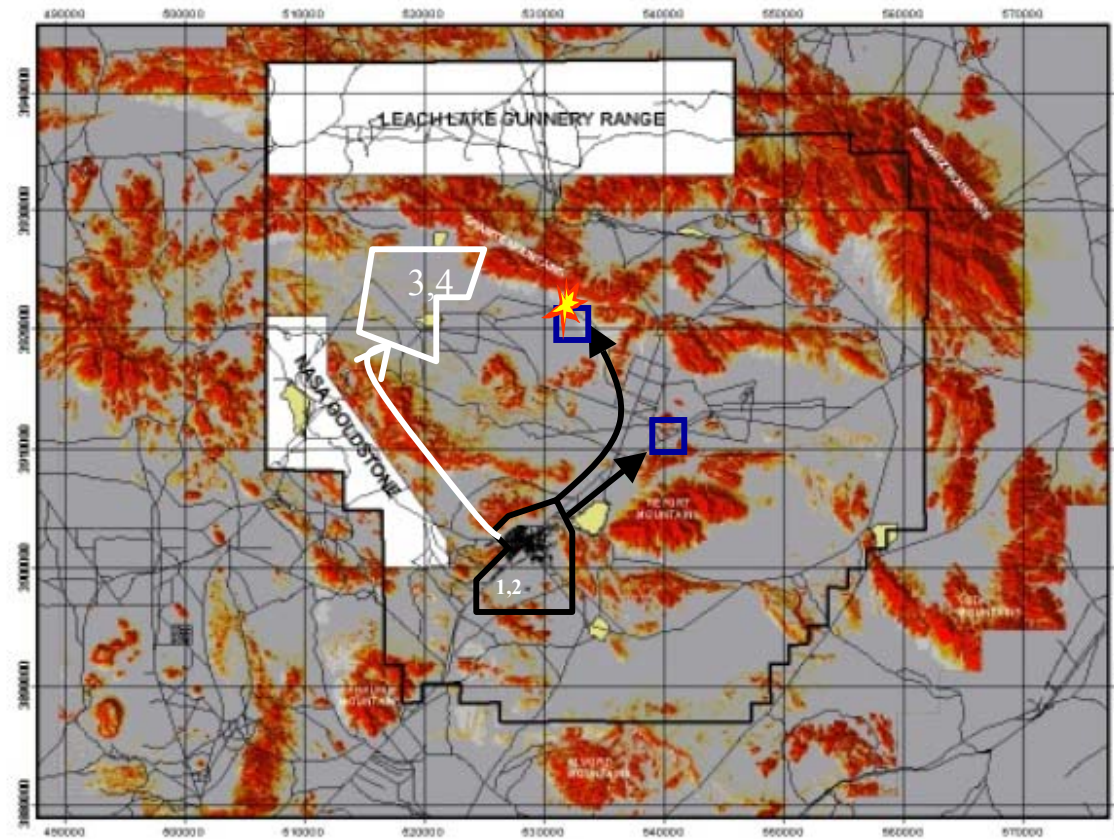


## Alternative 6 (No Action) Light Rotation Training day: RSOI 1-5

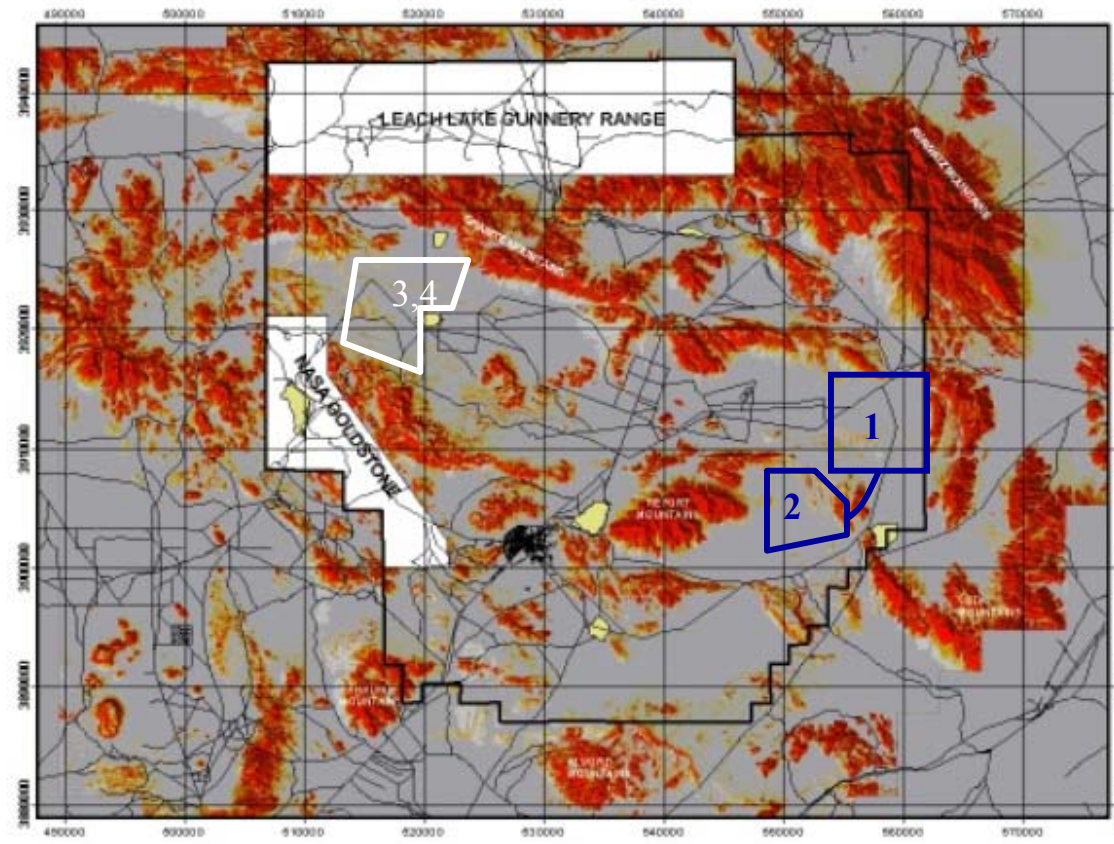


**(RSOI 1-5) Groups 1 and 2** are preparing for movement into the training area. Vehicle movement is minimal, however there are several training events which occur, and require vehicle movement into the training area. A SASO mission is conducted which involves approximately 16 wheeled vehicles. These vehicles will move approximately 40 km at 40km/hr along improved dirt roads and return. The second mission involves heavy tracked, and heavy and light wheeled vehicles. These vehicles are involved in Artillery calibration, involving 12 heavy tracks, 8 heavy wheeled and 18 light wheeled vehicles. They move approximately 30km along improved dirt roads, once at the calibration site vehicles leave the road and drive cross country and occupy an area approximately 3 km<sup>2</sup>. Max speed is 40 km/hr. The third event involves 30 Heavy and 12 light wheeled vehicles. These vehicles will be used to move soldiers to the training area to conduct rehearsals in the trench complex. Both Groups move to staging areas within the maneuver area utilizing existing paved and improved dirt roads.

Groups 3 and 4 are preparing for movement, but remain in the cantonment area until RSOI 3. At this point support areas are established in the maneuver area. On RSOI 4 all vehicles from **Groups 3 and 4** move to staging areas along paved and improved dirt roads to prepare for training.

| Force on Force        | GRP 1 BLUEFOR MANEUVER |           |           |           |           |           |           |           | GRP 2 BLUEFOR SUPPORT |          |           |           |            |           |            |            | GRP 3 OPFOR MANEUVER |           |            |           |          |          |           |           | GRP 4 OPFOR SUPPORT |          |           |           |           |           |           |           |
|-----------------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------|-----------|-----------|------------|-----------|------------|------------|----------------------|-----------|------------|-----------|----------|----------|-----------|-----------|---------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                       | HT                     |           | LT        |           | HW        |           | LW        |           | HT                    |          | LT        |           | HW         |           | LW         |            | HT                   |           | LT         |           | HW       |          | LW        |           | HT                  |          | LT        |           | HW        |           | LW        |           |
