

## CHAPTER 13

**PROVIDING SECURITY FOR SPECIAL AMMUNITION**

If you are assigned to a special-purpose MP unit organic to a TA Special Ammunition Ordnance Brigade, your mission will be to provide dedicated security for that ammunition. Special ammunition is a high-priority target for Threat forces. You will help protect the special ammunition during storage, transporting, and transloading. You will accompany the special ammunition and provide for its security—

- From its entry into and during its stay in theater.
- In movements forward to nuclear ammunition transfer points in a division AO.
- During movements to storage at NASPs in a corps AO.
- While it is in convoy, at helicopter landing zones, and at nuclear ammunition transfer points.

*For discussion of peacetime and out-of-theater security for special ammunition, see FM 19-1 and FM 9-84.*

**PROVIDING SECURITY AT NUCLEAR AMMUNITION SUPPLY POINTS**

In wartime, special ammunition is moved to and distributed from NASPs—small, mobile supply bases for special ammunition. Each division has a supporting NASP, set up in the corps area near the division rear boundary. Each NASP has both ordnance and MP personnel. The ordnance personnel receive, store, maintain, and issue the ammunition from the NASPs. The MP provide dedicated security for the ammunition. Although MP have the lead for providing security, ordnance personnel are a key asset and are part of the NASPs' security and defense plans.

NASPs are located where they can provide quick support to using units. NASPs move almost continuously to make it hard for the enemy to target the ammunition. OPSEC plans emphasize early warning and tactical flexibility to support the camouflage, concealment, and frequent movement of the site that are basic to NASP security.

**EXTERNAL SECURITY**

NASP security requires "security in-depth." You setup an all-around perimeter defense, enhanced by electronic sensors, mounted and dismounted patrols, and MWD teams (when available). Patrols operate a 360-degree screen around the site. Security patrols —

- Operate up to 5 kilometers out.
- Maintain coordination with other units operating in the AO as well as with MP units providing area security.
- Operate on-road, off-road, mounted, and dismounted, especially when visibility is limited.
- Include MWD teams, if available, to take advantage of the dogs' keen senses of smell and hearing.

Set up OPs/LPs to detect Threat forces and provide early warning so the response force can help delay the Threat and buy time for the NASP to relocate if need be. OPs/LPs must be far enough from the site to keep Threat forces from watching or attacking the site. Place OPs/LPs on dominant terrain that overlooks likely avenues of approach to the site. Put PEWS along enemy avenues of approach.

Task security patrols to operate between the OPs/LPs in areas that cannot be observed from the OPs/LPs. The routine but random security patrols and/or MWD patrols identify and report signs of potential ground or air attack. The patrol will act to disrupt and delay aggressors, giving the main security forces time to respond and, if possible, destroy the enemy.

Provide security patrols and OPs/LPs with night-vision devices. And ensure OPs/LPs and subordinate element leaders can talk with the platoon CP. (Use wire as the main means if you can.) Be sure communications are set up between the platoon CP and NASP HQ. And have an alternate means as well.

Use MWD patrols during darkness or when visibility is limited. MWD teams can help give early warning of the enemy—

- In possible attack assembly areas.
- In likely locations for stand-off attacks.
- On likely avenues of approach to the NASP.
- On key terrain features around the NASP.

When an MWD alerts to the presence of intruders, the MWD team notifies the security leader. He decides what the team will do. The MWD team can move forward to investigate the cause of the alert or can hold its position and observe the area. MWD teams are most effective operating in front of and upwind from established OPs/LPs and in combination with PEWS.

MWD teams are under the OPCON of the senior MP commander. The dogs and their equipment are maintained IAW their utilization plan, which provides for

