LESSON 1

PLANNING A BATTALION DEPLOYMENT/FTX

OVERVIEW

TASK DESCRIPTION:

This lesson requires that you learn, and demonstrate an understanding of what a movement plan is, the duties of key personnel, the various types of movement plans, movement orders/directives, categories of movement and cargo. You will learn what a well written plan contains, how to develop it, how to prepare road movement graphs, tables and overlays and strip maps. You will also learn how to determine resources and requirements needed to conduct a battalion deployment.

LEARNING OBJECTIVE:

ACTION: Develop a tentative battalion movement plan and determine the resources and requirements needed to conduct a deployment.

CONDITION: Given the information contained in Lesson 1.

STANDARDS: You must correctly answer 70 percent or more of the questions concerning the lesson material contained in the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: ARTEP 7-8 MTP, FM 101-5, FM 101-10-1, FM 25-100, FM 25-101 and FM 25-4.

INTRODUCTION

The ability of the commander to move his unit is a very important part of his command responsibility. The ability to get from one place to another will be a vital factor in any future conflict.
PART A

MOVEMENT PLANS

1. General. A movement plan provides the commander with necessary information and a list of required actions for moving from one place to another. The plan must be comprehensive, detailed for quick implementation, require little, or no decision making, and contain a minimum amount of assumptions.

2. Key Personnel Responsibilities.
   a. Unit Movement Officer (UMO).
      (1) Prepares and maintains movement plans and SOPs.
      (2) Periodically reviews plans and SOPs to ensure conformity with directives of higher headquarters, and to determine if they meet requirements generated by changes in personnel or equipment.
      (3) Recommends changes to unit plans and SOPs when appropriate.
      (4) Prepares or maintains documentation required for unit movements.
      (5) Prepares or maintains unit load plans.
      (6) Maintains liaison with higher headquarters and support activities on unit movements.
      (7) During alerts, relieves the unit commander of as many of the preparatory duties as possible, especially those requiring the commander's absence from the unit area.
      (8) Handles all arrangements for unit movement.
      (9) Maintains COMPASS and updates as required.
   b. Installation Transportation Officer (ITO).
      (1) Assists the UMO with guidance and technical data.
      (2) Provides technical assistance to units.
      (3) Obtains routing approvals for the move to the airhead, railhead, or water terminals.
      (4) Coordinates the procurement of blocking and bracing material (BBM).
(5) Assists in load team training.

(6) Inspects the commercial carriers equipment for damage and suitability.

(7) Procures DOD/commercial transportation assets, i.e., railcars, aircraft, etc.

(8) Coordinates with commercial carriers.

(9) Coordinates with other installations for support, rest stops, etc.

3. Types of Movement Plans.

   a. Preparation for Overseas Movement (POM): POM is envisioned as an administrative overseas deployment by either air or surface transport mode. All unit equipment, supplies, and CTA items essential to accomplishing the unit mission will be included. All units require POM plans.

   b. Prepositioning of Material Configured to Unit Sets (POMCUS). POMCUS is the prepositioning of equipment overseas. This type of move is used with REFORGER type units. Ideally, all equipment is already placed in the overseas area; but realistically, some equipment must be transported with the unit.

   c. Reserve Component - This applies to the mobilization of ARNG and USAR units. This plan covers the movement from the unit's home station or equipment storage area to a mobilization station.

   d. Tailored - This applies to tactical movements of units assigned specialized operations or contingency plans. Planning requirements will be established in the tasking directive issued by HQ FORSCOM or other appropriate headquarters.


   a. Warning Order - An order issued through command channels as an advance notice that an organization is to be moved. It usually is issued, as time permits, approximately 250 days in advance of the readiness date.

   b. Movement Directive - The basic document published by the Department of the Air Force, or jointly, which authorizes a command to take action to move a designated unit from one location to another.

   c. Movement Order - Movement orders are published by the responsible headquarters upon receipt of the movement directive from the Department of the Army. They specify the exact
organizational structure of the unit to be moved and also furnish other information essential to the unit commander in preparing his unit and moving it to its destination. The movement orders are the implementing documents forwarded to the unit commander authorizing him to move his unit.