|                       | #                      | D         | #         | D         | #         | D         | #         | D         | #                     | D        | #         | D         | #          | D         | #          | D          | #                    | D         | #          | D         | #        | D        | #         | D         | #                   | D        | #         | D         | #         | D         |           |           |
|                       | 57                     | 30        | 17        | 30        | 12        | 30        | 36        | 25        | 0                     | 0        | 68        | 10        | 161        | 30        | 295        | 75         | 84                   | 50        | 156        | 50        | 0        | 0        | 36        | 50        |                     |          | 76        | 50        | 40        | 50        | 70        | 50        |
| OPSGRP                | 0                      |           | 0         |           | 0         |           |           |           |                       |          |           |           | 14         |           | 658        | 25         |                      |           |            |           |          |          |           |           |                     |          |           |           |           |           |           |           |
| <b>Total Veh.</b>     | <b>57</b>              | <b>30</b> | <b>17</b> | <b>30</b> | <b>12</b> | <b>30</b> | <b>36</b> | <b>25</b> | <b>0</b>              | <b>0</b> | <b>68</b> | <b>10</b> | <b>175</b> | <b>30</b> | <b>953</b> | <b>100</b> | <b>84</b>            | <b>50</b> | <b>156</b> | <b>50</b> | <b>0</b> | <b>0</b> | <b>36</b> | <b>50</b> | <b>0</b>            | <b>0</b> | <b>76</b> | <b>50</b> | <b>40</b> | <b>50</b> | <b>70</b> | <b>50</b> |
| <b>Total Dist</b>     | 98                     |           |           |           |           |           |           |           | 957                   |          |           |           |            |           |            |            | 221                  |           |            |           |          |          | 149       |           |                     |          |           |           |           |           |           |           |
| <b>Total Veh Dist</b> | 115                    |           |           |           |           |           |           |           | 140                   |          |           |           |            |           |            |            | 150                  |           |            |           |          |          | 150       |           |                     |          |           |           |           |           |           |           |
| <b>Total Veh Dist</b> | 11224                  |           |           |           |           |           |           |           | 133952                |          |           |           |            |           |            |            | 33120                |           |            |           |          |          | 22320     |           |                     |          |           |           |           |           |           |           |

