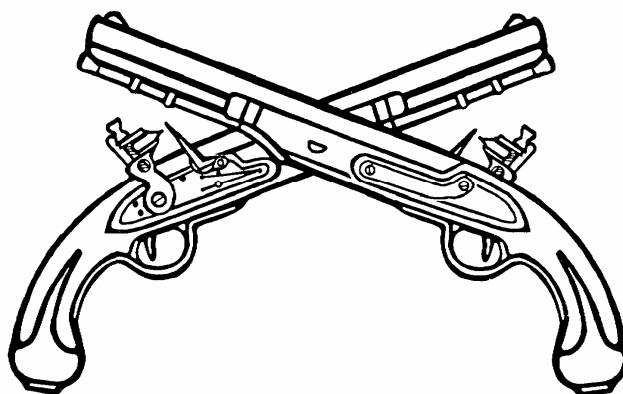


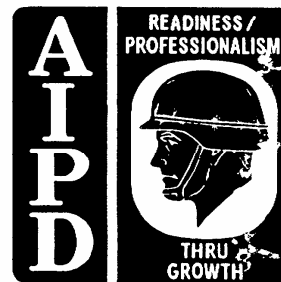
MILITARY POLICE CONTROLS (Tactics, Techniques and Procedures)

MP



SETS THE STANDARD FOR EXCELLENCE

THE ARMY INSTITUTE FOR PROFESSIONAL DEVELOPMENT
ARMY CORRESPONDENCE COURSE PROGRAM



MILITARY POLICE CONTROLS
(Tactics, Techniques, and Procedures)

Subcourse Number 1007

EDITION C

United States Army Military Police School

8 Credit Hours

Edition Date: September 1995

SUBCOURSE OVERVIEW

We designed this subcourse to teach you various aspects of combat operations. Contained within this subcourse is instruction on how to establish and supervise a traffic control post (TCP); establish and supervise a roadblock/checkpoint; plan, monitor, and report the results of a hasty route reconnaissance; supervise processing of EPW/CI at division forward collecting point; supervise convoy security operations; conduct and supervise a hasty route reconnaissance; establish and supervise a defile; and rear battle.

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 pronoun is used to refer to both men and women.

TERMINAL LEARNING OBJECTIVE

ACTION: You will identify procedures for: establishing and supervising a traffic control post; establish and supervise a roadblock/checkpoint; plan, supervise, conduct, monitor, and report the results of a hasty route reconnaissance; supervise processing of EPW/CI; supervise convoy security operations; establish and supervise a defile; and rear battle.

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

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

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LESSON 1

ESTABLISH AND SUPERVISE A TRAFFIC CONTROL POST

Critical Task: 191-377-4202

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to establish and supervise a traffic control post, to include carefully studying the mission, briefing your personnel, assigning tasks to squad members, and ensuring that you have the needed rations and equipment.

TERMINAL LEARNING OBJECTIVE:

- ACTION:** Establish and supervise a traffic control post.
- CONDITION:** You will have this subcourse, pencil and paper.
- STANDARD:** To demonstrate competency on this task you must achieve a minimum score of 70 percent on the final subcourse examination.
- REFERENCES:** The material contained in this lesson was derived from the following publications: FM 19-1 and FM 19-4.

INTRODUCTION

One of the main battlefield missions of the military police (MP) is battlefield circulation control. This is to meet changes in tactical situations and route conditions. In a battle there is great need for such control. Enemy forces interdicting the main supply routes (MSRs) disrupt movement. This creates a need for extensive rerouting. One of the basic control measures is the traffic control post (TCP). The responsibility for the TCP is that of the squad/team leader. You must know and be able to set up and maintain a TCP.

1. Traffic Control Post.

a. MP personnel set up a TCP at critical points on main supply routes to control movement of vehicles and personnel. The exact place where to put the TCP will be given to you by the provost marshal (PM) operations section. At times it may be necessary to set up a TCP that is not called for by the plan; i.e., congestion on an MSR at a junction. The number of MP and the types of weapons needed to man the TCP are based on mission, enemy, terrain, troops, and time (METT-T).

b. The successful operation of a TCP includes preventing delays and congestion; ensuring movement priorities are honored, enforcing rules and regulations. They must make adjustments for unscheduled road movements, and be prepared to reroute as needed.

2. Mission Briefing.

You will be notified by the squad leader or platoon leader/sergeant of the mission. You will then receive information about the mission. If you do not receive all you need to know, ask for it.

a. Location of the TCP: This is given in the traffic control plan.

b. Enemy situation: Enemy activities and the importance of the TCP determine the number of personnel and equipment needed to control a post.

c. Number of personnel assigned to the mission: The number of MP needed to man a TCP is based on METT-T. A TCP is usually manned by one MP team of three people.

d. Number of vehicles: Each MP team is assigned a radio equipped HMMWV vehicle with a crew served weapon (MK19, M60, 50 cal). HMMWV uses a 3/4-ton trailer which is not required for TCP.

e. Length of operating time: A team continues its mission until they are told to stop.

f. Reporting and checking procedures: When requested by highway traffic division, MP at TCP will keep a record of convoys passing. They compile this into a passing report. The information is reported in accordance with unit standing operating procedures (SOP). Usually, TCP passing reports are picked up at the TCPs or transmitted in code.

g. Traffic priorities and movement scheduled: MP enforce MSR regulations. A TCP team's mission is not to apprehend violators. They make corrections and help move vehicles and convoys along the MSR.

h. Brief your personnel:

(1) Mission: Where the TCP will be placed and for what length of time.

(2) Situation: Type and size of convoys planning to use the MSR. Enemy activity in the area.

(3) Assigned task to be performed: When MPs operate a TCP, the team leader provides leadership, maintains TCP, and maintains communications. A second MP gives directions on the MSR. The third MP provides security and relieves the MP on the MSR.

3. Equipment.

When you have briefed your personnel, check to ensure you have all you will need to maintain the TCP. The team must be prepared to operate for long periods of time. They may be sleeping in shifts. Inspect the following before departing for the TCP:

- a. Weapons/ammunition/explosives: Unit SOP determines a team's combat load.
- b. Radios: Signal operation instructions (SOIs) are used.
- c. Signs: Guide signs are used to tell drivers that a TCP is ahead. The signs show direction and distance to the TCP.
- d. Reconnaissance, Surveillance and Target Acquisition (RSTA) services: night vision devices.
- e. Water/rations: Plans should be made for resupply by the parent unit.
- f. Maps/overlays.
- g. Nuclear, biological, chemical (NBC)/equipment: Chemical agent detection paper or chemical detector kit to detect chemical contamination, M8 alarm, IM93, and IM174.
- h. Flashlights. For use at night so that drivers can see MP signal location and traffic signals.
- i. White cuffs: The cuffs must have light reflecting strips, parallel to the arm. The enemy situation may require the cuff to be removed.
- j. First aid kit: MP must be ready to give immediate first aid at any time.

The equipment used at a TCP is valuable to the enemy. The SOI reveals friendly frequencies. The map may show the locations of key facilities. The team must be ready to destroy their equipment if they are attacked and it seems that the materials may fall into enemy hands.

4. When You Arrive at the TCP Location.

The TCP site is given in the traffic control plan.

a. Establish security immediately: MP must be able to secure themselves and their position(s). They establish their positions at a location with cover and concealment, good fields of fire, and communications.

- b. Recon the surrounding area for the enemy.

c. Set up the TCP: The team leader selects the positions for the team members. He decides where to place the MK19 fighting position. The team leader and the MP providing security usually occupy the fighting position. The MP controlling movement on the MSR is in a covered and concealed location near the roadway. When the volume of traffic delays movement, he moves to the center of the road and directs the flow of traffic.

d. Notify your supervisor when you are operational (use unit SOP).

e. Have the team prepare well camouflaged and concealed defensive positions. MP have a very important security mission. They must be ready to provide delaying tactics or withstand enemy attack. Often, due to their isolated position, they will be the first in the warning system for air, ground, or NBC attack.

The team's vehicle is parked in a covered and concealed position near the fighting position. Because a TCP is conducted at one location, the team takes the vehicle trailer.

5. Remember Your Mission at the Traffic Control Post.

a. Circulation control of traffic movement and traffic regulations must be enforced. A TCP team's mission is to make corrections and help move vehicles and convoys along the MSR. They watch the movement of vehicles. They stop those that are not following MSR regulations. The convoy commander is told why the vehicles were halted. The convoy commander should make immediate corrections. When these cannot be made, the team leader records the key information about the incident and notifies his squad leader.

b. Straggler/refugee control: TCPs help military personnel to return to their units, if this cannot be done, MP direct them to a straggler collection point. The team makes sure refugee traffic does not delay authorized military traffic. This is accomplished by directing the refugees to a refugee route. They may also halt refugees until their movement will not delay military vehicles and personnel. Refugee movement may be used by the enemy as a means of inserting agents.

c. Intelligence gathering: The team watches for activity by guerrillas, conventional enemy forces, enemy aircraft, and local inhabitants. Drivers using the MSR may stop at the TCP to report suspected or actual enemy activity. MP use the word SALUTE as a memory device to remember this information:

S - SIZE of the enemy force.

A - ACTIVITY they were engaged in.

L - LOCATION of the enemy.

U - UNIT type seen.

T - TIME the enemy was seen.

E - EQUIPMENT they were carrying.

Counterintelligence must be emphasized; MP should not allow unauthorized personnel to observe traffic movements.

d. Information dissemination: MP must be able to give information about road use, directions, enemy activity, air, or NBC threats to all personnel using the road network. They must be well briefed and have communications with other TCPs, mobile patrols, and their own unit. The team relays spot reports (SPOTREPs) of enemy sightings or activity through the chain of command.

e. Security: MP have a very important security mission. They must be able to secure themselves and their position.

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LESSON 1
PRACTICE EXERCISE

REQUIREMENT: The following questions are true and false. You are to select the answer that is correct. Indicate your choice by CIRCLING the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. Traffic control posts (TCPs) are set up on main supply routes to control movement of personnel.

- A. True.
- B. False.

2. A TCP is usually manned by one three-man team.

- A. True.
- B. False.

3. A TCP team's mission is to apprehend violators.

- A. True.
- B. False.

LESSON 1

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>		<u>Correct Answer and Feedback</u>
1.	A.	True MP personnel set up . . .(page 1-1, para 1a)
2.	A.	True A TCP is usually . . .(page 1-2, para 2c)
3.	B.	False A TCP team's mission . . . (page 1-4, para 5a)

LESSON 2

ESTABLISH/SUPERVISE A ROADBLOCK/CHECKPOINT

Critical Task: 191-377-4203

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to establish and supervise a roadblock/checkpoint ensuring that vehicles are processed, that your holding area is adequate and that you have security and communications.

TERMINAL LEARNING OBJECTIVE:

ACTION: Establish/supervise a roadblock/checkpoint.

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

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

REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-4 and STP 19-95B2/4.

INTRODUCTION

A roadblock is used to limit the movement of vehicles along a route or to close access to certain areas or roads. Checkpoints are used to control movement. Roadblocks are checkpoints set up to ensure that unauthorized vehicles are not using main supply routes (MSRs). They ensure that convoys move along routes according to their priority and are kept on schedule. There should be a constant change of location and time of operation of roadblocks and checkpoints. Most of you, as licensed drivers of civilian vehicles, will experience a police roadblock or checkpoint. If we are aware that a roadblock or checkpoint is operating in a certain area at known intervals, we avoid the area. The same is true in a combat or rear area. Also enemy units would be able to plan attacks on convoys or selected vehicles while they are in the known roadblock/checkpoint area. To prevent this, attention must be given to cover, concealment, and security.

1. Roadblocks.

Military police (MP) roadblocks are located along the military road network to channel traffic. This is done by limiting the movement of vehicles along a route or closing access.

a. Establish/supervise a roadblock.

(1) The location must offer cover and concealment for the team operating the roadblock.

(2) If the mission is to close off a road, oncoming traffic should see the roadblock in advance in order to turn off. If the mission is to check for infiltrators, the roadblock should be hidden if used with a checkpoint. This will prevent or reduce the chance for vehicles to take action to evade the area. Place the roadblock on a curve just over a hill. Block the shoulder of the roadway for security.

(3) Defensive positions are assigned and prepared for each team member. Outposts are placed up and down the road for security.

(4) A holding area is established for searching vehicles.

b. Tactical set up: When operation is by a single team, one team member stops traffic and directs vehicles. The other team member provides security for the team. The team vehicle is parked in a concealed location near the team leader. The team leader provides additional security and communications.

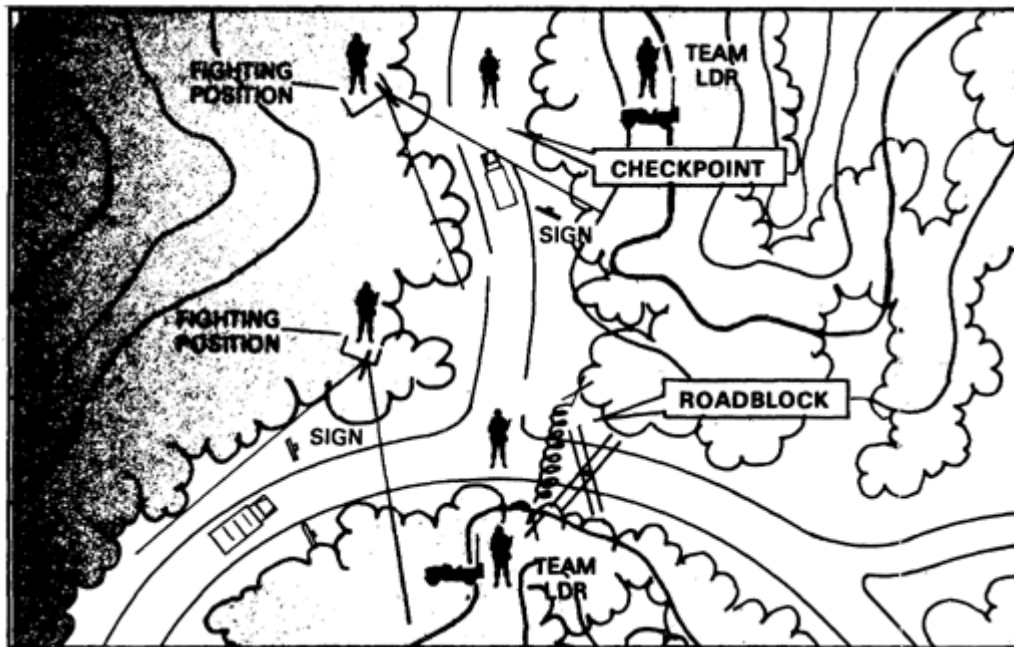


Figure 2-1. Sample Checkpoint Setup.

c. Roadblock requirements.