5. Categories of Overseas Movement.

   a. CATEGORY A - Movement from home station with all personnel and equipment which are authorized the unit as prescribe by Table of Organization and Equipment (TOE), Modified TOE (MTOE), or Table of Distribution and Allowances (TDA), as applicable.

   b. CATEGORY B - Move from home station with minimum essential equipment (MEE) in accordance with AR 220-10, appendix D. MEE is equipment needed to preserve the integrity of the unit during movement without regard to combat or service support mission.

   c. CATEGORY C - Move with less than MEE. Guidance provided in movement directive.

6. Categories of Cargo. To properly prepare movement plans the UMO or commander must know the different types of cargo category. This information is vital if the unit is to be moved in an efficient manner. Once categorized, the cargo designated To Accompany Troops (TAT) will be marked with a circle or disk as described below.

   a. Red Disk TAT: Equipment and supplies essential to the administration of the unit and maintenance of personnel upon arrival at destination, but not needed en route. This equipment must arrive at the destination no later than the unit. Examples are tents, bulk rations, POL products, ammo, protective clothing, etc..

   b. Yellow Disk TAT: Those items which must be accessible at all times from origin to destination. Examples are CTA 50-900, weapons, other equipment/supplies required for health and welfare of personnel and unit administration during movement.

   c. Category Z Equipment: Includes mission required equipment and all other supplies not categorized as Red or Yellow Disk TAT. Examples are vehicles, generators, tools, light sets, gas ranges, etc..

7. Uses of Cargo Categories.

During the preparation of unit movement plans all unit equipment and supplies will be divided into Red Disk TAT, Yellow Disk TAT, and Category Z equipment. DA Form 2940-R (Unit Loading Inventory and Checklist) (Worksheet), will be compiled for each cargo category. This breakdown greatly assists in preparing vehicle
loads for the motor march to the embarkation point. Additional prioritization within cargo categories may be required according to any given situation.

<table>
<thead>
<tr>
<th>PACKAGE CODE</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>DIMENSIONS (L x W x H)</th>
<th>WEIGHT (LB)</th>
<th>CUBE (FEET)</th>
<th>SQUARE (FEET)</th>
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**TOTALS**

*Include amount of load extending beyond vehicle dimensions*

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**Figure 1-1. DA Form 2940-R**

COMPASS is an automated system that, if properly maintained and updated, will save the UMO many hours of tedious work. A new format is called the Automated Unit Equipment List (AUEL). The purpose of COMPASS is to assist commanders in fulfilling planning and execution responsibilities by providing:

a. Standard reporting procedures for all AC and RC units.

b. Viable planning and execution document.

c. Automated Unit Equipment List (AUEL). The AUEL that is provided by COMPASS saves the UMO many hours of researching TOEs, MTOEs, and TDAs to come up with an equipment list. With AUEL he just divides into cargo categories and fills out DA Form 2940-R.

d. Reduces manual preparation of documentation for move.

e. Blocking and bracing material requirements are given, thereby saving the UMO the task of calculating the BBM.

f. Provides an automated Unit Movement Data (UMD) master file. Most of the information needed to prepare load plans is included in the COMPASS report.


a. Statement of the requirement and how to implement. For example, a POM move may be described as "an administrative category A deployment to be implemented by surface movement from station of origin to the port of embarkation. At the port of debarkation, movement will be by surface mode to final destination." The implementation statement will always include MTOE category (A, B, or C) TDA category, and mode of movement.

b. Identification of administrative, logistical, and coordination requirements. Examples of administrative requirements are wills, convoy clearances, pay, disposition of POVs, etc. Examples of logistical requirements are property book transfer or transportation requests that exceed organic capabilities. An example of coordination is asking another unit to assist load teams.

c. Organization for movement and duties of personnel.