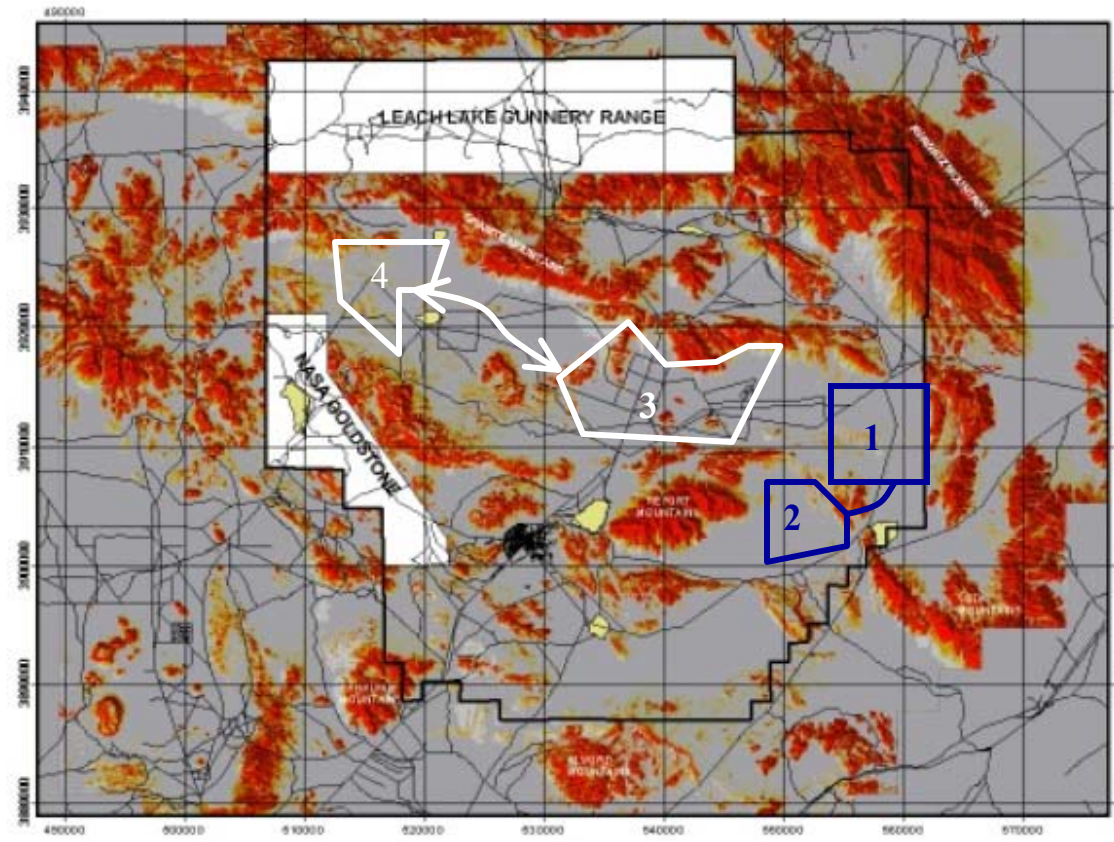
## Alternative 6 (No Action) Light Rotation Training day: 1 – Movement to Assembly Areas



**Groups 1 and 2** move approximately 30km at approximately 40 km /hr, from the cantonment area and establish assembly areas. Routes follow both dirt and gravel roads. These assembly areas range in size from 1.5 -3.5 km in diameter. Movement of traffic in the support and staging areas is orderly and is closely controlled. A small detachment from **Group 3** harasses **Groups 1 and 2** as they move into their assembly areas.