- (1) You establish communications with other MP patrols in the area.
- (2) Vehicles have been placed to pursue, in either direction, vehicles that attempt to avoid the roadblock.
- (3) Roadway shoulders and ditches are barricaded.

2. MP Checkpoints.

MP checkpoints are used to control movement. They are set up to make sure classified routes carry only authorized traffic (see Figure 2-1).

a. Other uses.

- (1) Enforce rules and regulations for MSR use.
- (2) Prevent actions that would aid the enemy.
- (3) Inspect cargo (when instructed to do so).
- (4) Provide information (detours or enemy activity).
- (5) Stop the local people from supplying the enemy with food, medical supplies, weapons and/or ammunition, other items.
- (6) Help control and stop black market operations.
- (7) Help stop the illegal diversion of supplies.

b. To establish a checkpoint, do the same as for a roadblock, with a few additions.

- (1) Signs must be posted, giving directions and/or requirements and should be far enough from the checkpoint to provide reaction time.
- (2) Close-in approach lanes are marked with engineer tape.
- (3) A barrier is used to prevent vehicles from leaving the checkpoint before release (wood pole or gate).
- (4) Vehicles are available to pursue those who fail to stop or attempt to evade the checkpoint.
- (5) Validity of orders and ID cards are checked.
- (6) Vehicle papers are checked.
- (7) Vehicle priority marking is checked to prevent improper route use. This is usually done at the entrance to a controlled route.

(8) MP provide accurate directions and information.

c. The placement of a checkpoint: This is based according to purpose of the checkpoint.

(1) The purpose may be to check convoys for authorization to use a route. The checkpoint is positioned at the entrance of the route. A holding area, where convoys can pull off the road to get information or to wait for route clearance without delaying other traffic, is set up.

(2) A checkpoint can be set up to check cargo or to spot-check vehicle traffic. It is not usually placed at the entrance to the route. This type checkpoint should not be seen by drivers until it is too late for them to avoid the checkpoint (just over a hill or around a curve).

(3) A checkpoint can be any advantageous place along a route. The team should place their automatic weapons into a fighting position and park their vehicle in a concealed location.

LESSON 2

PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true and false. You are to select the answer that is correct. Indicate your choice by **CIRCLING** the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. Where are outposts placed at a roadblock?
 - A. Around a curve.
 - B. Over a hill.
 - C. In perimeter defense.
 - D. Up and down the road for security.
2. A roadblock holding area would NOT be established for searching vehicles.
 - A. True.
 - B. False.
3. At a roadblock, where is the team leader located?
 - A. At the vehicle for communication and security.
 - B. In the holding area for security.
 - C. At the command post.
 - D. Performing TCP duties.
4. Checkpoint signs should be posted well in advance for requirements and directions.
 - A. True.
 - B. False.
5. When do you inspect cargo at a checkpoint?
 - A. When you feel like it.
 - B. When you have probable cause to believe black marketing is happening.
 - C. To prevent illegal actions by local nationals.
 - D. When instructed to do so.

LESSON 2

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>	<u>Correct Answer and Feedback</u>
1. D.	Up and down the road for security. Outpost are placed . . . (page 2-2, para 1a(3))
2. B.	False. A holding area . . . (page 2-2, para 1a(4))
3. A.	At the vehicle for communication and security. The team vehicle . . . (page 2-2, para 1b)
4. A.	True. Signs must be . . . (page 2-3, para 2b(1))
5. D.	When instructed to do so. Inspect cargo . . . (page 2-3, para 2a(3))

LESSON 3

HASTY ROUTE RECONNAISSANCE

Critical Tasks: 191-378-4301
191-377-4206

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to plan, conduct, supervise, monitor, and report the results of a hasty route reconnaissance.

TERMINAL LEARNING OBJECTIVE:

ACTION: Plan, monitor, supervise and report the results of a hasty route reconnaissance.

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

STANDARD: To demonstrate competency on these tasks you must achieve a minimum score of 70 percent on the final subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-4, FM 5-34, FM 5-36, and STP 19-95B2/4.

INTRODUCTION

Detailed planning and careful execution are essential for success of a hasty route reconnaissance. When military police (MP) are tasked to make a hasty route reconnaissance (recon), they plan the operation with care. The information MP gather during the recon depends on how the route is to be used. To make sure critical information is not overlooked, the team leader must make a checklist. To get the best results from a route recon, the patrol works with the engineer unit in the area. The patrol gathers as much information as they can about the route before they start their recon. This will help the patrol save time and prepare a better plan. You are a squad leader planning a hasty route recon of a possible main supply route. You will collect, compile, and report information after the mission. You have three fully equipped persons including a senior person in the rank of E5 as team leader, an E4 gunner, and an E2/E3 driver. You have a radio equipped HMMWV with which to conduct the mission. You have a map of the area, overlay material, compass, and DA Form 1248. You know enemy contact is possible.

1. Difference in Route and Road Recon.

- a. Route: The recon of the entire route from start point (SP) to release point (RP).
- b. Road recon: A recon of a small portion of the overall route.

2. Select Recon Team.

This is generally a three-person team; senior MP (E5), driver, and radio operator. Team members are assigned other tasks necessary for the mission in addition to their regular task. When a recon patrol consists of one mobile patrol team, the team acts as both the recon and the security element.

- a. Team leader: Provides control, maintains communication, and records recon data.
- b. Team member #1: Operates the vehicle.
- c. Team member #2: Provides security and is the alternate driver.

3. Determine the Equipment Needed.

In addition to the standard combat load of equipment specified in the SOP, the recon team must have:

- a. Detailed maps of the area to be reconnoitered. This helps to locate critical points and speed the recon.
- b. Lensatic compass to plot key terrain features on the overlay.
- c. Fifty foot measuring tape used to measure road widths and features at bridges, tunnels, and other places along the route, if available.
- d. Overlay material on which to plot route information.

4. Brief the Team Members.

- a. Route to be reconnoitered. Identify and locate the route.
- b. Information to be obtained from the recon. Driving time and distance between easily recognized points. Road surface material and types of obstructions and restrictions, etc.
- c. Reporting of enemy/friendly units in the area. Note location and type of possible ambush sites: terrain where enemy fire could stop movement on the route. Identify natural defense, counterambush, or assembly locations, places where route users can receive emergency help; petroleum, oil, and lubrication (POL); ordnance resupply points; vehicle recover; etc.

d. How to spot control and route security measures. Locations of holding areas, major intersections on MSR, defiles, obstacles, bypasses, etc.

e. Control measures placed on the team such as phase lines, checkpoints, and time limits.

f. Action to take in contact with enemy. Undertake combat only to gain the desired information, in self-defense, or when ordered to do so. Do not risk a recon mission by unnecessary combat.

g. Checklist for preparing an overlay:

- (1) Identify and locate the route.
- (2) Find the distance between easily recognized points.
- (3) Slope percent and length.
- (4) Sharp curves.
- (5) Load classification of bridges.
- (6) Fords and ferries data.
- (7) Route constrictions.
- (8) Location and dimension of tunnels.
- (9) Suitable areas for short halts and bivouacs.
- (10) Areas of rock falls and slides.

h. Communication frequencies/call signs. Discuss the SOI and verify that each team member knows the call signs and radio frequencies.

5. Monitor the Recon.

Make sure the recon is completed within the time limit. Also be sure all the following data has been gathered:

- a. Road surfaces (type of material): Soil, clay, cinders, gravel, macadam, etc.
- b. Road width: Width of the travel way.
- c. Obstructions: Factors which restrict the type and amount or speed of traffic flow.

d. Circulation control: The location of dispersion and holding areas. Locations of defiles and the effect of obstacles/barriers on traffic.

e. Holding areas: Areas where traffic can be moved off the road to ease congestion, etc. Areas should offer concealment and dispersion.

f. Traffic control posts (TCPs) locations: TCPs are set up at critical posts to control traffic movement.

g. Defiles: MP operate defiles when natural or man-made obstacles restrict traffic flow on an MSR.

h. Alternate routes: Routes to be used if main route obstructed.

i. Bypasses: Route around an obstruction.

j. Enemy situations: Ambush sites, NBC areas, mines, and minefields.

6. Prepare and Submit Road Reconnaissance Report, DA Form 1248 (see Figures 3-1 and 3-2).

a. Any item required by the report which is unknown is marked with a question mark (?) in the proper column of the form.

b. The width of the travel way may vary. Item 6 of the form shows the lower and upper limits of width for the travel way. Also show the roadway widths on the mileage chart on the back of the form. Show road differences by placing on the mileage chart the road formula opposite the portion of the road to which it applies.

c. Obstructions are listed in Section 3 of the form. These are also shown on the overlay.

d. The mileage chart on the back of the form, reading from the bottom up, is also used to show the location of built-up areas along the road.

e. Use as many copies of the form as needed to cover all portions of the road.

7. Breakdown of DA Form 1248 (see Figures 3-3 and 3-4).

a. TO block identifies the unit requesting the recon.

b. FROM block is the name, rank, and unit of person conducting the recon.

c. DATE block is the date of the recon.

d. Block 1, map information.

(1) 1a - country you are in (Germany, Korea, etc.).

(2) 1b - scale of map you are using.

(3) 1c - sheet number of map.

DA FORM 1248
1 JUL 66

Figure 3-1. Road Reconnaissance Report, DA Form 1248 (Front).


SECTION IV - MILEAGE CHART			
ROUTE		SCALE	DATE
FROM	TO		
ROAD INFORMATION	DISTANCE	ROAD INFORMATION	
<div style="display: flex; justify-content: space-between;"> MILES KILOMETERS </div> <div style="text-align: center;">  </div>			
REMARKS			

Figure 3-2. Road Reconnaissance Report, DA Form 1248 (Back).

- e. Block 2, date/time group of the signature in the FROM block.
- f. Block 3, the grid reference points from the beginning to the end of the recon.
- g. Block 4, the name of the road.
- h. Block 5., the total length of the road. Abbreviation for miles (mi) or kilometers (km) will be used.
- i. Block 6, the width of the road from the narrowest to the widest.
- j. Block 7, the date and time of the recon.
- k. Block 8, the weather conditions and temperatures at the time of the recon. Report the last rainfall if possible.

SECTION II. Gives more detailed information.

- a. Block 9, slope and curve formation.
- b. Block 10, drainage features of the road.
- c. Block 11, road features (compact road or a loose, unstable road).
- d. Block 12:
 - (1) Identifies whether road has potholes, bumps, or ruts that affect speed.
 - (2) Type of road surface.

SECTION III. Obstructions:

- a. Overhead.
- b. Reduction in road width because of bridges or tunnels.
- c. Curves.
- d. Slopes.

SECTION IV. Use the formulas and critical points to reference information on the front of the form.

- a. FROM block. The start point of the road recon.
- b. TO block. The finish point of the road recon.
- c. SCALE block tells the scale of the bar graph. Each mark on the kilometers (km) side is one unit for a total of 32 units. On the opposite

side is the MILES block and a total of 20 marks or 10 miles. In this subcourse the km side is used.

d. DATE block. Record the date of the recon. The form should be filled out the same day of the recon.

e. Insert formulas:

(1) Start at the bottom of the form. Determine a scale of 2 units equal one km. The first distance is 6.0 km. Count 12 tic marks (which equal 6 km). Draw a line and insert the formula into the middle of the space.

(2) Next, determine the distance of the second formula. Count the tic marks up to 10 and draw a line across. Insert 11.0 which is the total of 6.0 and 5.0. Then insert the second formula.

(3) Count the rest of the tic marks to see if you have a total of 10 which equals 5 km. Draw a line and insert 16.0 km, which was the length from the 11.0 to the end. This is the total length of the three road recon formulas that you are operating.

(4) On the left side of the form, report critical points, off route movements, or cities. Critical points are shown on the km level. A line is drawn to the left and a critical point symbol is drawn with number inserted. Also write in ambush points, mess points, POL points, etc.

(5) REMARKS block: Make comments about the road shoulder or any information necessary.

(6) This report is filled out by the squad leader/recon leader in addition to the information on the route recon overlay. The report stays with the overlay as it is processed up through channels.

8. Conducting and Supervising a Hasty Route Recon.

a. MP teams are well suited to perform hasty route recon. They are familiar with many routes. They have the mobility, communications, and firepower to do the operation. MP work with host nation police and rear forces, both of whom are valuable sources of information. While operating a TCP, mobile patrol, or other MP control measures, MP monitor route conditions and report changes. The company commander or the platoon leader identifies the need for a route recon. The squad leader tasked to perform the mission then decides what team or teams are needed. The team leader decides what weapons and equipment are needed for the mission.