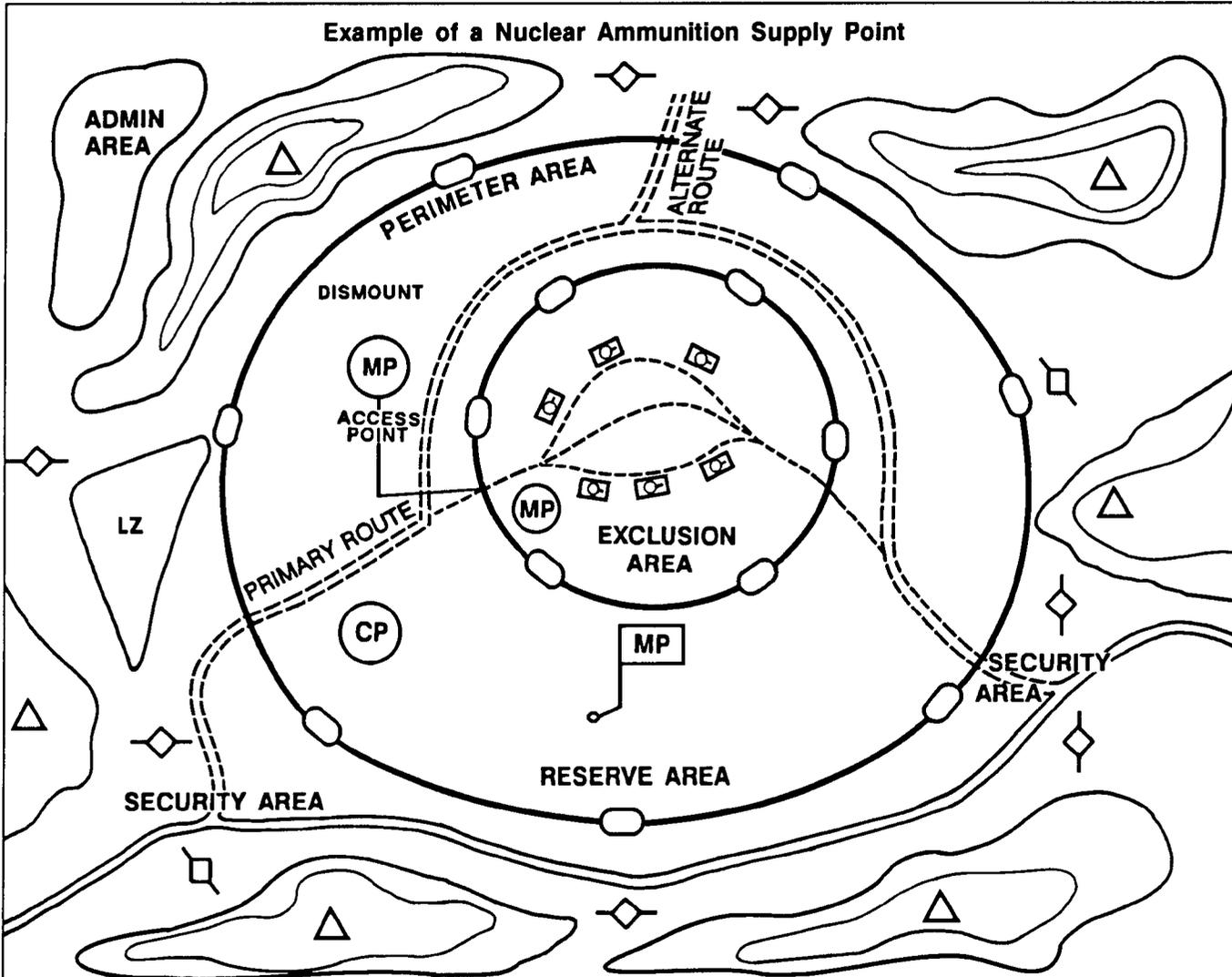
safety procedures, kennel operations, veterinary services, and disposition of records. *See also Appendix K.*

**INTERNAL SECURITY**

Internal security at a NASP is based on prepared and manned interior fighting positions. The positions are backed by a response force to-

- Strengthen the perimeter.
- Delay enemy forces that have penetrated the perimeter.
- Reinforce the exclusion area.

**Example of a Nuclear Ammunition Supply Point**



**ADMIN AREA** -All support functions (mess and maintenance). Sometimes within the reserve area, sometimes not.  
**RESERVE AREA** -Site command post, MP response force.

**PERIMETER AREA** -Fighting positions manned by MP and ordnance personnel.  
**SECURITY AREA** -Up to 5 km outside perimeter. Security patrols, OPs/LPs, MWDs, PEWS, and obstacles.

- |  |                      |  |                   |  |                               |
|--|----------------------|--|-------------------|--|-------------------------------|
|  | Early warning device |  | Fighting position |  | Mission vehicle (camouflaged) |
|  | LP/OP                |  | Landing zone      |  | Command post with ordnance    |

For internal security—

- Set up fighting positions around the exclusion area (usually manned by ordnance personnel).
- Set up an access control point at the entrance to the exclusion area.
- Set up guard posts within the exclusion area, depending on the accessibility of the terrain and the size of the exclusion area.
- Make sure persons operating the exclusion area's access control point and/or guard posts are in the personnel reliability program and on the nuclear duty position roster. (However, in wartime adherence to the formal

requirement for documentation of the personnel reliability program is relaxed.)