| Force on Force        | GRP 1 BLUEFOR MANEUVER |    |    |    |    |    |    |    | GRP 2 BLUEFOR SUPPORT |   |    |    |     |    |     |     | GRP 3 OPFOR MANEUVER |    |     |    |    |   |       |    | GRP 4 OPFOR SUPPORT |   |    |    |    |    |    |    |
|-----------------------|------------------------|----|----|----|----|----|----|----|-----------------------|---|----|----|-----|----|-----|-----|----------------------|----|-----|----|----|---|-------|----|---------------------|---|----|----|----|----|----|----|
|                       | HT                     |    | LT |    | HW |    | LW |    | HT                    |   | LT |    | HW  |    | LW  |     | HT                   |    | LT  |    | HW |   | LW    |    | HT                  |   | LT |    | HW |    | LW |    |
|                       | #                      | D  | #  | D  | #  | D  | #  | D  | #                     | D | #  | D  | #   | D  | #   | D   | #                    | D  | #   | D  | #  | D | #     | D  | #                   | D | #  | D  | #  | D  | #  | D  |
|                       | 57                     | 60 | 17 | 60 | 12 | 60 | 36 | 60 | 0                     | 0 | 68 | 60 | 161 | 60 | 295 | 75  | 84                   | 25 | 156 | 25 |    |   | 36    | 60 |                     |   | 76 | 40 | 40 | 40 | 34 | 60 |
| OPSGRP                | 0                      |    | 0  |    |    |    |    |    |                       |   |    |    | 14  |    | 100 | 75  |                      |    |     |    |    |   |       |    |                     |   |    |    |    |    |    |    |
| <b>Total Veh.</b>     | 57                     | 60 | 17 | 60 | 12 | 60 | 36 | 60 | 0                     | 0 | 68 | 60 | 175 | 60 | 395 | 150 | 84                   | 25 | 156 | 25 | 0  | 0 | 36    | 60 | 0                   | 0 | 76 | 40 | 40 | 40 | 34 | 60 |
| <b>Total Dist</b>     | 98                     |    |    |    |    |    |    |    | 510                   |   |    |    |     |    |     |     | 221                  |    |     |    |    |   | 120   |    |                     |   |    |    |    |    |    |    |
| <b>Total Veh Dist</b> | 240                    |    |    |    |    |    |    |    | 270                   |   |    |    |     |    |     |     | 110                  |    |     |    |    |   | 140   |    |                     |   |    |    |    |    |    |    |
| <b>Total Veh Dist</b> | 23424                  |    |    |    |    |    |    |    | 137808                |   |    |    |     |    |     |     | 24288                |    |     |    |    |   | 16800 |    |                     |   |    |    |    |    |    |    |