(1) Identify where each element is assigned for travel, who (by station, not by name) is in charge, and what each soldier is to do.

(2) Duties to be performed include loading, packaging, maintenance, rations, and area police.
d. Actual load plans for organic vehicles and blocking and bracing material (BBM) requirements.

e. Inventory of shipping containers with packing lists.
f. Requirements for commercial transportation equipment.
g. Actual load plans for organic vehicles and BBM.
h. COMPASS rail BBM listing.

10. Sequence for Developing Movement Plans.

a. Determine the type plan and requirements.

b. Determine movement requirements for:

(1) Passengers: For all types of plans, consider all MTOE personnel. Special movement plans depend on personnel identified for the operation.

(2) Cargo: POM plans will address movement of all MTOE required vehicles and equipment, on hand or not, and mission essential CTA items. POMCUS plans include all vehicles and items of equipment which are MTOE required and not prepositioned. Any items identified as TAT on the prepositioned equipment listing will also be considered for special plans cargo requirements, which will depend on the guidance of the tasking directive.

(a) To determine the cargo requirements, the essential equipment data must be developed/determined. Prepare a Unit Equipment List that lists all vehicles/trailers, equipment, and supplies identified to accompany the unit on its move. Items will be listed in the reduced configuration. An updated COMPASS report will provide you with most of the information. If not using COMPASS, record the LIN of each item, the actual shipping package divisions, weight and cube of, IAW TB 55-46-1, the equipment being moved. If the equipment will be transported in organic cargo vehicles a FORSCOM Form 285-R (figure 1-2 next page) must be filled out for each vehicle.
<table>
<thead>
<tr>
<th>Cargo Loc No</th>
<th>Cargo Description and Type Pack</th>
<th>Quantity</th>
<th>PC Weight</th>
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</tbody>
</table>

**Loaded Veh Weight**: 
**Driver (Name and Grade)**

Figure 1-2. FORSCOM Form 285-R
(b) Designate all equipment and supplies into one of the three cargo categories: Red, Yellow, or Z. Pack these items separately.

(c) Prepare a DA Form 2940-R (Unit Loading Inventory and Checklist) (Worksheet). A separate DA Form 2940 is filled out for each cargo category, R, Y, or Z. This is the must important form.

(d) Prepare DA Form 2941-R Unit Vehicle Loading Plan (Worksheet). This depicts how all unit equipment, supplies, and personnel will be convoyed to the railhead, airhead, terminal, or new location. List vehicles by loading/packaging numbers you designated on DA Form 2940-R. Going from left to right match prime movers to trailers and enter them alternately (i.e., TRK, TRL, TRK, TRL, etc.). Load as many packages onto organic vehicles as possible ensuring rated capacity is not exceeded. Support vehicles must be programmed and requested to accommodate all equipment or supplies that cannot be handled by organic asserts. SPT will identify support vehicles and will be numbered consecutively.

![UNIT VEHICLE LOADING PLAN WORKSHEET](image)

**Figure 1-3. DA Form 2941-R**
(e) Prepare DA Form 2942-R (Unit Train Loading Plan) (Worksheet). This is used to determine the requirements for railcars and list the load for each car by package number and weight. Plan loads to achieve a minimum of 24,000 pounds per car. Chapter 3, TM 55-601 will give you the dimensions of the cars.

Figure 1-4. DA Form 2942-R
c. Develop load plans for all organic cargo vehicles.

d. Determine administrative, logistical, and coordinating requirements.

e. Test vehicle load plans and prepare actual load plans.

f. Record and validate UMD and send forward to higher headquarters.

g. Prepare movement plan and send to higher headquarters.
INTRODUCTION

The following is a list of minimum items that need to be determined/coordinated for a Battalion Deployment. The list is not all inclusive and local regulations may mandate additional coordination with the host installation.