- If needed, operate a dismount point, either separate from or collocated with the access control point.
- Ensure MP at the access control point know and **enforce the two-person rule**. The two-person rule prohibits access to protected material by a lone, individual to preclude damage to or unauthorized firing of a weapon.

*See FM 9-84 for detailed discussion on MP support for special ammunition security.*

## PROVIDING SECURITY FOR THE AMMUNITION DURING GROUND MOVEMENT

MP assigned to the Special Ammunition Ordnance Brigade accompany special ammunition during its movement from one location to another on the battlefield. They provide security of the ammunition at stops en route as well as while it is in transit.

Special ammunition usually moves by night convoy to enhance its security. But to counter enemy attempts to learn when, where, and how movements of this cargo will be made—

- Operate the convoys on an irregular schedule when routes are set and alternates do not exist.
- Vary the selected start, release, and check points from one trip to another.
- Vary halts and refueling stops whenever possible to deceive potential ambush forces.
- Do not do anything that reveals your role as a security element for special ammunition.
- Do not set a pattern of security procedures that could be detected by the enemy.
- Make the element's outward appearance, such as brassard and other MP markings, match other MP units in the area. (The company commander may direct the removal of all MP markings.)
- Follow OPSEC procedures.

### PLANNING

If you are tasked as convoy commander, review your unit's SOP. Learn what plans are in effect for—

- Approval authority for convoy movements.
- Duties of the convoy commander and control personnel.
- Convoy organization.
- Convoy communications.
- Weapons and ammunition to be carried.
- "Hardening" of vehicles (adding armorplating or sandbags).
- Protective equipment to be worn by convoy members.

- Preparing convoy vehicles and for using tarpaulins, tailgates, windshields, and vehicle lights.
- Counterambush actions.
- Security measures.
- Maintenance procedures.
- Recovery of disabled vehicles.
- Refueling and rest halts.
- Safety measures and emergency operations.
- Threat conditions.

The NASP commander selects the route to be used based on the convoy commander's recommendation. Before recommending a route, consider—

- Time.
- Distance.
- Current and projected enemy activity.
- Availability of security forces.
- Availability of fire support.
- Trafficability of the roadbed and bridges.
- Other known critical factors.

After the route is selected, coordinate with Engineers and with HTD. You need to know the route's classification to ensure the roads can handle the vehicles' weights.

Select, organize, and brief recon teams. Send teams out to make a hasty recon of the route. Have the teams conduct a route recon of both the primary and alternate routes. *See also Route Reconnaissance Patrols, Chapter 4.* If you can, use aircraft for the recon. And repeat the air recon several times before the convoy moves. Have as many convoy element leaders as possible go on these flights. At the very least, do a map recon. Coordinate with all sources of information. In particular—

- Select tentative checkpoints or confirm established ones.
- Determine the tactical units' AOs through which the convoy will pass.
- Identify likely trouble spots and ambush sites.

Coordinate with the NASP operations section to learn of enemy activity in the area through which the convoy will move. Next, plan, coordinate, and integrate—

- Convoy security, including noise and light discipline.
- Front, flank, and rear security during movements and halts.
- Air cover.
- Fire support.
- Priority of fire. Pick prearranged targets for critical areas along the routes and post on a map overlay.
- Communications with HQ and with supporting units.
- Information derived from route recon observations and questioning of local civilians along the route about road conditions and possible enemy activity.

Coordinate with MP units providing area security in your AO. If attacked by an enemy force exceeding your security force's capability, you will need their support. Consider using air cover for convoy security if it is available. Air assets also may be used as a reaction force if the convoy is attacked or ambushed. (The air element might consist of one or several aircraft.)

Prevent the control and security problems that can be created by the reduced visibility in which night convoys operate. As visibility decreases, coordination of convoy personnel, security troops, fire support units, and reaction forces can become critical. Ensure—

- Troops understand the correct use and recognition of pyrotechnic signals.
- Vehicles have equal and uniform capabilities. Avoid using oversized or overloaded vehicles.
- March elements are organized in easily manageable sizes.
- Each march element has a security element.
- All mission vehicles have radios to ensure rapid communication among elements in the convoy.

### PREPARING

Take steps to organize the convoy. First, brief convoy personnel. At the least, include the—

- Mission.
- Expected threat and required MOPP level.
- Convoy configuration.
- Chain of command.
- Responsibilities in the event of an attack.
- Security at halts.
- Communications procedures.
- Routes.
- Destinations.
- Distance between vehicles.
- Convoy speed.