"FOR TRAINING PURPOSES ONLY"			
ROAD RECONNAISSANCE REPORT			DATE
For use of this form, see FM 5-16, proposed agency is TRADOC.			25 Dec 85
TO: (Headquarters ordering reconnaissance)		FROM: (Name, grade and unit of officer or NCO making reconnaissance)	
Cdt, ATTN: S-2, 21st Engr BN		Ronald Lumley Ronald Lumley, SFC, Co A, 21st Engr BN	
1. MAPS	2. COUNTRY	3. SCALE	4. SHEET NUMBER OF MAPS
	Ft. Belvoir Special	1:50,000	AMS V733 Sheet 556/IV
		5. DATE/TIME GROUP (Of signature)	
		25/430 Dec 85	
SECTION I - GENERAL ROAD INFORMATION			
3. ROAD GRID REFERENCE		4. ROAD MARKING (Civilian or Military number of road)	
FROM TO		Virginia Route 617	
UT122864 UT097999		16 KM	
6. WIDTH OF ROADWAY (Feet or meters, specify)		9. WEATHER DURING RECONNAISSANCE (Include last rainfall, if known)	
6.7M to 9.3M		Fair - Temp 45°	
7. RECONNAISSANCE		Last Rainfall - 16 Nov 85	
DATE		TIME	
25 Dec 85		0615	
SECTION II - DETAILED ROAD INFORMATION (When circumstances permit more detailed information will be shown in an overlay or on the mileage chart on the reverse side of this form. Standard symbols will be used.)			
9. ALIGNMENT (Check one ONLY)		10. DRAINAGE (Check one ONLY)	
<input type="checkbox"/> (1) FLAT GRADIENTS AND EASY CURVES <input type="checkbox"/> (2) STEEP GRADIENTS (Exceeds of 7 in 100) <input type="checkbox"/> (3) SHARP CURVES (Radius less than 100 ft (30m)) <input checked="" type="checkbox"/> (4) STEEP GRADIENTS AND SHARP CURVES		<input type="checkbox"/> (1) ADEQUATE DITCHES, CROWN/CAMBER WITH ADEQUATE CULVERTS IN GOOD CONDITION <input checked="" type="checkbox"/> (2) INADEQUATE DITCHES, CROWN/CAMBER OR CULVERTS, ITS CULVERTS OR DITCHES ARE BLOCKED OR OTHERWISE IN POOR CONDITION	
11. FOUNDATION (Check one ONLY)			
<input checked="" type="checkbox"/> (1) STABILIZED COMPACT MATERIAL OF GOOD QUALITY <input type="checkbox"/> (2) UNSTABLE, LOOSE OR EASILY DISPLACED MATERIAL			
12. SURFACE DESCRIPTION (Complete items 12a and b)			
a. THE SURFACE IS (Check one ONLY)			
<input checked="" type="checkbox"/> (1) FREE OF POTHOLES, BUMPS, OR RUTS LIKELY TO REDUCE CONVOY SPEED <input type="checkbox"/> (2) BUMPY, RUTTED OR POTHOLED TO AN EXTENT LIKELY TO REDUCE CONVOY SPEED			
b. TYPE OF SURFACE (Check one ONLY)			
<input type="checkbox"/> (1) CONCRETE <input checked="" type="checkbox"/> (2) BITUMINOUS (Specify type where known): Asphalt <input type="checkbox"/> (3) BRICK (Pave) <input type="checkbox"/> (4) STONE (Pave) <input type="checkbox"/> (5) CRUSHED ROCK OR CORAL		<input type="checkbox"/> (6) WATERBOUND MACADAM <input type="checkbox"/> (7) GRAVEL <input type="checkbox"/> (8) LIGHTLY METALLED <input type="checkbox"/> (9) NATURAL OR STABILIZED SOIL, SAND, CLAY, SHELL, CINDERS, DISINTEGRATED GRANITE, OR OTHER SELECTED MATERIAL <input type="checkbox"/> (10) OTHER (Describe):	
SECTION III - OBSTRUCTIONS (List in the columns below particulars of the following obstructions which affect the traffic capacity of a road. If information of any factor cannot be ascertained, insert "NOT KNOWN")			
(a) Overhead obstructions, less than 14 feet or 4.25 meters, such as tunnels, bridges, overhead wires and overhanging buildings.			
(b) Reductions in road width which limit the traffic capacity, such as craters, narrow bridges, archways, and buildings.			
(c) Excessive gradients (Above 7 in 100)			
(d) Curves less than 100 feet (30 meters) in radius			
(e) Ponds			
SERIAL NUMBER	PARTICULARS	GRID REFERENCE	REMARKS
	Steep Grade - 8%	UT 119872	200 M Long
	Sharp Curve	UT 112877	Radius 21 M
	Constriction	UT 112878	6.7M wide, 300M Long
	Constriction	UT 105896	7M wide, 100M Long

DA FORM 1248 1 JUL 80

PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

Figure 3-3. DA Form 1248 (Front).

"FOR TRAINING PURPOSES ONLY"			
SECTION IV - MILEAGE CHART			
ROUTE		SCALE	DATE
FROM	TO	2 units = 1 km	25 Dec 85
UT122864		UT097999	
ROAD INFORMATION	DISTANCE	ROAD INFORMATION	
Shirley Highway	MILES 10	KILOMETERS 16.0 km	
(G) Build up area (westfield)		Bd 7.3/9.3 m Kb (08)	
	7	11.0	
	6	A 7.0/9.0 m Kb (08)	
	5		
	4	6.0	
	3		
(G) Consttiction	2	BCGD (49) 6.7/8.7 m Kb (08)	
Sharp Curve	1		
Steep Grade	0		
REMARKS ALL MEASUREMENTS IN METERS			
Soft Shoulders / not stable			

Figure 3-4. DA Form 1248 (Back).

b. You are an assistant squad leader directed to conduct and supervise a hasty route recon of a possible, new, main supply route. You have 3 fully equipped MP, 1 radio-equipped HMMWV/1/4-ton vehicle, a map of the area, overlay material, measuring tape, and lensatic compass. Enemy contact is possible.

(1) Define reconnaissance and hasty route reconnaissance:

(a) Reconnaissance: A mission undertaken to obtain the visual observation/information about traffic potential of a route, obstacles, enemy activity, NBC contamination, and crucial terrain features.

(b) Hasty route recon: A recon that is conducted to determine immediate trafficability of a route. This is conducted in a short period of time.

1. Conducted to determine immediate traffic potential of a specified route, road, or trail.
2. Information needed is for preparation of convoy of troops, vehicles, equipment, or supplies.
3. Recon involves recording critical terrain features that may affect the mission.
 - a. Curves.
 - b. Slopes.
 - c. Bridges.
 - d. Tunnels/underpasses.
 - e. NBC areas.
 - f. Ambush sites.
 - g. Minefields.

9. Receive the Mission.

You receive notification of a mission, and report to the platoon sergeant for a briefing. You should receive the following information:

a. Situation: What you need to know about the enemy, friendly units, and the area of operation (AO).

(1) Friendly units: Record their location on your map and note the type of support they can provide.

(2) Enemy units: Record their location on your map if they are anywhere near your route. Note any available information about the enemy unit.

b. Mission: What you must accomplish on the recon, what specific information is needed about the route. What is the time limit for conducting the recon.

c. Execution: How you are to do the mission. Proposed movement techniques and security measures. How the patrol will be organized. Include type and number of vehicles that move along the route. Rules for engagement and action upon contact with the enemy.

d. Service support: Where you can get your ammunition, medical supplies, rations, and fuel. Additional support that may be discussed or identified.

e. Command: Identifies checkpoints, contact points, and phase lines. When, where, and how reports are to be made.

f. Signal: The platoon sergeant will discuss the SOI and verify that you know call signs and radio frequencies.

g. Review: The platoon sergeant will discuss the route being reconnoitered, intelligence reports received from military intelligence (MI) or local intelligence units. You must fully understand the tactical situation in the area that you will be operating.

h. Plan: Plan the recon based on the information provided.

10. Organize Reconnaissance Team.

a. In selecting a recon team, remember the three persons per team concept; preferably one E5 team leader and recorder, one E4 gunner, and an E2 or E3 driver. The number of teams will depend on which technique you will use (for this lesson, 1 team).

b. Assign: Assign additional tasks needed to their regular tasks.

c. Weapons: The weapons normally used by MP are MK19/M60 machine guns, SAW/M16/203, and LAWs if needed or available.

d. Equipment: Material necessary to conduct a route recon.

(1) Overlay paper.

(2) Lensatic compass.

(3) Military map of route.

(4) Tape measure, if available.

11. Brief Team Members.

a. Mission. Tell members what information is to be collected, conditions, characteristics, and the trafficability of the route for military use. Also relate information about enemy activity.

b. Route: Route to be reconnoitered.

c. Type information needed:

(1) Curves - radius of the curves.

(2) Slopes - percent of grades.

(3) Ambush sites - areas where enemy elements can place direct fire on the route.

(4) Bridges - type construction, weight classification, width, etc.

(5) Tunnels/underpasses - overhead clearance, width, length, etc.

(6) NBC hazards - identify routes that are clear of contamination.

(7) Road conditions - type of surface material, general condition, drainage, etc.

d. Identify:

(1) Circulation control: Holding areas, alternate routes, TCP locations, etc.

(2) Security measures to be taken.

12. Action to be Taken in Case of Enemy Attack.

Undertake combat only to gain the desired information, in self-defense, or when ordered to do so. Do not risk a mission by unnecessary combat.

13. Review Steps for Preparing Overlay.

This is a reminder to make sure the team has not forgotten how to do an overlay.

14. Review SOI.

Call signs and radio frequencies.

15. Review Control Measures.

a. Phase lines.

- b. Checkpoints.
- c. Contact points.
- d. Emphasize time limits.

16. Observe and Note the Following Route Conditions.

a. Width: Measure the roadway in meters as you start the recon and then along the route if it shows any change in road width. These will include:

- (1) Bridges.
- (2) Tunnels.
- (3) Overpass/underpass.
- (4) Constrictions.

b. Type of route:

(1) X - All weather route. This route can be used in all types of weather and without really reducing the amount of traffic. It will not be closed because of weather except for temporary snow or flood.

(2) Y - All weather route. (Limited traffic due to weather.) This route can be kept open in all weather, but traffic may be considerably reduced. Route may be completely closed for traffic for short periods of time.

(3) Z - Fair weather route. Route becomes impassable in bad weather. Cannot be kept open without major work. This type of route is affected by bad weather. Traffic may be halted for long periods.

c. Military road classification system. This is a load capacity rating system which takes into account vehicle weight and type and its affect on routes and bridges. The system is presented by numbers assigned to vehicles. Bridges are already marked with signs stating their capacity.

d. Height. Measure the following items during recon and record them on your overlay:

- (1) Bridges.
- (2) Tunnels.
- (3) Overpasses.
- (4) Overhead obstructions, wires, trees, bridges.

e. Lowest overhead clearance.

f. Road obstruction. Factors which restrict the type, amount, or speed of traffic flow. Examples:

(1) Travel width of roadway below standards (see Appendix A).

(2) Slopes: Slopes percent identified as 7 percent or greater. This must be identified and recorded on all overlays.

(3) Curves: Curves of radius of 25 meters or less will be recorded.

(4) Ford crossings. A ford crossing is a location that allows vehicles to travel across a river, stream, or creek.

(5) Snow blockage (T). This obstruction only applies to areas that have significant snow problems, otherwise not considered an obstruction.

(6) Flooding (W). These conditions are regular, recurrent, or serious.

17. Curve Formula.

Speed at which vehicles can move along a specified route that is affected by curves. Curves with a radius of curvature less than 25 meters (100 feet) must be reported. Curves of this nature are considered an obstruction of traffic. The Army formula is:

$$R = \frac{C^2}{8M} + \frac{M}{2}$$

C is the distance between point 1 and point 2 (chord). M is the perpendicular distance on the center of the chord to the center line of the road. (see Appendix A.)

a. Step 1: Once the curve has been identified, team member #1 locates point 1, which is where the curve line starts. Team member #2 paces off to the opposite side of the curve (30 paces for our example). Team member #2 turns around and paces halfway back. He does a right face and goes to the center of the road, center line, or edge of the road. This will give the middle ordinate (9 paces for our example).

b. Step 2: Take the measurements and put them into the formula. C^2 will be 30 x 30 and 8 m becomes 8 x 9. The m over 2 becomes 9 over 2.

c. Step 3: Multiply 30 x 30 for an answer of 900. Multiply 8 x 9 and this becomes 72. Leave the 9 over 2 at this time. Insert the answers into the formula.

d. Step 4: Divide 72 into 900, for an answer of 12.5. Divide 2 into 9 which will become 4.5.

e. Step 5: Add 12.5 and 4.5. This will get 17 paces.

f. Step 6: Convert the answer into meters. Multiply 17 times .75. This will get an answer of 12.75 meters. Round it off to the next highest 13 meters.

g. This formula will work on the inner portion of the road or on the outer portion of the road.

18. Slope Percent Formula.

a. The speed at which a vehicle can travel is affected by the slope of the ground. Military vehicles have limited capabilities on slopes. The Army determined that a slope percent of 7 percent or greater obstructs traffic flow. The Army has developed a formula to determine slope percent. The formula is:

(1) Vertical over horizontal distance times 100 slope percentage. The method used is known as line, sight, and pace method. Horizontal distance is the distance from the bottom of the hill to the top of the hill. Vertical distance is from the base of the slope (or hill) to the top of the hill. (see Appendix A.)

(2) Use the average line of sight height of a soldier (1.75 meters) to get the vertical distance in this formula. To determine the horizontal distance, use the normal pace of 30 inches (or .75 meters).

(3) Stand at the base of a slope facing towards that slope. Take a pencil or other object with a straight edge to sight with. Have your partner walk up the slope, counting the paces as he goes. Hold the pencil horizontally in front of your eyes. Sight down the pencil until you see the heel of his boot. At this point, tell your partner to stop. Walk up the hill to where your partner is. Count the paces. Once you reach your partner, tell your partner to continue walking. Count his paces again. When you see his heel again or he reaches the top of the slope, tell him to stop. You have obtained the vertical distance. Remember that the average person's height is 1.75 meters. The person walked up the hill two times. Multiply the number of times the individual walked up the hill times 1.75. In this case it will be 2. Multiply 2 times 1.75 which becomes 3.50 meters. This will be the vertical distance.

(4) Now go back to the horizontal distance. Suppose the distance was 75 paces plus 125 paces. Add those two together for 200 paces. Remember we had to convert paces to meters. Our vertical distance is already in meters (3.50). We now have to convert horizontal distance from paces to meters. 200 times 1.75 gives us 150 meters.

(5) Use the information just obtained. Insert in the formula

$$\text{Slope} = \frac{V}{H} \times 100$$

Use 3.5 for vertical and 150 for the horizontal. Divide 150 into 3.5 to equal .0233. Multiply that by 100. You will get an answer of 2.33 percent.

19. Gather and Record.

Conducting the recon, you have observed and recorded the following:

- (1) Holding area locations, obstacles (man-made or natural), potential bypasses, and alternate routes.
- (2) Circulation control measures such as major intersections, defiles, obstructions, and bypass conditions.
- (3) NBC contamination, mines, or minefields.
- (4) Location of any friendly units located along the route that were not identified during the operational order phase. Record the location of any convoys seen along the route.
- (5) Tactical information. Record locations and types of ambush sites, as well as any and all enemy activity on the route.

20. Route Recon.

Conduct a recon and prepare a route recon overlay. (Turn to Appendix A for symbols.)

- a. Plot route: Once you receive the information about the recon, use the overlay paper. Place it over the route on the map. Plot your route by drawing a line of the route (draw to scale).
- b. Plot grid reference (magnetic north): Record two grid reference points on the top and bottom of either corner of the overlay. Establish magnetic north with an arrow. Start placing symbols on the overlay.
- c. Limit of sector: Identify the starting point (SP) and release point (RP) of your route.
- d. Series of sharp curves: Place the double triangle symbol on the first curve. This symbol is used when recording two or more curves.
- e. Route designation: This may be the military number of the route, or a civilian number assigned by local government.
- f. Curve symbol. This is a single triangle. The point of the triangle points at the curve in question with the curve measurement on the side. This is used when there is only one curve to report (25 meters or less will be reported).
- g. Slope symbol: Used to report the percentiles for a slope. They always point uphill. The exact slope percentile goes to the right side of the symbol at all times.
 - (1) One arrowhead is 5 but less than 7 percent.