1. Movement Requirements.
   a. General Movement Requirements.

   (1) Movement of military motor vehicles may be authorized by the command or agency issuing Movement Orders, if the movement is relatively short distance, connected with maneuvers, and considered desirable for training.

   (2) Tracked vehicles and other equipment which cannot be operated at usual highway speeds normally will not be moved on public highways under their own power but by rail, transporter truck, or water transport.

   (3) In all cases movement of vehicles (2) above over public highways under their own power, permits must be obtained from appropriate highway authorities (each state movement will move thru IAW [AR55-162]).

   (4) Destination installation commander must be notified in advance, of actual departure and actual arrival times.

   b. Movement/Clearance Requirements for a Convoy.

   (1) DA Policy is "Commercial lift will be used to maximum in CONUS."

   (2) Non-roadable vehicles will not be road marched more than 75 miles.

   (3) DD Form 1265 (Request for Convoy Clearance) will be prepared and coordinated for each element of the move. DD Form 1266 (Request for Special Hauling Permit) will be prepared as necessary and accompany convoy clearance request. Both are submitted to installation Unit Movement Coordinator (UMC) (G4/S4, ITO or DOL).

   (4) A convoy consists of 6 or more tactical vehicles or one or more vehicles requiring a special hauling permit.

   (5) Convoys moving on public highways will move administratively, obeying all local and state laws and
ordinances.

(6) Requests for convoy clearance and special hauling permits will be submitted to SI/STARC for coordination of enroute support, modification, approval, and assignment of ID number normally coordinated by installation unit movement coordinator (UMC).

c. Movement/Clearance Requirements for Rail.

(1) Normally the installation transportation officer (ITO) will coordinate movement/clearance requirement for rail. This coordination is done with Military Traffic Management Command (MTMC).

(2) Unit must:

  o Determine equipment to be moved by rail.
  
  o Determine and develop load plans that identify rail car requirements and loads. Unit submits rail car requirements to ITO who requests rail cars. Unit must provide fund cite with requests. ITO can give cost estimate to unit.
  
  o Unit must ID blocking and bracing requirements and request these items thru DOL UMC.


a. Procedures for acquiring RON sites.

(1) Unit must send installation UMC a message requesting RON support. What support to be provided will be determined by the RON installation.

(2) Message must state total requirements. Key info required is:

  o Number of personnel officer/EM (male/female).
  
  o Billet/dinning requirements or BIVOUAC site.
  
  o Status of personnel (TDY or deployment for training).
  
  o Date/time of arrival of convoy, departure date/time.
  
  o Make up of convoy (number and type vehicles).
  
  o Fuel requirements by type: GAL's Aviation, Mogas, etc.. Must have proper fund documentation for reimbursement - should be forwarded in advance. Installation will advise of proper documentation.
b. Unit must determine what maintenance/recovery support is available for the convoy. This is determined by the installation in accordance with AR 5-9, Intraservice Support Installation Area Coordination. The availability of medical/hospitalization support for the convoy must be determined. AR 5-9 assigns areas of responsibility to each installation by counties/state for logistical, engineering, PMO, safety, EOD, TASC, PA, weather, and health.

3. Training Areas. The unit must determine what ranges/training areas are available to conduct familiarization/qualification firing for its individual and crew served weapons. They must also determine if facilities are available for any special requirements such as platoon live fire exercises, demolition training, land navigation course, close air support etc.. In addition you should determine if any abnormal safety restrictions exist for the range facilities you require.

4. Training Enhancers. Training enhancers include such items as GSRs, tanks, A-10s, artillery, and targeting systems. You must determine if any of the assets are available, and if so what are the request and usage procedures.

5. Buildings/Cantonment Area. Buildings and cantonment area includes the following facilities:
   - Buildings for battalion/unit headquarters and arms/storage areas.
   - Buildings available for billeting and feeding soldiers.
   - Areas to serve as track/wheeled vehicle park and motor pool.