Next, form the convoy. The number of vehicles in the convoy depends on the mission. It also depends on the number of mission vehicles you will move and the

number of security vehicles you have. Prepare your convoy organization plan. (Local conditions dictate the details of the plan.) Consider—

- Deployment of—
  - Control vehicles.
  - Maintenance and recovery vehicles.
  - Security vehicles.
  - Mission vehicles.
- Deceptive measures.
- Unloading procedures.

When it does not compromise convoy security, put the trucks needing the longest unloading time at the head of the march element. (This gives the fastest turnaround time.) Plan for a—

- Route sweep vehicle to precede the lead vehicle.
- Lead convoy vehicle to precede the ordnance mission vehicles (weapons carriers) and set convoy speed.
- Trail vehicle to follow the ordnance mission vehicles.
- Response force of one or more vehicles positioned to tactically respond within five minutes to a threat against the convoy.

Base your placement of convoy elements on—

- Local policies and procedures.
- METT-T.
- Current area intelligence.
- Experience of the convoy commander.
- Experience of escort and security personnel.

Give special thought to the placement of—

- Vehicles carrying flammable materials. Grouping vehicles loaded with critical cargo together makes them a profitable, easy-to-find target. In larger convoys disperse these vehicles between march elements.
- Control vehicles. They are primary targets if they are recognized. Make pinpointing control vehicles more difficult. Avoid using a set pattern for placing control vehicles in the convoy. To deceive the enemy, consider using a cargo vehicle (2 1/2-ton or 5-ton truck) as the command vehicle.

Place one hardened vehicle in front of the convoy to sweep the route about three to five minutes ahead of the lead convoy vehicle. The sweep vehicle provides early warning to the convoy commander. It watches for activity along the route that could adversely affect the convoy. And it is in place in front of the convoy to provide fire should you meet the enemy unexpectedly. Place the remaining response vehicles where they can best protect the convoy elements. Place some response vehicles in the rear of the march element. Do not place response vehicles where they can be isolated from the convoy by the enemy. They must be able to provide a base of fire for the convoy.

The trail party must have security, especially during recovery operations. Their vehicles should be hardened. Trail party troops should be armed with automatic weapons. The size of the trail party and the number of recovery vehicles are determined by the convoy's size and by the experience of convoy personnel. Usually, recovery vehicles are assigned to each march element of the convoy. If available, 5-ton tractors (bobtail) and 2 1/2-ton trucks equipped with tow bars can leave wreckers free to recover more damaged equipment.

### CHECKING READINESS

Stress the importance of having roadworthy vehicles. If a convoy vehicle fails to function, it may have to be destroyed. Even if repairs could be made or the vehicle could be towed, some convoy elements would be delayed. This would increase their exposure to attack.

Ensure drivers do their preventive maintenance checks and services (PMCS). Correct minor problems on the spot. Exchange vehicles with major problems for mechanically sound vehicles. Defective vehicles must not leave with the convoy.

Convoy Vehicle Checklist	
o Air hose couplings	o Tires
o Oil and lubricant levels	o Brakes
o Cooling system	o Battery

Unless set by higher HQ, decide if windshields should be removed, lowered, or left in place. Windshields can hamper the use of weapons. And they should be removed for blackout travel. But they can—

- Protect against heavy dust and driving rain.
- Anchor chicken wire to cover windows and deflect grenades.
- Keep soldiers from being beheaded by wires stretched across roadways.

Be sure leaders—

- Inspect each soldier's equipment and uniform.
- Check individual weapons, crew-served weapons, and ammunition supplies.
- Set up an internal communications net within the convoy to talk with security vehicles, the trail element response force, and the NASP operations section.
- Establish call signs for vehicles.
- Ensure additional fuel, water, and lubricants are on hand.
- Ensure the gas cap locking device is in use if a vehicle has one.
- Ensure tarpaulins and end curtains are present, when required, and secured.
- Check the condition of sandbags, if needed, in the driver's compartment and in the cargo bed.
- Ensure windshields are in the prescribed position.

Appoint a maintenance inspection team to—

- Check all vehicles for serviceability and fuel.
- Be sure equipment and supplies are securely stored for cross-country travel.
- Check communications equipment.

Brief your subordinates on—

- Final coordination with the security element leader, if applicable.
- Coordination with tactical units whose areas of responsibility lay along the convoy's route. This coordination includes restrictions and requirements placed on the convoy and what support the tactical units can provide. Support could be security forces, escorts, fire support, vehicle recovery and repair, road repair, and medical support.

