices can be used with this weapon?

A. AN/PVS-4.
B. AN/PVS-2B.
C. AN/TVS-5.
D. AN/TRS-2.

2. You have been instructed to establish an observation post. The MP manning this OP will have an AN/PVS-2B. They must be careful in using this device because:

A. it breaks very easily.
B. it is subject to white out.
C. it is an active device.
D. the enemy can detect it easily.

3. There is an area of dead space on an avenue of approach into your security position. The best RSTA device available to you to cover this area is the

A. AN/TRS-2.
B. AN/TRS-7.
C. AN/TVS-5.
D. AN/PVS-4.

4. In emplacing the PEWS detectors, you must be careful that your personnel do not:

A. place them near a helipad.
B. step on the detector when emplacing it.
C. cover the top with soil.
D. all of the above.

5. Your position is near a unit that has ground surveillance radar. Although you know that are several disadvantages to GSR, the major advantage is:

A. its near all weather capability.
B. the capability to detect aircraft.
C. that it is a passive device.
D. none of the above.

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LESSON 3

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	C.	AN/TVS-5. AN/TVS-5 Night vision sight... (page 3-5, para 1)
2.	B.	it is subject to white out. The major advantage over... (page 3-4, para 2)
3.	A.	AN/TRS-2. MP use it on avenues of... (page 3-5, para 2)
4.	D.	all of the above. Do not step on the... (page 3-7, para 3)
5.	A.	its near all weather capability. GSR equipment provides a near... (page 3-8, para 4)

If you had a hard time getting the right answers, go back and review the lesson. If you did well on this practice exercise, you should be ready to take the examination.