6. Exercise (Supply & Services). In addition to determining the availability/shortages of all classes of supply you must also coordinate with the installation for such services as laundry/bath facilities, latrine services, disposal services, and guard support.

7. Maintenance/Transportation Services. The availability of maintenance support for the tracks, wheeled vehicles, commo, small arms, and missiles must be determined, to include GS/DS maintenance support. Transportation includes coordinating for commercial vehicles as well as TMP support.
8. Personnel/Admin/Legal/Medical. The following services must be determined/coordinated:
   - Admin support.
   - Legal services.
   - Civilian KP support.
   - Post exchange services.
   - Availability and capability of hospital support.
   - Range support requirements for medics.

9. Communications. In addition to communications to support range training you must also determine what type of commo services are available to contact home station.

10. Physical Security. Local physical security requirements can be found in the host installations regulations.

1-15 IN 0772
1. Road Movement Graph.

   a. A road movement graph is a time-distance diagram used in planning, preparing, or checking road movement tables, and controlling marches. It shows the approximate location at a specified time of the head or tail of each serial, provided the road movement proceeds as scheduled. The vertical scale to the left, with point of origin at the bottom, serves as a distance scale in kilometers and should show the relative locations along the route of critical points where coordination of the movement is required.

   b. A serial is represented graphically by drawing a line to represent the movement of the head of the serial and a line to represent the movement of the tail of the serial. The lines are parallel and are drawn with a slope that represents the rate of march (at 24 kilometers on the vertical to 1 hour on the horizontal scale).

   c. To prepare a road movement graph, the following steps are applicable (figures 1-5 & 1-6).

      (1) Designate the lower left corner of the graph sheet as the SP Time (1225 hrs), or earlier even hour before the march is to begin. Select a convenient scale (one vertical square=2 km, one horizontal square=10 min) and plot the hours available in sequence from left to right on the horizontal axis (1000 hrs thru 2100 hrs).

      (2) Determine the distance to be moved in kilometers (136km). Indicate the SP at the lower left corner of the graph sheet, and using an appropriate scale, plot the number of kilometers on the vertical scale from the SP (0km, Augusta) to the release point (RP) (136km, Fargo). Indicate the location of critical points (i.e., rest halts, check points, etc.) on the vertical scale.

      (3) At the proper distance from the start point, draw a horizontal line indicating the location of the RP. Indicate the hour when the movement must be completed (2005 hrs) by a vertical line. Plot lines representing route restrictions, if any, at the proper distance and times on the graph.

      (4) Determine the pass time (60 min) of foot and/or motor elements in the column. If not given, formulas for length-of-column (LGTHCOLMs and PSTs) foot and/or motor may be used.
(5) Starting at the SP at the specified hour (1225 hrs), plot the movement of the head of the leading element (left vertical line). If the motors (vehicles) move at a blackout rate of 24 km per hour, at 30 minutes they will have moved 12 kilometers; at 1 hour, 24 kilometers, etc. Plot the trace of the lead vehicles to the RP.

(a) The last vehicle will cross the SP one "pass time" (60) after the first vehicle. Measure this time on the graph and plot the trace of the last vehicle of the element (right vertical line).

(b) The lines describing the head and tail of a serial are parallel (head of the column on the left and tail of the column on the right).

(c) Indicate the time subsequent serials (foot or motor) reach the SP, and plot the traces of the head and tail.