Before leaving the briefing, bring your maps up to date.

### COORDINATING SUPPORT

Coordinate fire support. The artillery units assign a priority of fire for the convoy. See that a priority of fire is established. Coordinate fire support with the artillery officer. He can plan the use of artillery assets to the convoy's best advantage. Provide the artillery unit with the convoy's—

- Start point.
- Schedule.
- Checkpoints.
- Size.
- Release point.

Also, exchange—

- Call signs.
- Frequencies.
- SOI.

Other information can include—

- Types of ammunition to be fired under various conditions.
- Number of rounds to be fired at a given target.
- Types of targets that warrant fire support.

If you know of critical areas of enemy activity, plan added fire support along the route. On an overlay for your map, show target reference points and concentrations. This will help you call for and adjust fire quickly and accurately. (Be sure to coordinate and rehearse these calls.) Show no-fire zones on the overlay. If the artillery unit cannot provide fire along the whole route, note its range limits on the overlay.

Request aviation fire support. If possible, have attack helicopters either on call or overhead while the convoy is en route. Ensure convoy radio operators and control personnel know the air support's radio frequencies. Ensure communications and control personnel can call for fire. And have a means of marking targets, especially for night fire.

Request Engineer support. If you meet damaged roads or bridges, and other routes are not available, you will need Engineer help to continue onward. (An air recon can speed selection of bypasses or alternate routes.) When you can, arrange for Engineers to survey the route before the convoy uses it.

### TAKING SECURITY MEASURES

The convoy commander ensures that at least two persons in each mission vehicle are armed (one can be the driver).

Use deceptive measures throughout the convoy. You can camouflage vehicles with canvas-covered frames. Or you can place lumber, wire, or other cargo over your primary load.

The main advantage of covering cargo is that it conceals the contents. This makes it difficult for an ambush force to identify critical cargo. The main disadvantage of coverings is that they must be removed for loading and unloading. This reduces the operating time of the vehicles. It also increases the vehicles' exposure to enemy observation and attack. Tops also can interfere with the driver's rear vision and with the gunner's ability to fire to the rear.

You can "harden" the vehicles against explosives. Consider—

- Covering the floors with at least a double interlocking layer of sandbags.
- Placing a layer of sandbags on cab floors.
- Placing a double layer of sandbags under the driver's seat.
- Placing a heavy rubber or fiber mat over the sandbags as an added precaution against stones, sand, metal parts, shrapnel, and the like.
- Putting sandbags on fuel tanks, fenders, and hoods.
- Putting armorplate on general-purpose vehicles when authorized to do so.
- Protecting fuel tanks by inserting steel plates between the tanks and the hanger straps when authorized.

Choose your method of escort in light of the —

- Terrain along the route.
- Number of vehicles in the convoy.
- Size of the convoy.
- Enemy activity.
- Additional resources available to the convoy.

Use the leading and following method for routine convoy operations. Place security vehicles to the front and rear of the convoy. The convoy follows the lead vehicle, which sets the convoy's pace, and the trail vehicle is used as a control measure to prevent straggling of vehicles.

Use the leap frog and modified empty truck methods when minimum vehicle support is available. For leap frog, a guide vehicle moves to a location, waits until the convoy passes his location, then overtakes and passes the convoy, moving on to the next point. For empty truck, guides are prepositioned along the route at critical points. An empty vehicle travels at the rear of the convoy to pickup the guides as the convoy passes.

Use the perimeter method when contact with the enemy is likely. Put security elements to the front, rear, and flanks of the convoy.

As the start time nears, have drivers enter the radio net (a half hour before the start of the convoy). Be sure SOI extracts and authentication systems are checked.

At the appointed time, tell the NASP commander the convoy is ready to move. Local conditions determine if a night convoy moves under blackout conditions or with lights. For blackout, keep intervals of 15 to 20 meters between vehicles. With lights, keep intervals of 50 to 100 meters between vehicles.

While the convoy moves, sweep vehicles travel three to five minutes ahead of the convoy. Their personnel keep the convoy commander continuously apprised of activity or lack of it. The lead vehicle sets the convoy's pace. The response force stays within five minutes of the convoy. Vehicles keep to their irregular intervals so they mask the convoy's appearance. M60/MK19 gunners on each HMMWV monitor the area 360 degrees around the vehicle. Inform NASP operations each time you pass a predesignated checkpoint along the route.