## Alternative 6 (No Action) Light Rotation Training day: 2 – Preparation for an Attack

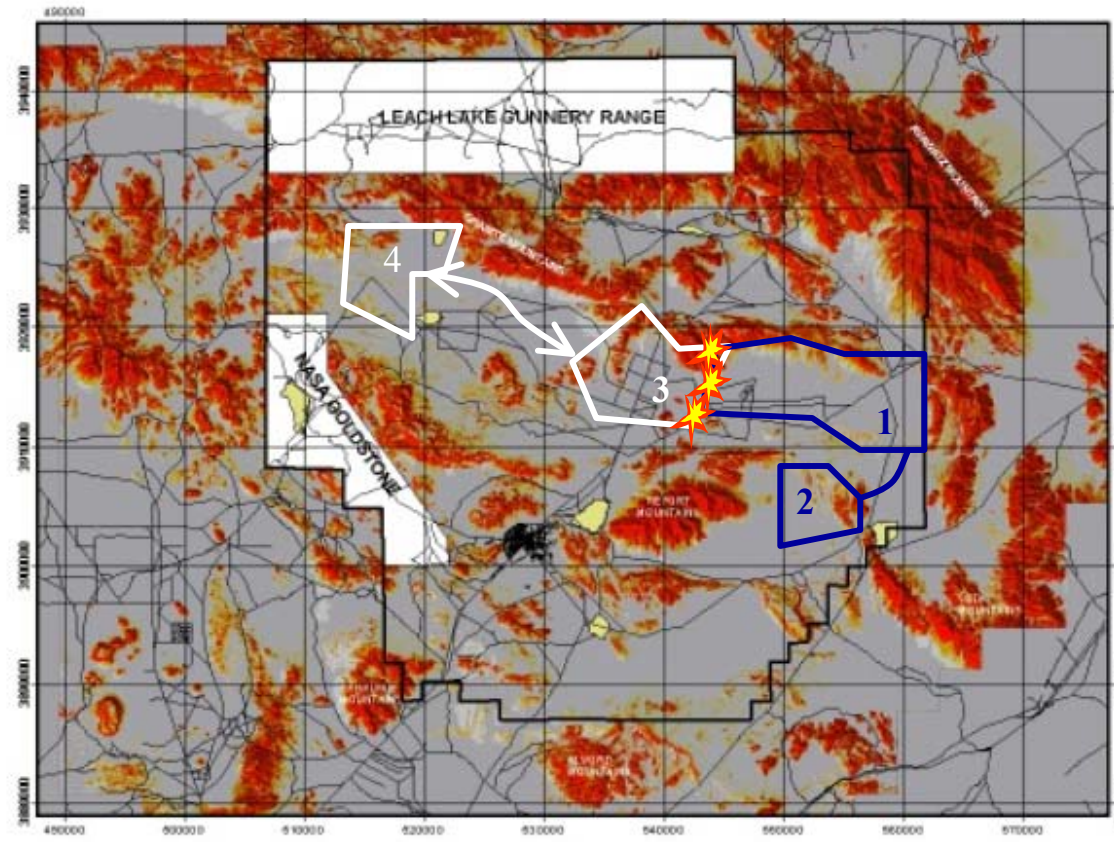


**Groups 1 and 2:** are conducting maintenance on vehicles and preparing for an attack. Reconnaissance elements consisting of approximately 6 heavy wheeled vehicles move forward and drop off approximately 100 infantry soldiers who have the mission to conduct reconnaissance on foot. Vehicle movement is slow and deliberate and occurs along existing dirt roads and cross-country. Traffic within the staging area is heavy as soldiers prepare to move forward for an attack this movement is slow but does not follow established routes. This activity continues throughout the day and night as the unit prepares for the mission. **Group 3:** Is preparing two lines of defense. The first defensive line, is made up of 4 Heavy tracked vehicles, 6 light wheels and 40 dismounted soldiers. This force is intended to slow the advance of **Group 1**. Vehicles and personnel may be utilizing hasty defensive positions, which require minimal digging. The main defensive belt consists of the remainder of **Group 3**. The main defensive belt is made up of 52 heavy tracked and 232 light tracked vehicles. These vehicles are in fighting positions which require heavy engineer tracked vehicles to dig open trenches approximately 2M across, 2M deep and several kilometers long. Individual vehicles are positioned in pits, known as fighting positions. These positions are approximately 3M wide, 3M deep and 10M long. These positions are prepared using large bull dozers, and are filled in at the completion of the training event. **Group 4:** Is supporting **Group 3**, similarly to the activities of **Group 2**.

| Force on Force        | GRP 1 BLUEFOR MANEUVER |            |           |           |           |           |           |           | GRP 2 BLUEFOR SUPPORT |          |               |           |            |           |            |            | GRP 3 OPFOR MANEUVER |           |            |           |          |          |           |           | GRP 4 OPFOR SUPPORT |          |           |           |           |           |           |           |    |    |
|-----------------------|------------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------|---------------|-----------|------------|-----------|------------|------------|----------------------|-----------|------------|-----------|----------|----------|-----------|-----------|---------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|----|----|
|                       | HT                     |            | LT        |           | HW        |           | LW        |           | HT                    |          | LT            |           | HW         |           | LW         |            | HT                   |           | LT         |           | HW       |          | LW        |           | HT                  |          | LT        |           | HW        |           | LW        |           |    |    |
|                       | #                      | D          | #         | D         | #         | D         | #         | D         | #                     | D        | #             | D         | #          | D         | #          | D          | #                    | D         | #          | D         | #        | D        | #         | D         | #                   | D        | #         | D         | #         | D         |           |           |    |    |
|                       | 57                     | 30         | 17        | 30        | 12        | 30        | 36        | 55        | 0                     | 0        | 68            | 25        | 161        | 40        | 295        | 40         |                      |           |            |           |          |          |           |           |                     |          |           |           |           |           |           |           |    |    |
|                       |                        |            |           |           | 0         |           |           |           |                       |          |               |           |            |           |            |            | 84                   | 40        | 156        | 50        |          |          |           |           | 36                  | 40       |           |           | 76        | 40        | 40        | 40        | 34 | 60 |
| OPSGRP                | 0                      |            | 0         |           |           |           |           |           |                       |          |               |           | 14         |           | 658        | 75         |                      |           |            |           |          |          |           |           |                     |          |           |           |           |           |           |           |    |    |
| <b>Total Veh.</b>     | <b>57</b>              | <b>30</b>  | <b>17</b> | <b>30</b> | <b>12</b> | <b>30</b> | <b>36</b> | <b>55</b> | <b>0</b>              | <b>0</b> | <b>68</b>     | <b>25</b> | <b>175</b> | <b>40</b> | <b>953</b> | <b>115</b> | <b>84</b>            | <b>40</b> | <b>156</b> | <b>50</b> | <b>0</b> | <b>0</b> | <b>36</b> | <b>40</b> | <b>0</b>            | <b>0</b> | <b>76</b> | <b>40</b> | <b>40</b> | <b>40</b> | <b>34</b> | <b>60</b> |    |    |
| <b>Total Dist</b>     | <b>98</b>              |            |           |           |           |           |           |           |                       |          | <b>957</b>    |           |            |           |            |            | <b>221</b>           |           |            |           |          |          |           |           | <b>120</b>          |          |           |           |           |           |           |           |    |    |
| <b>Total Veh Dist</b> | <b>14</b>              | <b>152</b> |           |           |           |           |           |           |                       |          | <b>172224</b> |           |            |           |            |            | <b>28704</b>         |           |            |           |          |          |           |           | <b>16800</b>        |          |           |           |           |           |           |           |    |    |