(d) Check to see that the plan complies with all restrictions and orders.
Figure 1-5. Road Movement Graph
PASS TIME (PST) OF FOOT COLUMNS

Multiply length of column (LGTHCOLM) by factor for rate of march.

\[
\text{PST (minutes)} = (\text{LGTHCOLM} \times \text{Factor})
\]

Select factor from table below

<table>
<thead>
<tr>
<th>Rate (km/h)</th>
<th>Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0</td>
<td>0.150</td>
</tr>
<tr>
<td>3.2</td>
<td>0.167</td>
</tr>
<tr>
<td>2.4</td>
<td>0.250</td>
</tr>
<tr>
<td>1.6</td>
<td>0.375</td>
</tr>
</tbody>
</table>

LENGTH OF COLUMN (LGTHCOLM) OF FOOT TROOPS

Multiply number of men by factor for formation and add the total distance of the gaps between units.

\[
\text{LGTHCOLM (meters)} = (\text{No of men} \times \text{Factor}) + 1 \text{ Column gaps}
\]

Select factor from table below

<table>
<thead>
<tr>
<th>Formation</th>
<th>2m/Man</th>
<th>5m/Man</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single File</td>
<td>2.4</td>
<td>5.4</td>
</tr>
<tr>
<td>Column of Two's</td>
<td>1.2</td>
<td>2.7</td>
</tr>
</tbody>
</table>

PASS TIME (PST) OF MOTOR COLUMN

(Time required to pass given point)

Multiply the LGTHCOLM in kilometers by 60, divide by the speed of the column.

\[
\text{PST (min)} = \frac{\text{LGTHCOLM (km)} \times 60}{\text{Rate (km/h)}}
\]

The following can determine an approximation of PST.

- PST (min) = No of veh x 0.08 (one march unit in close column)
- PST (min) = No of veh x 0.18 (two or more march units (a serial) in close column)
- PST (min) = No of veh x 0.20 (one march unit in open column)
- PST (min) = No of veh x 0.30 (two or more march units (a serial) in open column)

NOTES:
1. Extra time allowance must be added if not included in the unit SOP formations.
2. Open column figures are standard for a density of 12 vpk and a rate of 24 kmph; etc.
   column density is 48 vpk at 16 kmph.
3. March units consist of approximately 30 veh.

Figure 1-6. March Formulas
2. Road Movement Table (Annex to OPORD).

   a. Road Movement Table. The road movement table is a method of providing movement schedules and other essential details pertaining to road movement to subordinate units. The road movement table provides:

      (1) Proposed locations of elements at various times to the column commander.

      (2) Arrival and clearance times at critical points along the route to the serial and march unit commanders.

   b. Distribution. Road movement tables will frequently require a wider distribution than a normal operation order so that copies can be issued to movement control personnel, traffic posts, etc.

   c. Security Classification. Security classification will be based on content of the road movement table and need not
necessarily be the same as that of the operation order.

d. Preparation of Road Movement Table. Road movement tables consists of two parts.

(1) The first part includes "data" paragraphs containing general information common to two or more columns (or elements of a column). Data is listed as follows:

- Average speed.
- Traffic density (The average number of vehicles that occupy 1 mile or 1 kilometer of road space).
- Halts.
- Routes (i.e., between start points and release points). The routes and points are described by grid references, code words, etc., and, if necessary, are numbered or lettered for ease of reference in the road movement table.
- Critical Points. A critical point is defined as a selected point along a route used for reference in giving instructions. It includes start points, release points, and other points along a route, such as bridges or intersections where interference with movement may occur or where timing is critical.
  - Start points
  - Release points
  - Other critical points
- Route classification (if applicable).
- Route restrictions (if applicable).
- Main routes to start points (if applicable).
- Main routes from release points (if applicable).

(2) The second part of the movement table is a listing of the columns (or elements of column), together with all other necessary information arranged in tabular form. The following information applies to the tabular form:

- Since the form may be issued to personnel concerned with control of traffic, the security aspect must be remembered. It may not be desirable to include dates or locations.
- If the tabular form is issued by itself and not as an annex to a more detailed order, the form must have the heading and be signed or authenticated in the normal way as for
For simplicity, use only the minimum number of column headings. Information which is common to two or more march units should be included under the "data" paragraph. If the annex has the same distribution as the operation order, it will not be necessary to include the headings and endings as shown in figure 1-7.