If the trip is long, you may need to stop to refuel, inspect, and maintain equipment. You will also need to stop for mess, rest, and relief. Halt the convoy where there is a clear view from the front to the rear of the column. There should be no restrictions, curves, or grades. Have the drivers pull their vehicles as far to the side of the road as they can. The drivers should keep the set distance between their vehicles. At any halt, set out security. Establish an exclusion area around mission vehicles and enforce the two-man rule.

Do not make a planned halt in a populated area. Avoid stopping where there is a lot of local traffic, especially people on foot. If you must stop there, keep local civilians from gathering around convoy vehicles. Have all vehicles move off the road to keep the traveled portion of the road clear. Post guards at the front and the rear of the column to direct traffic.

When you arrive at your transfer point destination, immediately begin providing security for transloading. *See At Transfer Points, later in this chapter.*

### ENCOUNTERING THE ENEMY

Be alert for unexpected contact with the enemy. Convoys are prime targets for ambushes, air attacks, and snipers. And they are vulnerable to enemy-emplaced mines.

Heavy **sniper fire** often is used to slow a convoy just before an ambush. The best defense against snipers is to keep moving. Pass as quickly as possible through the area without stopping. When receiving fire—

- Notify the convoy commander of the presence of sniper fire.
- Mark the sniper's location. Use a prescribed signal, usually a red smoke grenade thrown in the direction of the fire.
- If in a free-fire zone and so ordered by the convoy commander, try to locate and kill or drive off the sniper. Direct fires only at a specific target.
- Do not return fire in a "no-fire" area (where there are friendly troops around).

As you travel, monitor the terrain for possible ambush sites. Watch for obstacles. Be alert going around sharp bends and over hills. Be especially watchful when the route has a high embankment on one side and a drop-off on the other.

Watch for signs indicating an ambush is imminent. **Beware the presence of mines.** Ambushers usually signal the start of an ambush with a command-detonated mine. When ambush fire in a kill zone comes only from one side of the road, a second smaller force may be deployed on the opposite side, with mines and obstacles between themselves and the convoy, to contain the convoy's troops in the kill zone. And ambushers often use mines to protect their flanks.

To avoid damage from mines—

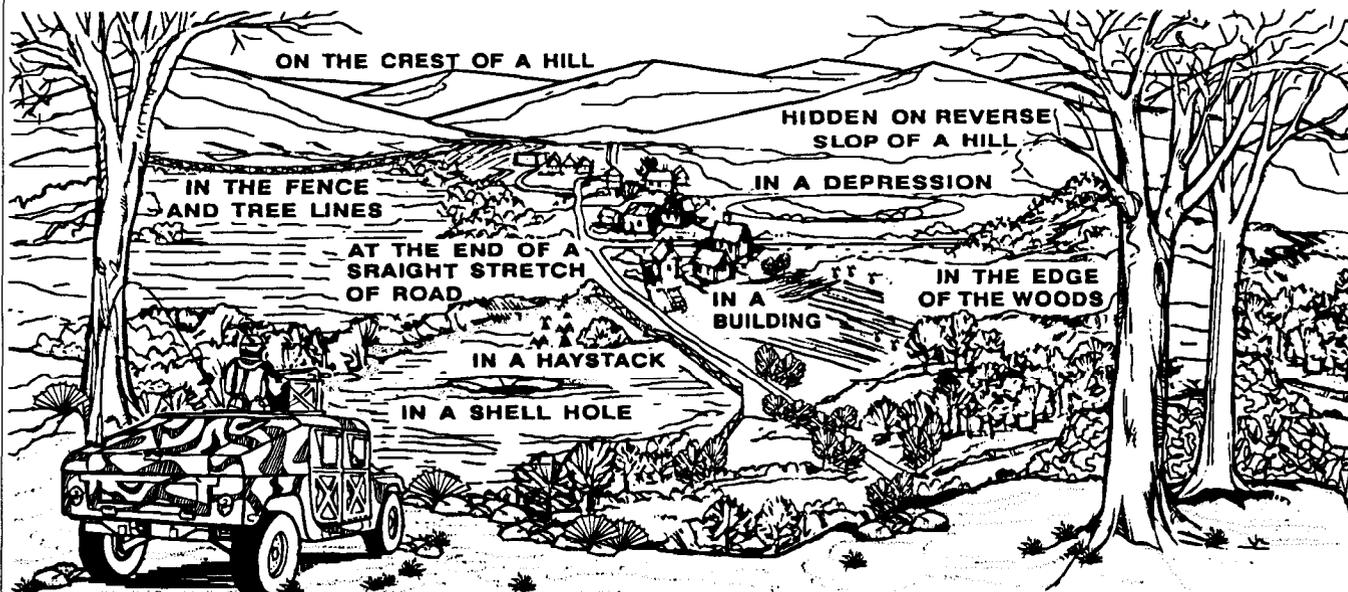
- Drive on the track of the vehicle in front.
- Avoid driving on the shoulder of the road.
- Try to avoid running over foreign objects, brush, or grass in the road.
- Avoid fresh earth in the road.
- Watch local traffic and the reactions of people on foot. They often give away the locations of mines and booby traps.