(2) Two arrowheads are 7 but less than 10 percent.

(3) Three arrowheads are 10 but less than 14 percent.

(4) Four arrowheads are 14 percent and above. This symbol will display an uphill at all times.

h. Width constriction symbol: The number on the left indicates the width. The figure on the right indicates the total length. Both are in meters.

i. Off-route movement symbol: Use to identify roads that turn off the main route into woods or roads entering CP areas, holding areas, etc.

(1) The circles stand for deciduous trees.

(2) The one arrow as displayed means "existing" for off route. If recorded with the word "possible," or no word at all, this means that there is a possible turn out.

(3) The second symbol identifies an off route movement that will be used by track traffic only.

(4) The third symbol identifies off routes movement that only handles wheel traffic.

(5) The fourth symbol identifies a turn out for distances for 1 kilometer. If longer, write the actual distance.

(6) The fifth symbol identifies off route movements for distances of over 20 meters (on this route you went down 400 meters). The distance of any of these off route movements can be displayed in any of the four symbols.

j. Tunnel: Numbers on the left indicate overhead clearance. If the tunnel walls slope or slant or have a sidewalk, identify the minimum (side) height and maximum (center). Sidewalks will affect width measurement. So identify the minimum width, which is a travel way width. The overall of maximum width from wall-to-wall distance will include road and inside walks. The number at the right is the total length of the tunnel. The number in the middle of the tunnel is assigned to the tunnel by Highway Traffic Headquarters (HTH). Place the symbol on the overlay. Draw an arrow from the symbol to the location of the tunnel on the route.

k. Bypass symbol: Bypasses are local detours along a specified route. These enable traffic to avoid obstructions in the roadway.

(1) Bypass easy. This is when an obstacle can be crossed nearby with 2 1/2-ton truck or NATO equipment.

(2) Bypass difficult. The obstacle can be crossed but some work will be necessary by engineers to prepare the bypass.

(3) Bypass impossible. The obstacle can only be crossed by rebuilding, or using special equipment.

l. Critical point: This symbol is used to identify points or symbols on an overlay that do not have a military symbol. Used to identify locations discussed in the legend.

m. Bridge symbol: This symbol is used to identify a bridge or its measurements. Remember the O W L formula. O W L - O, overhead; W, width; and L, length (see Appendix A).

(1) On the left side is the overhead clearance of the bridge.

(2) The bottom center is the width of the traveled way.

(3) The number on the right-hand side is the overall length of the bridge.

n. Ford crossing: This symbol is used to report information for a crossing of a river or a stream (see Appendix A, page A-4).

(1) Easy approach: A straight line shows an easy approach to a crossing. Examples are flat stream bed with no banks, or a stream or river with built-in driveway approaches.

(2) Difficult approach: The jagged line shows a difficult approach. For instance, a stream bed with large rocks along the bank or a stream or river with high ledge type banks that may have to be knocked down to cross. Another example is a river bank with debris, trees, or barriers installed to stop traffic or erosion.

(3) Serial number: The serial number can be reported on the overlay if engineers have already been at the location and have posted a sign with the information that you are about to record. Serial numbers are assigned by HTH. If there are no signs posted, put a question mark in this portion of the symbol.

(4) Type of fording: Record whether this is a vehicle crossing, pedestrian, or both.

(5) Velocity of stream: Record the streams velocity if the stream is deep enough to record it.

(6) Seasonal limitations: The letter X indicates no seasonal limitation except for limited sudden flooding. Letter Y is used to report seasonal limitations. Example for letter Y is that it floods year round or at least the majority of the year. Example for X is it only floods once or twice a year.

(7) Length across stream: The distance of the stream bed that is capable of carrying vehicles or personnel across the stream.

(8) Width of travel way: The width of the stream bed that is capable of carrying vehicles or personnel across the stream.

(9) Nature of the bottom: Note the type of material that is located on the bottom of the stream (M-Mud, G-Gravel, C-Clay, R-Rock, S-Sand, and P-Artificial Paving).

(10) Depth of Stream: Report how deep the stream is. This is to be measured by stick, rope, diving, or walking across.

o. Roadblock symbol: Used to report a road that is blocked.

(1) Road blocked completely: When the road is completely blocked by logs, rocks, vehicles, mines, or large craters.

(2) Planned: Used for a location that has all the signs of a planned roadblock.

(3) Prepared: Used when reporting a location being prepared for a roadblock.

p. Underpass symbol: (see Appendix A, page A-6.) Used to report underpass locations. Information on the left reports the minimum and maximum width of the roadway to include curbs and sidewalks. On the right, report the overhead clearance of the underpass.

q. Railroad tracks: (see Appendix A, page A-5.) This symbol represents a railroad track.

r. Overhead obstruction: Used to report anything over the roadway. Remember that 4.3 meters is the overhead clearance critical point. Anything less will be reported.

s. TITLE block: Used to record the following:

(1) Name and rank.

(2) Social security number (SSN).

(3) Organization.

(4) Date/time.

(5) Map reference number.

(6) Scale of map.

LESSON 3

PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true/false. You are to select the one that is correct. Indicate your choice by **CIRCLING** the letter beside the correct choice directly on these pages. This is a self-graded exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. When conducting a route reconnaissance, you will need what item in addition to combat equipment?
 - A. Overlay material.
 - B. Field manual.
 - C. Ranger handbook.
 - D. DA Form 3975.
2. Your three-man team will consist of?
 - A. Three MP privates.
 - B. Any three personnel available.
 - C. An E5, E4, and E3.
 - D. Platoon leader, driver, and gunner.
3. All measurements on an overlay are in:
 - A. Miles.
 - B. Yards.
 - C. Meters.
 - D. Nautical miles.
4. How is anything not known or determined identified on the DA Form 1248?
 - A. An exclamation point.
 - B. Left blank.
 - C. Circled.
 - D. A question mark.
5. Special attention should be paid to anything that will cause a convoy to stop or slow down.
 - A. True.
 - B. False.

6. All are control measures EXCEPT:

- A. Phase lines.
- B. Checkpoints.
- C. Water/fuel points.
- D. Contact points.

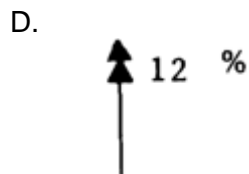
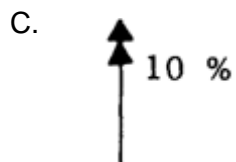
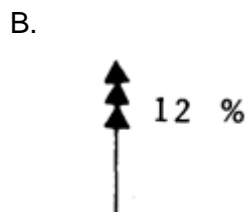
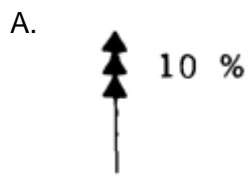
7. A "Z" type route is an all weather route.

- A. True.
- B. False.

8. All curves of _____ meters or less must be reported.

- A. 65.
- B. 45.
- C. 25.
- D. 10.

9. Which symbol is used to show a grade of 12 percent?



10. Who established serial numbers for tunnels?

- A. MP doing recon.
- B. Division engineers.
- C. Provost marshal.
- D. Highway Traffic Headquarters.

LESSON 3
PRACTICE EXERCISE
ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	A.	Overlay material. Overlay material on . . . (page 3-2, para 3d)
2.	C.	An E5, E4, and E3. You have three . . . (page 3-1, Introduction)
3.	C.	Meters. Measure the roadway . . . (page 3-14, para 16a)
4.	D.	A question mark. Any item required . . . (page 3-4, para 6a)
5.	A.	True. Conducting the recon . . . (page 3-17, para 19a)
6.	C.	Water/fuel points. Review control measures . . . (page 3-13, para 15)
7.	B.	False. Z - Fair weather route . . . (page 3-14, para 16b(3))
8.	C.	25. Curves with a. . . (page 3-15, para 17)
9.	B.	12 percent. Grades . . . (Appendix A, page A-5, para 13)
10.	D.	Highway traffic headquarters. The number in . . . (page 3-18, para 20j)

LESSON 4

PROCESSING EPW/CI

Critical Task: 191-377-4205

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to plan and supervise the processing of EPW/CI at a division forward collective point.

TERMINAL LEARNING OBJECTIVE:

- ACTION:** Plan and supervise the processing of EPW/CI at a division forward collecting point.
- CONDITION:** You will have this subcourse, pencil and paper.
- STANDARD:** To demonstrate competency on this task you must achieve a minimum score of 70 percent on the final subcourse examination.
- REFERENCES:** The material contained in this lesson was derived from the following publication: FM 19-40.

INTRODUCTION

Military police (MP) are responsible for enemy prisoners of war and civilian internees (EPW/CIs). This will be from the time they are accepted from the capturing troops until they are later repatriated. Through the various stages, MP must maintain security and control to ensure orderly transfer of prisoners. You are an NCO in an MP unit with an EPW/CI mission. You must supervise security and control operations at each stage of processing.

1. General.

The processing of EPW is done in the combat zone. This is for security, control, or intelligence reasons or for the welfare of the EPW. It is referred to as field processing. This includes personal searches, segregation and medical care. It also includes classification, interrogation, and sanitation measures. Field processing takes place at the forward collecting points.

2. Geneva Convention.

All EPW/CI must be handled according to the provisions of the Geneva Convention.

a. First aid should be provided for all wounded. Protect them against ill treatment.

b. EPW/CIs are protected from harm, guarded, and kept silent. EPW must be protected from hostile fire in the battle area. Also, EPW may not be murdered, mutilated, tortured, or degraded. EPW are not allowed to talk among themselves. They might plan an escape or attempt to organize against capturing troops.

c. EPW/CIs are searched and tagged. They are segregated by sex, rank, and status.

(1) Search: EPW must be searched for concealed weapons and documents of intelligence value. Ensure that all EPW are tagged (capturing unit, location, etc.).

(2) Segregate: Segregate EPW by category first: male, female, officer, noncommissioned officer, private, civilian, etc.

d. Only authorized items are retained by EPW. All of their protective equipment, clothing badges, rank, articles for eating (except knives and forks) may be kept. Money and valuables are receipted on DA Form 4137.

3. Division Forward EPW Collecting Point.

a. This point is set up in or near the brigade support area. The size of the enclosed area and the number of guards will depend upon the number of EPW or other detainees at brigade level. Use partially fenced area using concertina wire. Ensure maximum security of EPW with a minimum of guards. In the absence of an enclosed area, the limits of the forward EPW collecting point should be visibly defined. The forward EPW collecting point must be capable of easy displacement due to changes in the tactical situation.

b. The division MP supporting the brigade are responsible for the forward EPW collecting point. The actual operation is conducted by an MP guard. The platoon may not be able to operate the forward EPW collecting point and perform other required missions at the same time. The platoon leader must then request support from the division company commander.

c. Functions at the division forward collecting point include:

(1) Accept and secure all EPW from the brigade combat troops. Issue receipts for anything received from the escorting guards.

(2) Segregate EPW by sex, rank, and nationality.

(3) Provide adequate medical supplies to enable EPW to treat minor wounds. Wounded or sick EPW are sent to the brigade medical detachment for treatment and/or evaluation. Provide shelter to protect EPW from the elements. The first EPW can dig a number of foxholes.

(4) Search EPW for concealed weapons and assist intelligence teams.

(a) An intelligence team is normally located close to the division forward EPW collecting point to question EPW.

(b) Provide water and food for EPW.

(c) Release EPW, their personal effects, and documents, if any, to division MP for transfer to the division central collection point.

(d) Coordinate the use of return transportation with the brigade.

4. Evacuation.

The evacuation of EPW from division forward to the Communications Zone (COMMZ).

a. Capturing troops. Disarm and search EPW for weapons and documents which appear to have intelligence value. A receipt is given to the EPW. A copy of the receipt, along with the property or document, is delivered to the person in charge of the EPW collecting point. Capturing troops also tag the EPW.

b. Division forward EPW collecting point. EPW are processed here. They are then taken to the division central EPW collecting point. Evacuation will be from the forward collecting point to corps or COMMZ.

c. Division central collecting point is set up near the division support command. The site should be near a main supply route (MSR) and/or airfield.

(1) It is manned by a platoon drawn from the division MP. This platoon also evacuates EPW from any forward collecting point.

(2) The collecting point may be similar to the forward collecting point (see Figures 4-1 and 4-2). It should be larger and contain some type of shelter from the elements. It should provide a bunker for each sub-area or access to one in the event of mortar or artillery fire. The size will depend on the rate and number of EPW captured or detained. It should allow for ease of displacement due to tactical changes. Normally, EPW will not remain there more than 24 hours.

(3) An intelligence team stays at the division central EPW collecting point. They are used for further questioning. They assist MP in segregation and classification of EPW. They may also obtain counterintelligence information.

(4) EPW with their documents and personal effects are taken to corps processing station or COMMZ by corps or COMMZ MP.

d. Corps EPW holding area: The corps MP brigade commander controls the corps EPW holding area. He provides EPW escort guard support to divisions for evacuation of EPW through channels. He handles transportation and provides for water and rations. Temporary holding facilities: Distance/conditions may preclude movement of EPW during daylight hours or within an 8 to 10-hour period. Temporary holding may be needed. An existing facility that will provide shelter from the elements and has a perimeter fence or other barrier for security should be used.

e. COMMZ: The MP PW brigade commander is the one who transfers EPW from the supported corps. This includes providing guards and a place for overnight stops. He receives and processes all EPW from corps.

The transfer of EPW from corps to COMMZ is done by MP escort guard companies.

f. Actions of the MP: Throughout the combat zone, EPW must be treated humanely but with firmness at all times. High standards of discipline are required not only of the EPW but also capturing and escort troops. Fraternization with EPW or abuse of them is not allowed. Also, abuse of EPW is a violation of the UCMJ for which violators may be punished. The key to handling of EPW is "S-T-R-E-S-S."

S - SEARCH
T - TAG
R - REPORT
E - EVACUATE
S - SEGREGATE
S - SAFEGUARD

5. MP Units Involved in EPW Operations:

a. MP escort guard company (TOE 19-647L).

(1) The prime mission of the escort guard is to provide personnel for the movement of EPW/CIs.

(2) Combat zone. MP escort guards are assigned to the MP brigade/group as required. Normally one per corps.

(3) COMMZ. The MP escort guard company is normally assigned to and employed by the prisoner of war brigade.

b. MP guard company (TOE 19-247). They provide status guard service for EPW/CIs. They also perform security for prisoners and installations.

c. MP prisoner of war processing company (TOE 19-237). This company is to receive, search, and process EPW/CIs. They prepare and process reports and records. They assign an internment serial number to each EPW/CI. They furnish all data to the Branch Prisoner of War Information Center. The unit is assigned to the MP EPW brigade (one per corps).