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**Figure 1-7. Road Movement Table**

- Example Annex. Figure 1-8 on the next page is an example of a completed annex (road movement table) to a battalion OPORD. Note the following points:

1. In paragraph 4 of the general data section, points are designated by names and grid references. Routes are labeled with code words.

2. In blocks (f) and (g) of the tabular form section, point names are given, but no grid references. In block (h), the code word for the route which is given in the general data section is used.
### Reference:

### Time Zone Used Throughout the Order:
- ROMEO

### General Data:
1. Average Speed: 24 kmph.
2. Traffic Density: 12 veh per km.
3. Halts: 15:45 - 16:45, meal and sleep, all other SOP's

### Critical Points:
1. Release Point: Targo (CN7132) (FAR)
2. Main Routes to Start Point: N/A
3. Main Routes to Release Point: N/A

### Movement Table:

<table>
<thead>
<tr>
<th>No.</th>
<th>Desc.</th>
<th>Pos.</th>
<th>Time</th>
<th>To Pos.</th>
<th>Targo</th>
<th>Rde</th>
<th>Kugel</th>
<th>Nig</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>23 Aug</td>
<td>06 30</td>
<td>18 30</td>
<td>22 30</td>
<td>W 20</td>
<td>Kugel</td>
<td>Nig</td>
<td>01 00</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>23 Aug</td>
<td>06 30</td>
<td>18 30</td>
<td>22 30</td>
<td>W 20</td>
<td>Kugel</td>
<td>Nig</td>
<td>01 00</td>
<td></td>
</tr>
</tbody>
</table>

**Definitions:**
- Targo: Targo (CN7132) (FAR)
- Nig: Nig (CN7132) (CN7132)

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**Figure 1-8. (Annex) Road Movement Table**
3. Route Overlay/Strip Map (Annex to Unit March Order).

   a. Route Overlay. The route overlay is a diagram that shows the present location of units, the SP, the route of march, control points, distances, RP, and the location of units in the new area.

   b. Plotting of Route.

      (1) Plot the present location(s) of unit(s). Use grid references and standard topographic or military symbol.

      (2) Plot the locations of the SP and RP; label by name.

      (3) Trace the route of march from SP to RP. Label each route by name or number (figure-1-9). Plot the proposed location of unit(s).
Figure 1-9. Route of March
(a) Plot designated critical points on the route of march between SP and RP: trace all roads that intercept the route at critical points, control points, phase lines, and/or halts. Label (with a code name or number) any major highways that cross the route of march. Label critical points by designated names (figure 1-9 Cont).
Figure 1-9. Route of March (cont)
(b) Starting at the SP, measure and write in the distance in kilometers between each critical point up to the RP (figure 1-9 cont).

Figure 1-9. Route of March (cont)
c. Overlay Heading. Figure 1-10 shows an example of a completed route overlay (annex to OPORD). The security classification of the route overlay will be based on content and needs not necessarily be the same as that of the road movement operation order. The route overlay will have security classification markings centered on the top and bottom of the overlay. For training purposes where no classification is valid, the word "classification" will be entered to reflect the requirement for security classification.
Annex B (Route Overlay) to OPORD 31 (OP ALAMO) - 2nd Bn 76th Inf
Reference: Map. series V745, GEORGIA, sheet 4048 1V (COLUMBUS), edition 4-TOPOCOM, 1:50,000; OPORD 31

Figure 1-10. Annex (Route Overlay)
d. Strip Maps. Strip maps are similar to route overlays. The major difference is that the strip map is prepared by brigade or higher units as an annex to the unit march order. The strip map depicts various routes used by subordinate units, whereas the route depicts a single route. A secondary difference is that the strip map may be prepared either as an overlay or as a schematic of the map itself. While the amount of detail included on a strip map will vary with the commander's guidance, the terrain, and situation; a route strip map is normally more detailed than the route overlay show. A strip map will include as a minimum the current locations of units, routes of march, critical points, landmarks, and route distances. Using units should reproduce strip maps in quantity and supply them to key personnel, particularly to vehicle commanders and route markers. (figure 1-11)
LESSON 1
PARTS A, B, AND C.