If a convoy is ambushed, security personnel immediately—

- Form a 360-degree perimeter around the mission vehicles.
- Place themselves so they can control access into the entire perimeter, yet have cover and concealment.

### Watch for Signs of the Enemy

- On the crest of a hill (not near a good reference point).
- In the fence and tree lines.
- At the end of a straight stretch of road in the woods.
- In a shell hole.
- In a haystack.
- In a building.
- In a depression.
- In the edge of the woods.
- Hidden on reverse slope of a hill (ready to fire on your rear or flank).



An ambush force can seldom pin a whole convoy in a single kill zone. More often, a part of the convoy, usually the lead or trail element or a section of the main body, is ambushed.

If an ambush is detected **before any vehicles enter the kill zone**, the convoy—

- Halts.
- Sets up security.
- Calls the response force.
- Notifies MP operating in the area.
- Takes another route if possible.

If the convoy gets caught in an ambush **and the road is not blocked**, the—

- Mission vehicles that have cleared the kill zone continue the mission.
- Vehicles in the kill zone immediately drive out of the kill zone. Other vehicles do not enter the kill zone.
- Troops in the kill zone, in a disabled vehicle that cannot move, dismount and return fire.
- Disabled vehicles that block the road out of the kill zone are pushed out of the way by following vehicles.
- Dismounted troops from disabled vehicles are picked up by following vehicles.
- Security elements immediately lay down suppressive fire on the ambushers.
- Security element leader calls for fire support.
- OIC notifies the convoy's response force, informs them of the situation, and coordinates their assault on the enemy position.
- OIC contacts the MP performing rear area security and the RAOC to request help.

Vehicles that have not entered the kill zone may have to return to the nearest secure area. They wait there until response forces clear the ambush.

If the convoy gets caught in an ambush **and the road is blocked**, the—

- OIC immediately notifies the convoy's response force.
- Troops dismount, take cover, and direct maximum fire on enemy positions.
- Troops from vehicles that are not in the kill zone dismount and set up security around the vehicles.
- OIC assesses the situation and directs the response force to make a flanking attack.
- OIC or NCOIC ensures those making the flank attack on the ambushers do not enter the target area of supporting artillery fire.

The maneuver plan might be changed by the fire support plan. For example, if immediate air or artillery

support is available, restrict troops to a certain distance from the road. This prevents casualties from friendly fire. In such a case, troops in the kill zone setup a base of fire. The other troops take up defensive positions around their vehicles. They wait while fire is called in on the ambushers.

When the ambush is dispersed or destroyed, the security element regroups. Leaders check their troops and report to the OIC. All troops assess damage, treat casualties, evacuate the wounded, and continue the mission. If the road is blocked, clear the road. The convoy resumes as soon as possible.

If the convoy is the target of an **air attack**, give the alarm (could be horn or hand signal). Take action. See *Reacting to Air Attack Chapter 2*. Notify the response force. Also notify higher HQ IAW unit SOP.

#### DEALING WITH DISABLED VEHICLES

The march element and convoy commanders must know the status of vehicles disabled by a mine, fire, wreck, or weapons fire.

Disabled vehicles must be kept secure. And they must be swiftly moved if they impede the road for other traffic. Often you can just move a disabled vehicle to the side of the road. (This lets the following vehicles keep moving.) Passengers dismount and set up defensive positions. Exercise caution when dismounting a disabled vehicle. Road shoulders often are mined or booby-trapped. The driver stays with the vehicle and tries to repair it.

The first recovery vehicle that reaches a disabled vehicle recovers it, unless other orders are received. When towing is a must, stop the tow vehicle 25 to 50 meters in front of the disabled vehicle. Attach the tow bar to the disabled vehicle. Look for mines and booby traps between the vehicles. Back the tow vehicle into position. Connect it to the disabled vehicle.