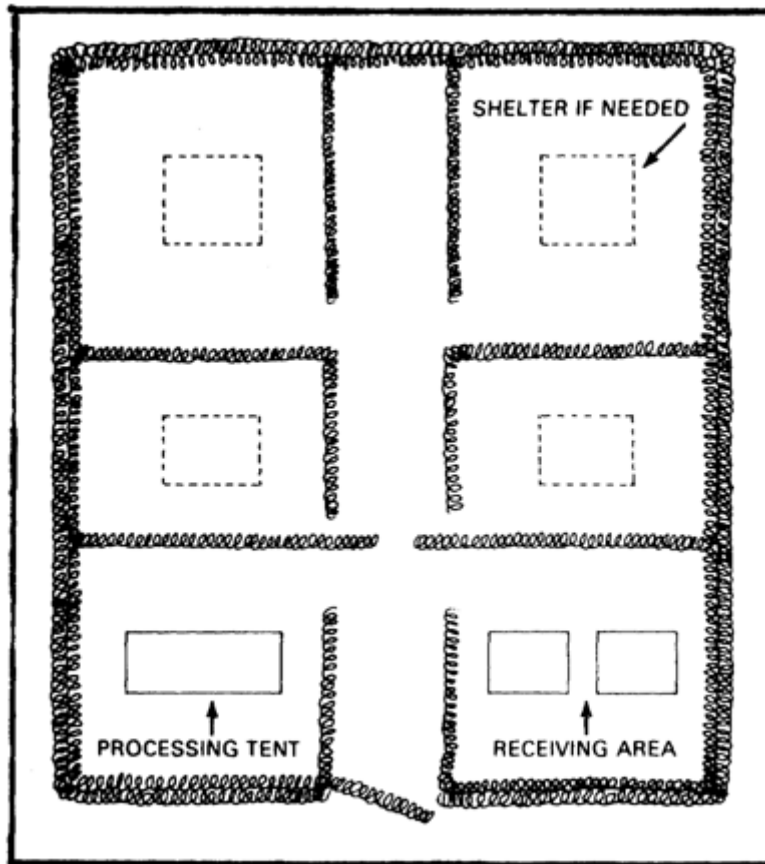


Figure 4-1. Division Central PW Collecting Point.

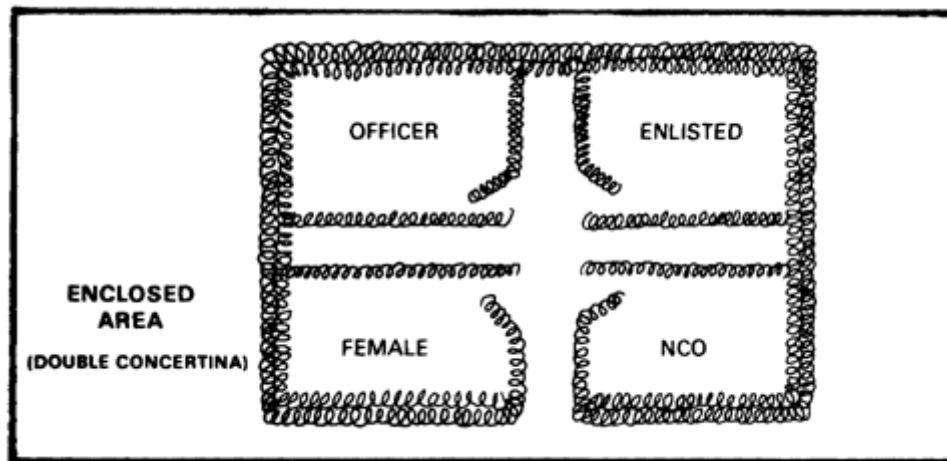


Figure 4-2. Forward Collecting Point.

d. MP prisoner of war camp (TOE 19-256).

(1) They provide command, administration, and supply support. Security guards are provided for a 12,000 capacity EPW/CI camp.

(2) The unit is assigned to the EPW brigade or PW commander.

e. MP prisoner of war brigade (TOE 19-282).

(1) The primary mission of the HHC Co MP brigade is to provide command and supply support. This will be to assigned EPW/CI camps and other units for the movement, processing, and guarding of EPW/CI.

(2) The MP EPW brigade is the major subordinate headquarters of the personnel commander, theater army (TA).

f. Headquarters and Headquarters Detachment, Branch U.S. Prisoner of War/Civilian Internee Information Center (TOE 19-503).

(1) They provide a central agency in a theater of operation. They receipt, process, disseminate, and transmit data on interned EPW/CI received from theater sources.

(2) They are assigned to the theater army headquarters. They may be attached to and controlled by the MP EPW brigade.

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LESSON 4

PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true/false. You are to select the answer that is correct. Indicate your choice by CIRCling the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. Who evacuates EPW from brigade to division collecting areas?
 - A. Brigade MP.
 - B. Division MP.
 - C. Corps MP.
 - D. Any unit going there.
2. Money and valuables of EPW are:
 - A. Returned to EPW.
 - B. Confiscated.
 - C. Receipted on DA Form 4137.
 - D. Given to MP that found it.
3. The key STRESS means Search, Tag, Request, Evacuate, Silence, and Speech.
 - A. True.
 - B. False.
4. EPW are segregated by:
 - A. Rank, sex, nationality.
 - B. Sex, status, rank.
 - C. NCOs, officers, civilians.
 - D. Wounded, not wounded, rank.
5. The COMMZ commander is responsible for EPW evacuation.
 - A. True.
 - B. False.

LESSON 4

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>	<u>Correct Answer and Feedback</u>
1. B.	Division MPs. The platoon also . . . (page 4-3, para 4c(1))
2. C.	Receipted on DA Form 4137. Money and valuables . . . (page 4-2, para 2d)
3. B.	False. The key to . . . (page 4-4, para 4f)
4. B.	Rank, sex, status. They are segregated . . . (page 4-2, para 2c)
5. B.	False. The MP PW brigade . . . (page 4-4, para 4e)

LESSON 5
CONVOY SECURITY OPERATIONS
Critical Task: 191-378-4300

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to plan and supervise a convoy security operation.

TERMINAL LEARNING OBJECTIVE:

ACTION:	Supervise a convoy security operation.
CONDITION:	You will have this subcourse, paper and pencil.
STANDARD:	To demonstrate competency on this task you must achieve a minimum score of 70 percent on the final subcourse examination.
REFERENCES:	The material contained in this lesson was derived from the following publications: FM 19-30, FM 19-4, and STP 19-95B1/2-3.

INTRODUCTION

As a military police (MP), one of your duties is to guard a convoy where enemy activity is possible. Safe delivery of the materials may well play a major role in the outcome of a battle that is being or about to be fought. The squad leader has the duty of convoy security operations. Many lives and the safe delivery of equipment and supplies depend upon your ability to do the job. Upon completion of this lesson, you will be familiar with the coordination and security required throughout the convoy.

1. General.

The outcome of a war can depend on the MP's ability to get supplies and equipment to the combat troops. The enemy will go to great lengths to attack and destroy our rear areas, putting much pressure on resupply lines. The MP may be called on to assist a variety of convoys. This includes resupply, special ammunition and sensitive material, escorting designated commanders and VIPs. They also assist combat arms units at a river crossing or during other movements.

2. MP Commitment to Convoy.

a. Area oriented support - The battlefield and rear area are divided into areas of responsibility. A platoon or MP company escorts the convoy in their area. Another platoon or MP company will escort it when it crosses into their area.

b. Functional oriented support - The MP perform a specific task. They escort the convoy from beginning to end, no matter whose area they go through.

c. Escort and security elements assist the convoy's movement and protect it from interference. A large convoy may be broken down into march columns. The columns can be broken down into serials. Serials can be further broken down into march units. The rule of thumb is that convoys of 20 vehicles or less are not broken down. This lesson is based on a convoy of 20 vehicles or less. The terms security and escort as used in the lesson are the same.

d. Three-man teams - Usually three escort vehicles with mounted MK-19/M60s are assigned to the convoy. Three MPs are in each vehicle: a driver, M60 gunner, and a senior MP. Different types of security are used on a convoy. This depends on the target level and the cargo.

e. Methods of Escort.

(1) Scout vehicle - They precede the convoy. They maintain an interval ordered by the convoy commander (usually 3-5 minutes). The scout vehicle(s) watches for conditions which may affect the security of the convoy and reports them to the Noncommissioned Officer in Charge (NCOIC). This is the early warning system for the convoy. If they do their job well, the convoy will be a lot safer.

(2) Lead vehicle - Usually the security commander's vehicle. It provides security for the lead elements of the convoy. They keep a close watch on the roadway and nearby areas for mines, booby traps, ambush, and snipers. They also maintain a pace set by the convoy commander (speed/march rate).

(3) Trail vehicle - It provides security for the rear of the convoy. Keeps close watch on the roadway and nearby areas. Also provides security and aids disabled convoy vehicles.

3. Spot Trouble Areas or Ambush Site (Supervisor).

The first thing you should do after receiving your briefing from the platoon leader or platoon sergeant is to conduct a hasty recon of the area to be traveled. At the very least, you must conduct a map recon.

a. Note areas with good cover and concealment for an attacking force. Cover or maneuver areas for defenders should also be noted.

- b. Find areas where the convoy will have to slow down or bunch up (steep hill).
- c. Areas where vehicles will lose sight of each other (sharp curve).
- d. Areas where barricades can be easily set up and will be difficult to bypass.
- e. Areas of reported enemy activity.
- f. Areas where it is difficult to maintain radio contact.
- g. Note all friendly units through whose tactical area the convoy must pass. This will be important in the event you need to call for aid.
- h. Note possible checkpoint sites. Confirm established checkpoints. These may be good enough. If not, set up as many as needed.
- i. Note roadways and bridges. Will the bridges stand the traffic of the convoy? Can your convoy travel this route?
- j. Note areas where traffic control posts (TCPs) will be needed (towns or other traffic heavy areas).

4. Coordinate with Convoy Commander.

- a. How the convoy is organized:

(1) Critical cargo - Vehicles carrying this cargo should be spread throughout the convoy to attract the least notice. Convoys carrying very sensitive items will have a reaction force. The reaction force goes before and after these cargo vehicles. They are prime targets for ambushing forces, regardless of their cargo. Place them in the middle of the convoy.

(2) Control vehicles - The position of the convoy commander and his assistant should vary. Convoy leaders are prime targets for the ambushing force. If they are knocked out at the onset of an ambush, this may cause confusion within the convoy. This gives the advantage to the ambushing force. For this lesson, position the convoy commander vehicle in front of the trail vehicle. It will be easier for him to pull out of the convoy and go forward for a problem. If he was in the front, he would have to turn around and come back to the problem.

(3) Maintenance and recovery vehicles - These are usually armor plated 2 1/2-ton or larger. Their number is determined by the number of vehicles in the convoy. They are usually at the rear of the convoy. It is easier for them to go forward than backward.

(4) Armor vehicles - Usually hardened 2 1/2-ton trucks supplied by the transportation company that is moving the convoy. They could be anything up to a tank. These should be throughout the convoy.

b. Review the method of leading the convoy through crowded areas and busy intersections. This may be done by escorting MP or with local national police or local MP.

c. Communications. The radio will be the prime means of communication. If it goes out, messengers or hand signals will have to be used. Messengers move throughout the convoy passing information. Backup frequencies should be chosen. There should be backup frequencies, for attack helicopters, medical air, and fire.

5. Security at Halts and Rest Spot.

On long trips there will be halts for refueling, inspection and maintenance of equipment, resting, and relief. Sites for halts should be chosen before the convoy leaves. Halts should be made at secure areas. When possible, under the watch of a security force. There should be a clear view for 200 meters from the front and rear of the convoy. There should be no blind spots, curves, or grades. Vehicles should be pulled off to the side of the roadway as far as possible. The right distance between vehicles should be kept. The halts should not be made in crowded areas or where local traffic is heavy. Civilians should not be allowed to gather around the convoy vehicles. TCPs are to be at the front and rear of the convoy.

6. Times and Locations of Support.

Pick the times and locations where MP support begins and ends, if there is area support; of the start and release point, if there is functional support.

7. Expected Changes in Routes.

You may find out that after the route recon was done, the forward edge of the battle area (FEBA) moved back. You may have to go around a portion of the route, or you may find there has been roadway damage.

8. Actions to Take in Case of Enemy Attack.

Snipers - upon receiving sniper fire, all vehicles should move through the area. Do not stop.

a. Inform the convoy commander.

b. Give the prescribed signal. Alert the convoy of the location of the sniper (usually a red smoke grenade thrown toward the sniper).

c. If in a free fire zone, try to find and destroy the sniper with long range fire.

d. Fire must not be returned in a no-fire zone.

e. The enemy will try to employ a heavy volume of fire to slow a convoy down just prior to an ambush.

9. Ambush.

a. Roadway not blocked. Ambush forces are seldom able to keep an entire convoy in the kill zone. The part of the convoy that has passed the kill zone will continue to move for some distance. The drivers will pull off to the other side of the road from the attackers and set up a defense. Those in the kill zone must drive out of the ambush as fast as possible. Disabled vehicles are left behind. Those blocking the road will be pushed out of the road by the following vehicles. Armed escort vehicles should not block the road by stopping on the traveled portion of the roadway to return enemy fire. Once the vehicles are out of the kill zone, the drivers will pull their vehicles to the opposite side of the road from the attackers and set up defensive positions. Convoy personnel will lay down a base of fire and suppress the enemy forces. Fire must be controlled. Do not fire on positions that are being overrun by friendly forces. Vehicles that have not entered the kill zone stop. They do not try to drive through. They pull their vehicles to the side of the roadway and dismount and take up defensive positions. The convoy commander may direct the MP to leave the roadway and attempt to overrun the hostile force. If this is done, MP must coordinate with all of the convoy elements. This assures that they will not be confused with the hostile forces and fired upon.

Other actions available to the convoy:

(1) Call for artillery fire. Prearrange with the units whose sector the convoy will pass through. Possible target areas may be identified.

(2) Call for attack helicopters.

(3) Direct vehicles mounted with heavy weapons to place a heavy volume of fire on ambush force.

(4) Call for a reaction force.