Practice Exercise

The following exercise will test your knowledge of the material covered in this lesson. There is only one correct answer for each item. When you have completed the exercise, check your answers with the answer key that follows. If you answer any item incorrectly, study again that part of the lesson which contains the portion involved.

Situation: You are the S4 of an infantry battalion. You are presently preparing for a battalion deployment to another installation for an FTX. You have been directed by the battalion commander to determine the resources and requirements for the deployment and develop a tentative battalion movement plan.

1. The four types of movement plans are the ________, ________, ________, and the __________ plan.

2. A basic document published by the Department of the Air Force, or jointly, which authorizes a command to conduct a movement is called a (only three selections given)
   A. Warning Order.
   B. Movement Order.
   C. Movement Directive.

3. The category of overseas movement which allows the unit to move with less than the minimum essential equipment is called a __________ move. (only three selections given)
   A. Category A.
   B. Category B.
   C. Category C.

4. List the three types of cargo categories.
   A. ____________.
   B. ____________.
   C. ____________.

5. Complete the following statement: An automated system that will save the UMO time in planning and executing a move is called ____________.
6. A convoy consists of ___ or more tactical vehicles or ___ or more vehicles requiring special hauling permits.
   A. 6 & 1  
   B. 1 & 1  
   C. 4 & 1  
   D. 1 & 6

7. A __________ is a time-distance diagram used in planning, preparing, or checking road movement tables and controlling marches.
   A. strip map  
   B. road movement graph  
   C. overlay  
   D. road movement annex

8. The security classification of a road movement table will be based on the content of the
   A. OPORD.  
   B. warning order.  
   C. road movement table.  
   D. movement annex.

9. The major difference between strip maps and route overlays is that they are
   A. prepared by unit conducting the movement.  
   B. prepared by brigade or higher units.  
   C. an annex to the road movement graph.  
   D. less detailed than route overlays.
### LESSON ONE

**PARTS A, B, AND C.**

**PRACTICE EXERCISE**

**ANSWER KEY AND FEEDBACK**

<table>
<thead>
<tr>
<th>Item</th>
<th>Correct Answer and Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>POM, POMCUS, Reserve Component, and the Tailored plan. These four types of movement plans are discussed in PART A, page 1-3).</td>
</tr>
<tr>
<td>2.</td>
<td>C. Movement Directive Movement Directives are published jointly, or by the Air Force. This directive authorizes a command to move a unit from one location to another (PART A, page 1-3).</td>
</tr>
<tr>
<td>3.</td>
<td>C. Category C Guidance is provided in movement directive as to what MEE the unit is required to take. (PART A, page 1-4)</td>
</tr>
<tr>
<td>4.</td>
<td>A. Red Disk TAT B. Yellow Disk TAT C. Category Z The types of cargo categories are discussed in detail in PART A, page 1-4</td>
</tr>
<tr>
<td>5.</td>
<td>COMPASS The purpose of COMPASS is to assist commanders in fulfilling planning and execution responsibilities. (PART A, page 1-6)</td>
</tr>
<tr>
<td>6.</td>
<td>A. 6 &amp; l A convoy consists of 6 or more tactical vehicles or one or more vehicles requiring a special hauling permit. (PART B, page 1-12)</td>
</tr>
<tr>
<td>7.</td>
<td>B. road movement graph In addition, a road movement graph shows the approximate location at a specified time of the head or tail of each serial. (PART C, page 1-16)</td>
</tr>
</tbody>
</table>
8. C. road movement table

The security classification of the road movement table will be based upon its content and need not be the same as the OPORD. (PART C, page 1-20)

9. B. brigade or higher units

The major difference is that the strip map is prepared by brigade or higher units as an annex to the unit march order. A strip map is normally more detailed than a route overlay. (PART C, page 1-28).

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