If a security vehicle becomes disabled, the convoy commander contacts the response force for a replacement. An MP team with alternate transportation stays with the vehicle until a wrecker arrives. If the OIC's or response force leader's vehicle becomes disabled, they transfer to another vehicle. They then continue the mission. If a mission vehicle becomes disabled, ammunition is transferred to an alternate vehicle. If an alternate vehicle is not available, the convoy commander contacts the NASP operations section for another vehicle and a wrecker. The convoy may not wait for the alternate vehicle if the mission is urgent. A security element is left to secure the disabled vehicle until the replacement vehicle arrives. They then escort the vehicle to its destination.

If it is a non-mission vehicle that is disabled, the convoy commander must decide if it is recoverable.

If recovery is not feasible, he may decide to destroy it in place. Destroying equipment is a command decision. Equipment is destroyed only to keep it from falling into enemy hands. Before destroying equipment, recover critical parts if time and the situation allow. Destruction can be carried out by—

- Engineers using explosives.
- Escort element gunfire.
- Artillery fire after the convoy has cleared the area.
- Tactical aircraft fire after the convoy has cleared the area.

#### **CARRYING OUT DISABLEMENT OR EMERGENCY DESTRUCTION**

Disablement or emergency destruction of special ammunition or weapons may be needed to keep hostile forces from capturing and possibly using them.

Disablement of special weapons systems, depending on the system or procedure, is reversible at either depot or local maintenance level. MP assigned to special ammunition ordnance brigades who accompany convoys carrying special material must be able to perform disablement procedures. (These procedures are classified. They are addressed in applicable weapons systems technical manuals available to soldiers assigned to units working with special ammunitions or weapons.)

Emergency destruction of special ammunition or weapons is a command decision. It is carried out only

when directed by higher headquarters or when the tactical situation impels the NASP commander, courier officer, or senior person-in-charge to act. The decision to carry out emergency destruction procedures is made only if weapons and components cannot be moved to a safe location when—

- The material is in danger of being captured.
- A unit is unable to evacuate a part of or all of its stocks during a withdrawal.
- A NASP or theater weapons holding area is threatened by a major penetration, a vertical envelopment, or a major attack by unconventional forces.

Any emergency destruction order coming from outside the unit having custody of the ammunition or weapons must be authenticated according to emergency action procedures. Emergency destruction procedures are spelled out in SOPs for units having custody. (Emergency destruction must be performed according to TB 9-1100 -816-14.) The SOPs specify the amount of emergency destruction material that must be on hand at all times. The SOPs also state how and where emergency destruction material will be carried during movements, and stored at the NASPs. If a tactical situation prevents using standard materials, field-expedient destruction can be carried out by burning or using a sledge hammer to mutilate critical electrical connectors or other critical but nonexplosive components to effectively put the material out of commission. *For more detailed discussion of disablement or emergency destruction of special material, see FM 9-84.*

### **PROVIDING SECURITY FOR THE AMMUNITION DURING TRANSLOADING**

Security must be provided wherever and whenever the special ammunition is transferred from the convoy to the user unit.

#### **AT TRANSFER POINTS**

Transloading of most special ammunition takes place as a transfer of cargo between two convoys at a transfer point. At the transfer point ensure—

- The security element sets up local security before transloading begins.
- The two-person rule is enforced around the transfer vehicles.
- NASP operations is notified of the convoy's arrival.
- The issuing courier officer moves to the release point to meet with the receiving courier officer from the user unit.
- The issuing courier officer briefs receiving unit convoy on transloading procedures and leads them to the transfer vehicles.

- Transloading is conducted rapidly but safely.
- The receiving unit departs the AO first.
- NASP operations is notified when transfer is completed.
- The convoy is reorganized and returns to the NASP.

#### **AT HELICOPTER LOADING ZONES**

Special ammunition is sometimes moved by helicopter from one location to another on the battlefield. Set up security at a helicopter landing zone the way you would set up local security. The security element—

- Sets up a hasty perimeter. *See Setting Up Local Security Chapter 3.*
- Secures the area before the arrival of the aircraft.
- Focuses on early warning measures and concealment.
- Camouflages, covers, conceals, and disperses to limit vulnerability.
- Covers or shades shiny items like vehicle windshields.
- Sets up communications with the courier officer, the NASP CR and the aircraft.

- Enforces the two-person rule around the aircraft and loading vehicle.
- To react to enemy attacks –
- Alert the response force and the NASP commander.

- Immediately send SALUTE report.
  - Render situation reports as necessary.
  - In the perimeter, allow OPs/LPs to return to the unit's position by a covered and concealed route before becoming decisively engaged.
-