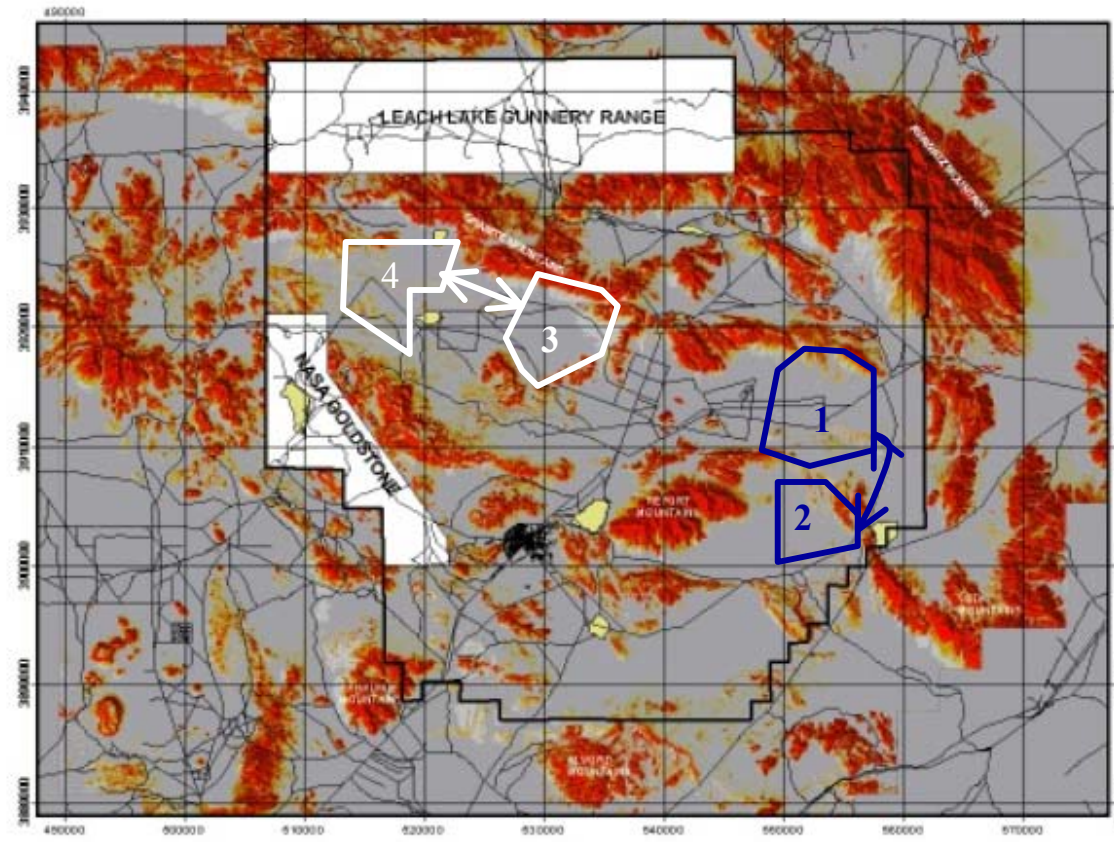
## Alternative 6 (No Action) Light Rotation Training day: 4 - Continue the Attack



**Group 1:** Attacks toward **Group 3's** initial lines of defense. The initial attack is led with up to 600 dismounted infantry soldiers, whose mission is to secure terrain and routes for the heavy and light tracks of **Group 1** these soldiers move toward their objective by helicopter, heavy and light wheeled vehicles. These vehicles move in convoy along improved dirt and gravel roads. Distance is approximately 25km with an average speed of 35km / hr. Once the routes are secure up to 57 heavy and 68 light tracked vehicles move along roads until they begin to close with the main defenses of **Group 3**. At this point vehicles begin to disperse and move cross-country. Average speed for these tracked vehicles is approximately 40km/hr. Wheeled vehicle movement is minimal at this time, however some traffic can be expected between groups 1 and 2 as personnel, equipment, and supplies are moved around the battlefield. **Group 2:** Remains relatively static and is preparing to move forward to support the continuation of the attack. **Group 3:** the first line of defense is delaying group 1 and moves back approximately 4 km toward the main line of defense. These vehicles will either reinforce the second line of defense or move back closer to **Group 4**.