(5) All nondrivers direct a heavy volume of fire on the enemy force as vehicles move out of the kill zone.

b. Roadblock - The convoy may be ambushed and the road blocked, or an element of a convoy is halted in the kill zone and cannot proceed due to a disabled vehicle, blockade, etc. Troops from vehicles in the kill zone dismount and take cover. Place a great volume of fire on the ambush position. Troops in vehicles that have passed through or have not entered the kill zone dismount. Provide a coordinated base of fire on the ambush position. The MP elements conduct fire and maneuver against the enemy while convoy elements provide a base of fire. When the ambush has been suppressed, the convoy will consolidate, reorganize, treat and evacuate the wounded, and continue the movement.

c. Air attack - The convoy may come under air attack. Each vehicle turns away from the direction of attack and seeks cover. A good guideline to use is for all odd-number vehicles to go to the right side of the road. Vehicles with critical cargo have the option of going to either side of the road. Whichever

side gives the greatest amount of cover. Troops who are not manning vehicle mounted weapons dismount and fire at the aircraft. Troops should move about 10 meters away from the vehicles. Machine gunners engage the aircraft from the pedestal mount.

d. Mines and booby traps -Mines and booby traps are often used to ambush forces. Usually a command detonated mine signals an ambush. Mines vary in size from a few pounds to hundreds of pounds. Unexploded bombs or artillery rounds may be planted nose up in the road.

e. Do not drive on the shoulder of the road if possible. Do not run over foreign objects, or grass on the road. Avoid fresh earth in the road. Track the vehicle in front of you. Watch local traffic and the reaction of those on foot. They may give indication to the locations of mines and booby traps. Tanks and other such heavy vehicles may be deployed in front of the convoy to explode small mines.

10. Coordination.

Before leaving the elements, contact units through whose areas the convoy may pass. This is in order to know what help is available should the enemy attack. Know the rules on the use of indirect fires. When calling for fire support identify predetermined targets from the route recon. Coordinate with the platoon sergeant or leader. These targets are in the area of rest stops, halts and possible ambush sites. Request a priority for the convoy. When fire support is needed, it must not be delayed while the fire support units try to identify those requesting the support.

11. Inspections.

Inspect security elements, vehicles, weapons, and equipment. Make sure they are ready.

a. Vehicle - First echelon maintenance should be conducted on the vehicle and all of its equipment. This includes radios, weapons, and chemical agent alarms. MP must have enough supplies for the operation. This includes water, rations, and ammunitions. The basic load may be less than adequate for the mission.

b. Inspection team - This team should inspect each vehicle and help to correct problems. If these cannot be corrected, the vehicle must be replaced. The vehicles should be assembled early enough to allow for inspection and correction.

c. Windshields - These should be left in the UP position except certain times (during black out procedures or if they interfere with the use of weapons). In the upright position they protect against heavy dust and rain. They also protect from wire stretched across the road.

d. Hardening vehicles - A kit can be ordered from supply to harden your vehicle. In the meantime, use your head. Armor plating can be installed on your vehicle when authorized. Often MP are able to get something done overnight that normally takes a lot of paperwork and time. Do not hesitate to take whatever steps are needed to help protect your troops and yourself.

12. Personnel Assignment.

Assign security personnel their positions in the convoy (scout, lead, or trail vehicles).

a. The security elements leader assigns duties to each team. He picks alternate leaders and makes sure that each team understands its mission.

(1) Mission - The type of convoy to be escorted.

(2) Enemy situation - Expected threat level. Possible area of contact.

(3) Task to be performed - Pick up and release point for convoying. Distance to be escorted and time required.

(4) Actions to take when in contact with the enemy. Method of conducting fire and maneuver against the enemy.

(5) Defensive measures to take against mines and booby traps.

(6) Checkpoints for convoy (crossroads, bridges, etc.).

(7) Communication procedures - Primary and alternate frequencies. Emergency procedures.

b. Method of escort:

(1) Lead-follow - Lead vehicle set up TCPs at intersection until the first vehicle of the convoy gets there. Then, he returns to his place in the front of the convoy.

(2) Leap frog - MP patrol precedes convoy and sets up TCP. After the convoy passes they remount and pass convoy and set up again.

(3) Perimeter - Vehicles traveling at the front, rear, and both flanks of the convoy.

(4) Empty truck - One truck precedes the convoy and lets off at the TCPs. Another truck comes behind the convoy and picks them up.

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LESSON 5
PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true and false. You are to select the answer that is correct. Indicate your choice by CIRCling the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. The four methods of convoy escort are:
 - A. Empty truck, flank, leap frog, column.
 - B. Scout, lead, trail, perimeter.
 - C. Empty truck, lead/follow, flank, leap frog.
 - D. Empty truck, perimeter, lead/follow, leap frog.
2. Who normally leads the convoy?
 - A. Convoy commander.
 - B. Designated person.
 - C. Company XO.
 - D. Security element commander.
3. All of the following are defensive measures EXCEPT:
 - A. Track vehicle in front of you.
 - B. Heavy vehicles in front of convoy.
 - C. Drive on shoulders of road.
 - D. Watch local national traffic.

LESSON 5

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>		<u>Correct Answer and Feedback</u>
1.	D.	Empty truck, perimeter, lead/follow, leap frog. Method of escort . . . (page 5-7, para 12b)
2.	D.	Security element commander. Usually the security . . . (page 5-2, para 2e(2))
3.	C.	Drive on shoulders of road. Do not drive . . . (page 5-6, para 9e)

LESSON 6

ESTABLISH AND SUPERVISE A DEFILE

Critical Task: 191-377-4204

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to establish and supervise a defile to include: conducting a reconnaissance of the area, determine how to operate it, establish security, select holding areas, position temporary signs, control access, and clear vehicle breakdowns.

TERMINAL LEARNING OBJECTIVE:

ACTION:	Establish and supervise a defile.
CONDITION:	You will have this subcourse, pencil and paper.
STANDARD:	To demonstrate competency on this task you must achieve a minimum score of 70 percent on the final subcourse examination.
REFERENCES:	The material contained in this lesson was derived from the following publications: FM 19-4 and STP 19-95B2/3.

INTRODUCTION

A defile is a narrow passage that constricts the movement of troops and vehicles. Military police (MP) conduct defile operations when natural or man-made obstacles restrict traffic flow on main supply routes (MSRs).

1. General:

a. Defile operations prevent traffic jams. The MP allow traffic to move in only one direction at a time through the defile. Controls at defiles ensure that traffic moves with little delay.

b. There are times you will be delayed by a defile at a highway construction site or traffic incident as you move about your city or state. Note the amount of congestion at the site. Picture the area under combat conditions. Imagine the damage to property and casualties you could inflict upon the enemy in a like situation. Now you can understand the importance of security at a defile; also the need for holding areas that offer good cover and concealment.

2. Defile.

a. A defile can be used to bypass natural or man-made features which restrict traffic flow to one way at a time. However, movement at a defile is restricted. This gives the enemy a good chance to try to disrupt operations. (see Figure 7-1.)

b. MP operating a defile must:

- (1) Be assigned and prepare fighting positions.
- (2) Control traffic entering and leaving the defile at both ends.
- (3) Keep security throughout the defile.
- (4) Be prepared to notify road users of traffic and tactical situations.

3. Emplacing a Defile.

Prior to emplacing the defile, conduct a recon of the area and of the proposed location. Choose the method you will use to operate the defile. This will be based on the tactical situation and the number of persons available.

a. Operation methods:

(1) Flag - At one entrance to the defile, a flag is given to the last vehicle in a group entering the defile. The flag is given to the control person at the other end. The process is then repeated in the opposite direction.

(2) Rider - Same as flag method except the control person rides in the last vehicle in each group. This method is used when it is necessary to ensure that all vehicles have cleared the area.

(3) Lead vehicle - Leads the convoy through the defile. This method is used when movement through the defile is confusing and/or long.

(4) Trail vehicles - Same as flag and rider except use a vehicle.

(5) Visual - Control personnel at each end of the defile can see each other. Signals are normally used in small defile operations. Holding areas are not normally needed there.

(6) Communications - Radios are used as a last resort. Field phones should be used to control entrance to defiles.

b. Set up a temporary or static defense for the defile. This will be based on the amount of time the defile will be used.

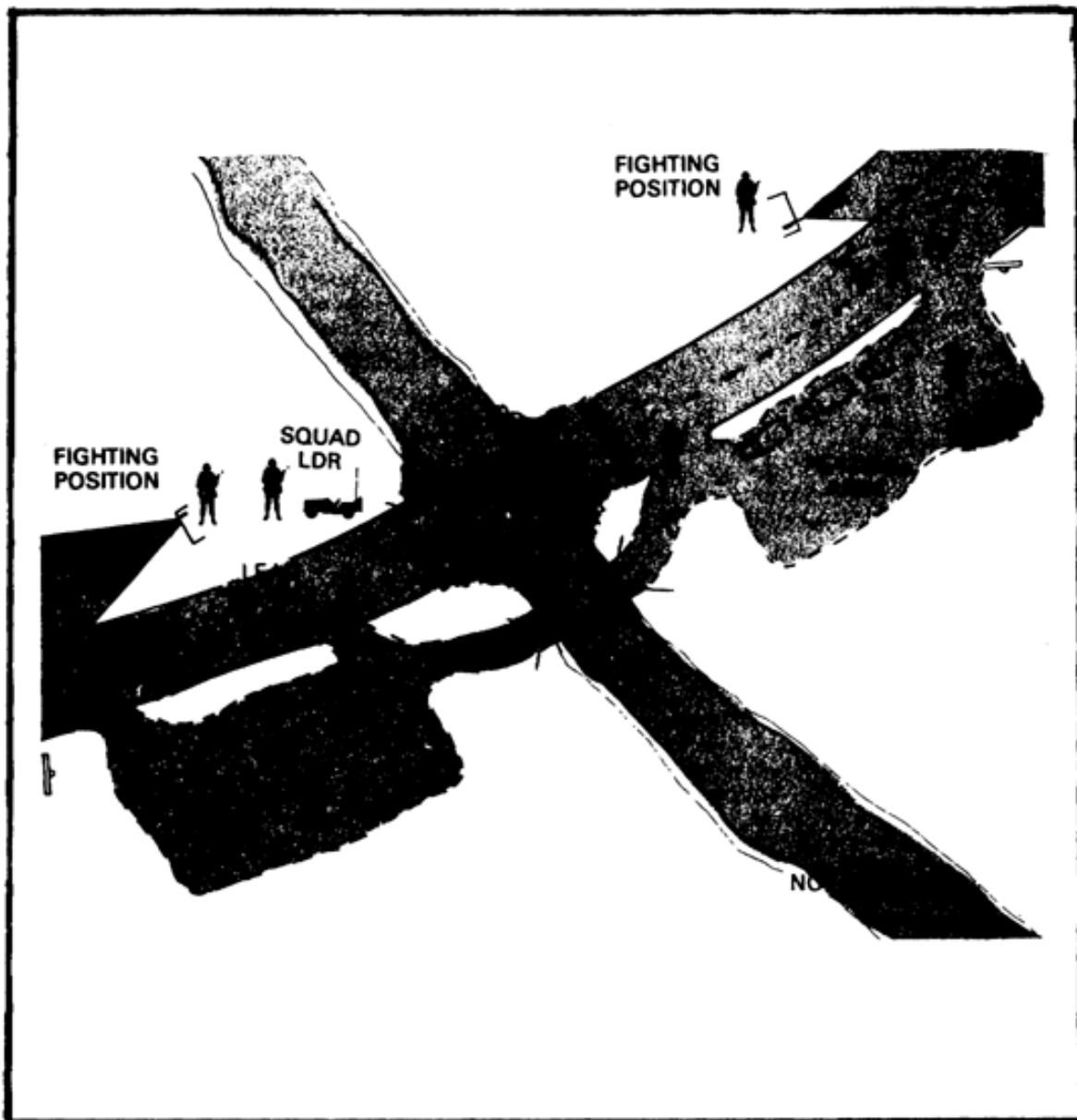


Figure 6-1 - Large Defile Operation.

c. Make sure there is a holding area at each end of the defile. It should offer cover and concealment for vehicles and troops. Where a nuclear air attack is possible, holding areas should be 2 or 3 km from the defile.

d. Temporary signs are used to mark alternate or bypass routes. Place these well in advance to allow vehicles to avoid the defile where possible. Signs may also be used to reduce the need for more personnel.

e. Make sure access to the defile is controlled. Keep large numbers of vehicles and personnel from entering the defile at the same time.

f. Set up procedures for clearing the road if and when breakdowns occur. You may need to coordinate wrecker support. If it is not available, use field methods.

LESSON 6

PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true/false. You are to select the one that is correct. Indicate your choice by CIRCLING the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the lesson solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower than if you had not followed this recommendation.

1. Holding areas should be placed at one end of the defile only.
 - A. True.
 - B. False.
2. In the event of nuclear attack, holding areas should be:
 - A. 2 to 3 miles from defile.
 - B. At each end of defile.
 - C. 2 to 3 kilometers from defile.
 - D. Next to security positions.
3. All are methods to operate a defile EXCEPT:
 - A. Flag.
 - B. Empty truck.
 - C. Rider.
 - D. Lead vehicle.
4. MP operating a defile must establish security throughout the defile.
 - A. True.
 - B. False.
5. Prior to emplacing a defile you must:
 - A. Do a MAP recon.
 - B. Do an AIR recon.
 - C. Do a recon.
 - D. Draw an OVERLAY.

LESSON 6

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>		<u>Correct Answer and Feedback</u>
1.	B.	False. Make sure there . . . (page 6-3, para 3c)
2.	C.	2 to 3 kilometers from defile. Where a nuclear . . . (page 6-3, para 3c)
3.	B.	Empty truck. Operations methods . . . (page 6-2, para 3a)
4.	A.	True. Keep security throughout . . . (page 6-2, para 2b(3))
5.	C.	Do a recon. Prior to emplacing . . . (page 6-2, para 3)

LESSON 7
REAR OPERATIONS
Critical Task: None

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn the military police rear area mission to include: security of facilities; minimizing disruption; unit movement; find, delay and destroy enemy incursions; and support of area damage control.

TERMINAL LEARNING OBJECTIVE:

- ACTION: Describe rear operations.
- CONDITIONS: You will have this subcourse, paper and pencil.
- STANDARDS: To demonstrate competency on this task you must achieve a minimum score of 70 percent on the final subcourse examination.
- REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-4 and FM 19-40.

INTRODUCTION

Military police (MP) perform their area security mission to help the tactical commander provide security and protection in the rear areas. MP employment for area security may become, at times, of greater importance to the echelon commander than MP employment in other mission. MP provide combat power for rear operations. The intent of the enemy in our rear area may be to divert our combat forces from the MDA to the rear area. Commanders planning battles consider the need for forces supporting deep, close, and rear operations. MP employment in the rear operations. MP employment in the rear area provides the commander with an available light and mobile force.

1. General.

- a. MP conduct combat support (CS) operations in their battlefield circulation mission and area security mission to speed the movement of combat resources. They also perform their EPW mission by receiving EPW from combat units and evacuating them from the battle area.
- b. MP provide the commander with combat service support by providing law enforcement services when needed.

2. Military Police.

a. The MP providing area security play a key role in the battle to control the rear area. They are a response force to enemy attempts to disrupt or demoralize military operations in the rear area. Their mobility make it possible for them to detect the threat as they aggressively patrol the road networks and key terrain features throughout the rear area. Their organic communications enables them to advise the rear CP/rear area operations centers (RAOCs), bases, base clusters, and moving units of impending enemy activity.

b. MP are the response for level II threat in the rear area. MP act to counter small enemy incursions attempting to gain access to loading zones (LZs), drop zones (DZs), and avenues of approach to critical assets. MP also react to airborne, airmobile, or ground incursions.

3. Battle Area.

a. Initiative: Aggressively deny the enemy LZs, restrict access to critical bases, and ensure continuous logistical support.

b. Depth: Ensure distribution of support so close in combat is not dependent on one facility or storage area. Plan alternate support and be prepared to shift support without interruption.

c. Agility: Anticipate and react to any rear operations threat by moving necessary forces to defeat the enemy.

d. Synchronization: Sustain combat support (CS) and combat service support (CSS) forward, and coordinate combat assets simultaneously to neutralize rear operations threat without degradation of forward support.

4. Security Operations.

MP support the battle by conducting their area security mission when needed. This is done by performing one or more of their area security operations.

a. Area reconnaissance and surveillance. As part of their area security mission MP serve as the eyes and ears of the commander in the rear area by seeking and reporting information by reconnaissance of their area of responsibility. Information gained from the reconnaissance help the commander guard against unexpected enemy attack. MP monitor avenues of approach, LZs and DZs to give early warning of airborne or heliborne enemy attack. MP seek information about towns, ridgelines, woods, and other terrain features from which the enemy can disrupt movement.

b. Security of designated critical assets. MP provide security to CP, convoys, ammunition supply points (ASPs), pipelines, railways, and deep water ports. MP are not resourced for this operation and a trade off in other MP missions will occur.

c. Security of special ammunition. MP defend this high priority Threat target by using proactive and tactical measures to counter the threat. MP provide security in depth using all around perimeter defense.

d. Base response force operations. MP are the base commanders' link for detection, early warning, and deployment against enemy attacks in the rear. A base commander's defense of a base is the cornerstone of the rear operations mission. Base commanders are responsible for defeating level I threats. When the threat exceeds his capabilities, he may request MP from the rear containing the base under attack. The MP commander then consolidates his squads or platoons and dispatches them to defend against the threat.

e. Counterinsursion operations. MP conduct counterinsursion operations to discover the enemy. Their intent is to keep the enemy from dictating the time and place of an encounter or incapacitating special weapons ammunitions storage and delivery means and communication nodes and centers. General purpose MP units providing area security operate near these objectives. Organic special purpose MP units are often conducting security for these bases, and MP operations in areas around the base are likely to spot enemy tactical units threatening these bases.

f. Terrorism counteraction: In a theater of operations MP conduct terrorism counteraction to maintain or restore control to areas vulnerable to terrorist actions. MP counterterrorism includes raids and rescues as well as show of force and intelligence gathering.

g. Area damage control (ADC) operations. MP take measures to support ADC before, during, and after enemy actions or natural and man-made disasters. ADC operations help reduce the level of damage or lessen its effects. This helps restore combat operations and support. MP report and block of affected areas. They also secure critical activities and reroute battlefield movement to alternate road networks.

h. NBC detecting and reporting. MP play a critical role in NBC operations by detecting, monitoring, and reporting the presence of NBC hazards. They do this in the course of performing their other missions. As part of the area security mission, MP moving off the road to conduct area reconnaissance and other security operations are especially well suited to detect NBC hazards. Each MP team is equipped with detecting and monitoring equipment and because MP are mobile and have communication assets they can monitor large areas, detect and report contaminated areas. Once detected, the MP marks and reports the status of the contamination through operational channels. This enables the commander to bypass contaminated areas.

5. Operations Zone.

To be successful in rear operations MP squad leaders must be familiar with the flow of information from the responsible headquarters down to the MP team conducting area security operations. The rear area begins at the rear of the main battle area (MBA) and extends through the communications zone (COMMZ).

6. Division Military Police Rear Operations.

a. Division MP are normally assigned as the division rear response force. If they are to be effective in this mission they should be augmented by additional corps MP brigade assets, normally one company placed in direct support to the division under the tactical control of the provost marshal. This augmentation is required to give the division sufficient MP resources to successfully conduct level II response force operations while conducting other missions and providing direct support to committed brigades. If corps assets are not available the rear operations officer will set mission priorities for the divisional MP and accept risk in those mission areas established as having the lesser priority.

b. The objective of division MP response force is to culminate a threat without requiring the premature commitment of the division's combined arms TCF. The division provost marshal plans to integrate MP forces with field artillery, army aviation, and close air support (CAS) fire support into his plan. The operations cell at the rear CP establishes procedures by which response force can call for fire support either through the rear CP or from the appropriate fire support unit.

c. Should MP response forces encounter or engage a threat force beyond their ability to defeat, they will immediately notify the rear operations cells through established MP channels. MP will then maintain contact with the threat and report to assist the commander develop the situation, and attempt to delay/or disrupt the threat until the divisional combined arms TCF is committed to defeat the threat.

7. Division Combined Arms Tactical Combat Force (TCF).

a. As part of the division's overall task organization, the G3 may designate a combined arms TCF tasked organized to interdict and defeat level III threat forces that may attempt to operate in the division rear area. Once committed, the TCF becomes operational control (OPCON) to the division operations commander. The TCF is normally a task organized combined arms battalion-size force, comprised of ground maneuver, attack helicopter, and DS artillery units under the command of the designated TCF headquarters.

b. Through the division rear CP the TCF coordinates with division MP to exchange reconnaissance information, battle handover procedures, and contingency plans for TCF operations. The rear operations cell assigns specific reconnaissance responsibilities to both MP and TCF units in the division rear to preclude duplication of effort.

8. Military Police Support for Corps Operations.

a. Military police conduct rear area security in the corps in a similar manner to that in the division. MP provide the initial response force for level II threats to counter threats which exceed base/base cluster defense capabilities and assist tactical combat forces in level III responses. The rear operations commander at the corps rear CP is responsible for rear

operations. The large amount of area in a corps requires that the rear CP conduct rear operations through area support groups RAOCs. Each area support group has one MP battalion in its area to provide area security for rear operations.

b. A well planned base defense results in success in rear operations. Base defense includes all actions that units take to protect themselves from enemy acts. They consist of passive and active measures. This includes MP patrolling and reconnaissance, hardening and dispersal, cover and concealment, and deception and quick reaction to enemy threat or attack.

9. Base Configuration and Positioning.

Every unit must look out for its own security. It must protect itself against level I enemy threats. Support units are not trained or equipped to conduct a sustained defense against levels II and III attacks. Therefore, combat support and combat service support units are grouped together into bases and base clusters. This is to enhance their own defense as well as providing mutual support for forward forces. Bases and base clusters are responsible for the corps rear CP/rear area operations center (RAOC) and division bases to the division rear CP. The senior office in each base and base cluster will be base or base cluster commander.

a. Base. The base is a small, defensible area with a defined perimeter and access controls. The base commander is the unit or senior unit commander if more than one unit is present in the base. Each base will have a base defense operations center (BDOC) to plan and supervise base defense. The position of the base will be determined by the G3, support commander, and the RAOC.

b. Base cluster. The base clusters normally cover a larger area than a base. There are several bases that are grouped together to enhance their security as well as for support of combat forces. A base cluster does not have a defined perimeter or fixed access points. For rear operations, the base cluster is the next higher tactical and control command of the base. The base cluster commander has a headquarters and staff to set up the base cluster operations center (BCOC). The BCOC is the center for all matters pertaining to rear operations. It provides the command and control for the base cluster. The BCOC is similar to the tactical operations center (TOC). It coordinates base defense; it also maintains communications with the bases. The area support group (ASG) ROAC and the division rear CP collect and pass plans for air defense and fire support to the clusters. The ASG RAOCs and division rear CP also coordinate for MP and or combat forces to assist in base defense against level II and III attacks.

c. Isolated units. Most combat service support units in the corps rear area are within a base cluster. Some may be isolated. These units will be part of the rear operations plan. They will report to the ASG RAOC.

10. MP Support to Bases.

MP platoon leaders and squad leaders coordinate with base and base cluster commanders in their area of operations to ensure that MP response forces are included in the base defense plan. MP conduct reconnaissance of the areas surrounding the bases and identify the most likely avenues of approach. Identify rally points where MP squads and platoons can consolidate to respond to the base under attack. Exchange SOIs or identify alternate forms of communication in order to directly communicate with bases during response force operations. MP review base defense plans to become familiar with individual base fire plans, fields of fire, and location of mines and obstacles. Identify possible avenues for MP to respond and establish signals for shifting fires. This type coordination can enable MP leaders and base commanders to effectively use existing fires, mines, and obstacles to defeat the threat with a minimum of resources. With effective communication and well coordinated prior planning, MP can consolidate, respond to a base, engage the threat from his weakest point, and then make use of existing obstacles, minefields, and friendly fires by driving the threat into them, and together with the base destroy the threat.

LESSON 7

PRACTICE EXERCISE

REQUIREMENT: The following questions are multiple choice and true/false. You are to select the one that is correct. Indicate your choice by CIRCLING the letter beside the correct choice directly on these pages. This is a self-graded lesson exercise. Do not look up the correct answer from the solution sheet until you have finished. To do so will endanger your ability to learn this material. Also, your final examination score will tend to be lower if you had not followed this recommendation.

1. What level threat in the rear operations do the MP respond to?
 - A. Level I.
 - B. Level II.
 - C. Level III.
2. What are the three overlapping nonlinear battles?
 - A. The deep, the close-in, and retrograde.
 - B. The near, the close-in, and rear operations.
 - C. The deep, the close-in, and the rear operations.
3. In the rear operations the MP still have the four combat missions?
 - A. True.
 - B. False.
4. A unit or multi-unit position that has a definite perimeter is called?
 - A. Base cluster.
 - B. RAOC.
 - C. Base.
5. Rear operations will be fought using the four tenets of the battle area.
 - A. True.
 - B. False.

LESSON 7

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

<u>Item</u>		<u>Correct Answer and Feedback</u>
1.	B.	Level II MPs are the . . . (page 7-2, para 2b)
2.	C.	The deep, close in, and rear operations. Commanders planning . . . (page 7-1, Introduction)
3.	A.	True. General . . . (page 7-1, para 1a and b)
4.	C.	Base. The base is . . . (page 7-5, para 9a)
5.	A.	True. Rear operation will . . . (page 7-2, para 3)

APPENDIX A

THE ROUTE CLASSIFICATION SYSTEM APPENDIX H

THE ROUTE CLASSIFICATION SYSTEM

This appendix implements STANAGs 2253 and 2174

The military route classification system helps in planning and executing battlefield movements. The Highway Traffic Division classifies routes based on how much control is to be exerted on the route. From most to least control, routes are classified as prohibited, reserved, dispatch, supervised, and open.

The degree of control on a route is usually set by the PM. However, if a route is reserved for a unit, then the commander of that unit decides how much and what kind of control is needed.

Route classifications are developed by military engineers. They use (STANAG 2174) a route classification formula. The formula is made up of a series of numbers and letters that express, in a standard sequence, the route width, route type, lowest military load classifications, overhead clearance, obstructions to traffic flow,

and special conditions on a given route. They base their findings on information extracted from route recon reports.

MP make hasty route recons to check route conditions and report changes affecting the route's classification. Routes are classified under favorable light and weather conditions. When movement will be under conditions other than favorable, such as blackout movement, recon instructions must include the ways by which a movement can be completed.

ROUTE CLASSIFICATION COMPONENTS

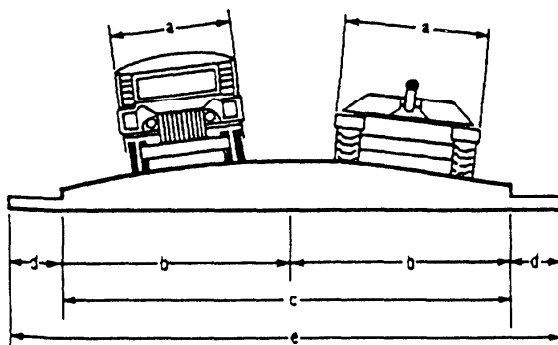
The report of a hasty route recon usually consists of a map overlay, supplemented by additional reports about various aspects of the terrain. A map overlay is a drawing of a route and its characteristics. The overlay should be prepared on transparent paper when possible.

The route recon overlay is accurate, clear, and concise. Standard topographic symbols, military symbols, and overlay symbols are used to ensure that route recon reports are universally understood. The route classification is used on the route recon overlay.

ROUTE WIDTHS

The width of a route is determined by its narrowest portion, whether that be roadway, bridge, tunnel, or other constrictions, and is expressed in meters or feet (STANAG 2253). The width of the traveled way sets the number of lanes of a given route. The number of lanes determines traffic flow. One lane can accommodate vehicular traffic in one direction only, allowing no overtaking in the same direction or passing in the oncoming direction.

Determining Route Widths



- a. Width of vehicle
- b. Width of lane
- c. Width of traveled way
- d. Width of hard shoulder
- e. Width of grading

Examples of Vehicle Route Widths

Flow Possibilities	Width For Wheeled Vehicles	Width For Tracked Vehicles
Isolated vehicles of appropriate width only and in one direction only.	At least 3.5m (11.5 ft)	At least 4m (13 ft)
Generally one way only; no overtaking or passing in opposite direction.	3.5m to 5.5m (11.5 ft to 18 ft)	4m to 6m (13 ft to 19.5 ft)
Single Flow	5.5m to 7.3m (18 ft to 24 ft)	6m to 8m (19.5 ft to 26 ft)
Double Flow	Over 7.3m (24 ft)	Over 8m (26 ft)

A route is **single flow** when it allows a column of vehicles to proceed and, in addition, lets individual oncoming or overtaking vehicles pass at predetermined points. The width of a single-flow route should be equal to at least 1 1/2 lanes.

A route is **double flow** when it allows two columns of vehicles to proceed abreast at the same time, whether or not they are moving in the same direction.

In a hasty route recon, instructions indicate whether the anticipated traffic is to be single or double flow and whether the route is for the use of wheeled vehicles or tracked vehicles. In the absence of instructions, routes are reconnoitered and reported based on the minimum traveled way width for double-flow, tracked vehicles.