|                       | GRP 1 BLUEFOR MANEUVER |           |           |           |           |           |           |           | GRP 2 BLUEFOR SUPPORT |          |           |           |            |           |            |            | GRP 3 OPFOR MANEUVER |           |            |           |          |          |           |           | GRP 4 OPFOR SUPPORT |           |           |           |           |           |           |           |
|-----------------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------|-----------|-----------|------------|-----------|------------|------------|----------------------|-----------|------------|-----------|----------|----------|-----------|-----------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                       | HT                     |           | LT        |           | HW        |           | LW        |           | HT                    |          | LT        |           | HW         |           | LW         |            | HT                   |           | LT         |           | HW       |          | LW        |           | HT                  |           | LT        |           | HW        |           | LW        |           |
|                       | #                      | D         | #         | D         | #         | D         | #         | D         | #                     | D        | #         | D         | #          | D         | #          | D          | #                    | D         | #          | D         | #        | D        | #         | D         | #                   | D         | #         | D         | #         | D         |           |           |
|                       | 57                     | 40        | 17        | 40        | 12        | 25        | 36        | 25        | 0                     | 0        | 68        | 75        | 161        | 75        | 295        | 75         | 62                   | 50        | 156        | 50        |          |          | 36        | 50        | 22                  | 45        | 76        | 50        | 40        | 50        | 34        | 75        |
|                       | 0                      |           | 0         |           |           |           |           |           |                       |          |           |           | 14         |           | 658        | 75         |                      |           |            |           |          |          |           |           |                     |           |           |           |           |           |           |           |
| <b>Total</b>          | <b>57</b>              | <b>40</b> | <b>17</b> | <b>40</b> | <b>12</b> | <b>25</b> | <b>36</b> | <b>25</b> | <b>0</b>              | <b>0</b> | <b>68</b> | <b>75</b> | <b>175</b> | <b>75</b> | <b>953</b> | <b>150</b> | <b>62</b>            | <b>50</b> | <b>156</b> | <b>50</b> | <b>0</b> | <b>0</b> | <b>36</b> | <b>50</b> | <b>22</b>           | <b>45</b> | <b>76</b> | <b>50</b> | <b>40</b> | <b>50</b> | <b>34</b> | <b>75</b> |
| <b>Total Veh.</b>     | 98                     |           |           |           |           |           |           |           | 957                   |          |           |           |            |           |            |            | 203                  |           |            |           |          |          | 138       |           |                     |           |           |           |           |           |           |           |
| <b>Total Dist</b>     | 130                    |           |           |           |           |           |           |           | 300                   |          |           |           |            |           |            |            | 150                  |           |            |           |          |          | 220       |           |                     |           |           |           |           |           |           |           |
| <b>Total Veh Dist</b> | 12688                  |           |           |           |           |           |           |           | 287040                |          |           |           |            |           |            |            | 30480                |           |            |           |          |          | 30272     |           |                     |           |           |           |           |           |           |           |