ROUTE TYPES

For the purpose of classification, routes are designated by their ability to withstand the effects of weather. Route type is determined by the worst section of the route. There are three types of routes (STANAG 2174):

- **Type X** is an all-weather route that, with reasonable maintenance, is passable throughout the year to maximum capacity traffic. The roads that form this type of route normally have waterproof surfaces and are only slightly affected by precipitation or temperature changes. At no time is the route closed to traffic by weather conditions other than temporary snow or flood blockage.
- **Type Y** is a limited all-weather route that, with reasonable maintenance, can be kept open in all weather but is sometimes open to less than maximum capacity traffic. The roads that form this type of route usually do not have waterproof surfaces and are considerably affected by precipitation or temperature changes. The route may be closed for short periods of up to one

day at a time by adverse weather conditions during which heavy use of the road would probably lead to complete collapse.

- **Type Z** is a fair-weather route that quickly becomes impassable in adverse weather and cannot be kept open by maintenance short of major construction. This category of route is so seriously affected by weather that traffic may be brought to a halt for long periods.

MILITARY LOAD CLASSIFICATIONS

The military classifies and assigns a load-carrying capacity, shown in whole numbers, to vehicles, bridges, roads, and routes. Vehicles are classified by weight, type, and effect on routes. Bridges, roads, and routes are classified by physical characteristics, type and flow of traffic, effects of weather, and other special conditions.

Usually, the lowest bridge classification number (regardless of vehicle type or conditions of traffic flow) sets the load classification of a route. If no bridge is located on the route, the worst section of road governs the route's classification. Vehicles having higher load classifications than a particular route are sometimes able to use that route if a recon overlay or a special recon shows that a change in traffic control, such as making a bridge a single-flow crossing, would permit use of the route by heavier traffic.

Whenever possible, the basic military road network is composed of average routes and includes a number of heavy traffic routes and a few very heavy traffic routes. The class of a military road maneuver network is fixed by the minimum route classification of the network. Individual routes are grouped and identified in broad categories:

- Average traffic routes — Class 50
- Heavy traffic routes — Class 80
- Very heavy traffic routes — Class 120

Sample Route Classification Formulas

20ft/Z/40/∞

Describes a fair-weather route (Z) with a minimum traveled way of 20 feet and a military load classification of 40. Overhead clearance is unlimited ∞ and there are no obstructions to traffic flow. This route, based on its minimum width of traveled way, accommodates both wheeled and tracked single-flow traffic without obstruction.

20ft/Z/40/∞ (OB)

Describes a route with characteristics similar to those of the previous example, but there is an obstruction in this example. This obstruction could consist of overhead clearances of less than 4.3 meters (14 feet), grades of 7 percent or greater, curves with a radius of 25 meters (82.5 feet) and less, fords, or ferries. Twenty feet of traveled way limits this route to single-flow traffic without a width obstruction. If the route is to be used for double-flow traffic, however, 20 feet of traveled way constitutes an obstruction (OB).

7m/Y/50/4.6m (OB)

Describes a limited all-weather route (Y) with a minimum traveled way of 7 meters, a military load classification of 50, an overhead clearance of 4.6 meters, and an obstruction. The route width is not suitable for double-flow wheeled or tracked traffic. This width constriction would be indicated as (OB) in the route classification formula if the route were to be used for double-flow traffic.

10.5m/X/120/∞ (OB)(W)

Describes an all-weather route (X) with a minimum traveled way width of 10.5 meters, which is suitable for double-flow traffic of both wheeled and tracked vehicles, a military load classification of 120, an unlimited overhead clearance, an obstruction indicated in the formula as (OB), and regular, recurrent flooding indicated in the formula as (W).

OVERHEAD CLEARANCE

Overhead clearance is the vertical distance between the road surface and any obstruction over it that denies use of the route/road to all vehicles or loads that exceed this height. If clearance is unlimited, symbolize it by using ∞ in the route classification formula.

ROUTE OBSTRUCTIONS

Route obstructions are factors that restrict the type, amount, or speed of traffic flow. Route obstructions are indicated in the route classification formula by the abbreviation (OB). If an obstruction is shown in the route classification formula, the route recon overlay will show the exact nature of the obstruction. Recon overlay symbols are used to describe the nature of each obstruction on the route recon overlay. Certain obstructions must be reported:

- Overhead obstructions, like bridges, tunnels, underpasses, overhead wires, and overhanging buildings, with overhead clearance of less than 4.3 meters (14 feet).

- Reduction in traveled way widths that are below standard minimums prescribed for the type of traffic flow, such as bridges, tunnels, craters, lanes through mined areas, and projecting buildings or rubble.

- Gradients (slopes) of 7 percent or greater.

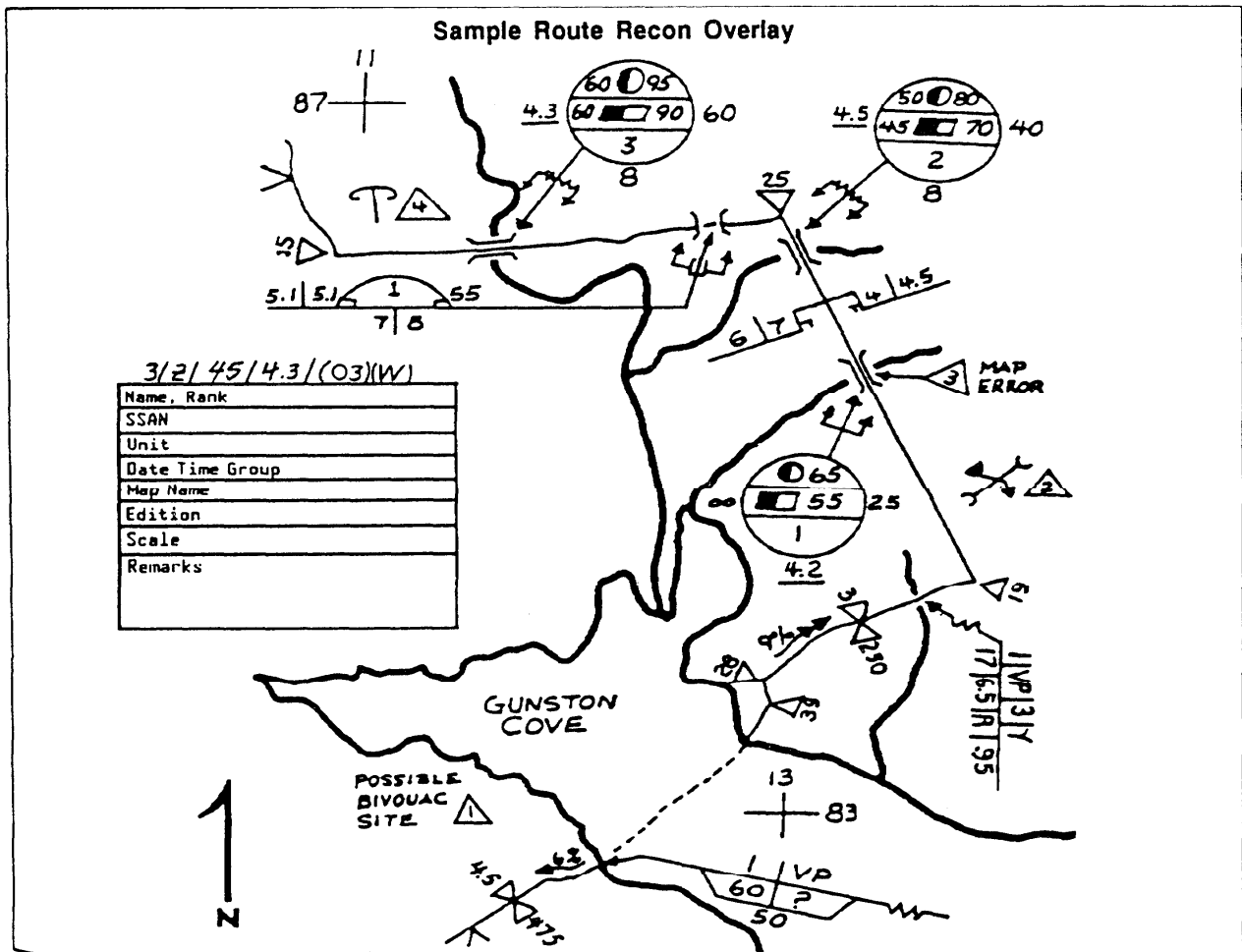
- Curves with a radius of 25 meters (82.5 feet) and less (STANAG 2253).

- Ferries. • Fords.

SPECIAL CONDITIONS

Some "obstructions" are temporary or special conditions. Snow is not usually classified as an obstruction to traffic as vehicular movement depends on the depth of the snow and/or the presence of snow removal equipment. But, where snow blockage is regular, recurrent, and serious, the route classification formula is followed by (T).

Flooding is not usually a factor in classifying routes unless flooding is regular, recurrent, and serious. Then the route classification formula is followed by (W).





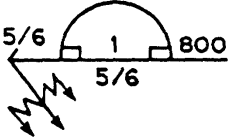
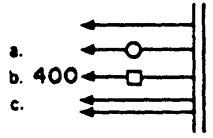
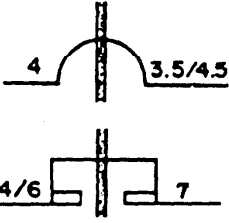



ROUTE RECON SYMBOLS

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 Form 1249 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.

This chart provides a summary of standard route recon and related symbols. In addition, remarks are provided to explain the purpose and use of each symbol in greater detail.

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.

EXPLANATION	SYMBOL	REMARKS
22. ROUTE CLASSIFICATION FORMULA	10.5 m/X/120/00 6m/Z/30/4.1m/(OB) 9m/Y/40/5 m/(OB)(W)	Express the formula in order of route width, route type, military load classification, minimum overhead clearance, obstructions (if present) and special conditions. <i>Route Types:</i> X -all-weather , Y -limited all-weather route, Z -fair-weather route <i>Special Conditions:</i> (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 CONSTRUCTIONS—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.

APPENDIX B

THREAT PROFILES

<u>THREAT</u>	<u>SIZE/COMPOSITION</u>	<u>WEAPONS/COMPOSITION</u>
Agents (LEVEL I)	Individuals Small Cells	Automatic Weapons Sniper Rifles Small Explosives Secure Radios
Terrorists (LEVEL I)	Individuals 1-4 Persons 5-18 Persons	Automatic Pistols Assault Rifles Light Machineguns Grenade Launchers Explosives
Sympathizers (LEVEL I)	Individuals Small Groups	Commercial Pistols Commercial Rifles Homemade Explosives
Special Purpose Forces (LEVEL II)	Squad Size	Automatic Pistols Assault Rifles Sniper Rifles Antitank Weapons Antiaircraft Weapons (Portable) Secure Radios
Long Range Reconnaissance Teams (LEVEL II)	5 Personnel	Assault Rifles Light Machineguns Antitank Grenade Launchers Explosives Secure Radios

<u>THREAT</u>	<u>SIZE/COMPOSITION</u>	<u>WEAPONS/COMPOSITION</u>
Troop Reconnaissance Groups (LEVEL II)	12 Men Per Group 3 Vehicles	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM BRDM-2 BMP Medium Tanks
<hr/>		
Airborne Operations (LEVEL III)	Company Battalion Regiment Division	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM Mortars BMD BDRMs Automatic Grenade Launchers Assault Gun (SP) Antiaircraft Gun (Towed) MRL (Towed) Artillery (Towed) Heavy Lift/Attack Helicopters Transport Aircraft TAC Air Support
<hr/>		
Airborne Operations (LEVEL III)	Company Size to Reinforced Battalion	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM Mortars Recoilless Gun BMD BDRMs Automatic Grenade Launchers Antitank Gun Antiaircraft Gun (SP) Artillery (Towed) Attack/Transport Helicopters TAC Air Support
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<u>THREAT</u>	<u>SIZE/COMPOSITION</u>	<u>WEAPONS/COMPOSITION</u>
Amphibious Operations (LEVEL III)	Platoon Company Battalion Regiment	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM Mortars Recoilless Gun BTR-60 Antiaircraft Gun (SP) MRL (SP) BRDM (Recon) PT-76 Medium Tanks Air Cushion Amphibious Vehicle Landing Ships TAC Air Support
Ground Forces Penetrations (LEVEL III)	Company Battalion	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM Mortars Recoilless Gun BTR-60 BMP BRDM Antiaircraft Gun (SP) Medium Tanks
Operational Maneuver Group (OMG) (LEVEL III)	Reinforced and Corps Operating in Battalion and Regimental Size Forces	Assault Rifles Heavy/Light Machineguns ATGL ATGM SAM Mortars BMP BRDM BTR-60 Antiaircraft Gun (SP) MRL (SP) Artillery (SP) (Towed) Medium Tanks Attack/Support Helicopters TAC Air Support Organic Engineer and Logistic Support

<u>THREAT</u>	<u>SIZE/COMPOSITION</u>	<u>WEAPONS/COMPOSITION</u>
Ground	Company	Automatic Pistols
Infiltration		Assault Rifles
Operations	Battalion	Light Machinegun
		ATCL
(LEVEL III)		ATGM
		SAM
		Explosives

APPENDIX C
GLOSSARY OF SOVIET EQUIPMENT

AA	Antiaircraft
AN-22 COCK	Heavy Fixed Wing Transport
AN-12 CUB	Medium Fixed Wing Transport
ASU-85	Airborne Assault Gun
AGL	Automatic Grenade Launcher
ATGL	Antitank Grenade Launcher
ATGM	Antitank Guided Missile
BMD	Tracked Infantry Fighting Vehicle
BMP	Tracked Infantry Fighting Vehicle
BRDM-2	Wheeled Scout Reconnaissance Vehicle
BTR-60	Amphibious Armored Personnel Carrier
FROG	Free Rocket Over Ground
IL-76 CANDID	Heavy Fixed Wing Transport
MG	Machinegun
MI-26 HALO	Heavy Lift Helicopter
MI-24 HIND	Assault Helicopter
MI-8 HIP	Transport-Assault Helicopter
MI-6 HOOK	Heavy Lift Helicopter
MR	Motorized Rifle
MRL	Multiple Rocket Launcher
PT-76	Light Amphibious Tank
SAGGER	Air/Ground to Ground Missile
SAM	Surface to Air Missile

SP	Self-Propelled
SSM	Surface to Surface Missile
SWATTER	Air/Ground to Ground Missile
TAC AIR	Tactical Air
T-64/T-72	Medium Tanks
ZSU-23-4	Antiaircraft Gun