## Alternative 6 (No Action) Light Rotation Training day: 5 - Preparation for the Defense

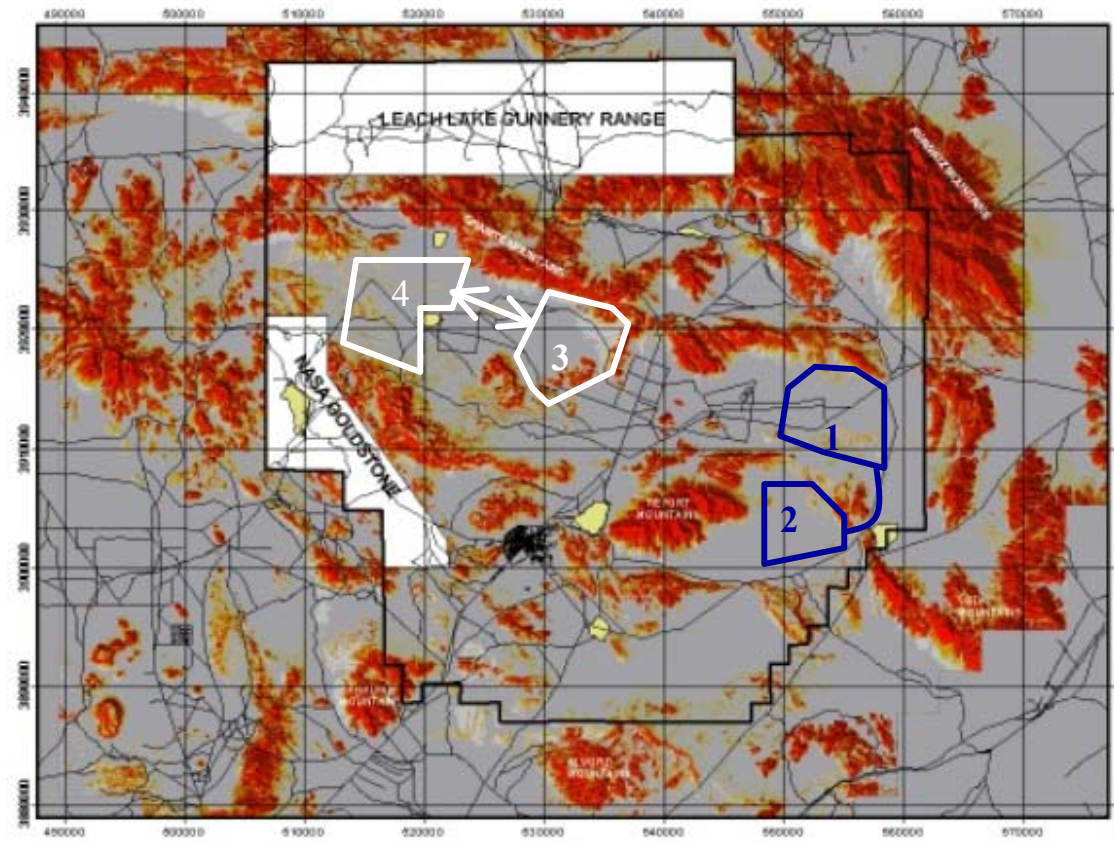


**Group 1:** Has stopped its movement forward and **Group 3** has moved back approximately 20 km to consolidate and prepare to counterattack. **Group 1** begins to prepare for a defensive mission, similar to the activities of **Group 3** during Training Day 2. However, the engineering effort is not as intense, since a majority of the soldiers are infantrymen and are capable of going to high ground and other areas where heavy vehicles can not travel and protection is provided by the terrain. The 57 Heavy tracked vehicles of **Group 1** will be in fighting positions which are approximately 3Meters wide, 3Meters deep and 10 Meters long. **Groups 2 and 4** are positioning themselves in order to provide support. This movement consists of approximately 370 light wheels and 220 heavy wheeled vehicles moving approximately 40 km at 40km /hr.

| Force on Force        | GRP 1 BLUEFOR MANEUVER |    |    |    |    |   |    |    | GRP 2 BLUEFOR SUPPORT |   |    |    |     | GRP 3 OPFOR MANEUVER |     |     |       |    | GRP 4 OPFOR SUPPORT |    |    |   |    |    |       |    |    |    |    |    |    |    |
|-----------------------|------------------------|----|----|----|----|---|----|----|-----------------------|---|----|----|-----|----------------------|-----|-----|-------|----|---------------------|----|----|---|----|----|-------|----|----|----|----|----|----|----|
|                       | HT                     |    | LT |    | HW |   | LW |    | HT                    |   | LT |    | HW  |                      | LW  |     | HT    |    | LT                  |    | HW |   | LW |    |       |    |    |    |    |    |    |    |
|                       | #                      | D  | #  | D  | #  | D | #  | D  | #                     | D | #  | D  | #   | D                    | #   | D   | #     | D  | #                   | D  | #  | D | #  | D  |       |    |    |    |    |    |    |    |
|                       | 57                     | 25 | 17 | 25 | 12 | 0 | 36 | 30 | 0                     | 0 | 68 | 50 | 161 | 75                   | 295 | 75  | 84    | 45 | 156                 | 45 |    |   | 36 | 50 | 76    | 75 | 40 | 75 | 34 | 75 |    |    |
|                       | 0                      |    | 0  |    | 0  |   |    |    |                       |   |    |    | 14  |                      | 658 | 75  |       |    |                     |    |    |   |    |    |       |    |    |    |    |    |    |    |
| <b>Total Veh.</b>     | 57                     | 25 | 17 | 25 | 12 | 0 | 36 | 30 | 0                     | 0 | 68 | 50 | 175 | 75                   | 953 | 150 | 84    | 45 | 156                 | 45 | 0  | 0 | 36 | 50 | 0     | 0  | 76 | 75 | 40 | 75 | 34 | 75 |
| <b>Total Dist</b>     | 98                     |    |    |    |    |   |    |    | 957                   |   |    |    |     |                      |     |     | 221   |    |                     |    |    |   |    |    | 120   |    |    |    |    |    |    |    |
| <b>Total Veh Dist</b> | 80                     |    |    |    |    |   |    |    | 275                   |   |    |    |     |                      |     |     | 140   |    |                     |    |    |   |    |    | 225   |    |    |    |    |    |    |    |
| <b>Total Veh Dist</b> | 7808                   |    |    |    |    |   |    |    | 263120                |   |    |    |     |                      |     |     | 30912 |    |                     |    |    |   |    |    | 27000 |    |    |    |    |    |    |    |



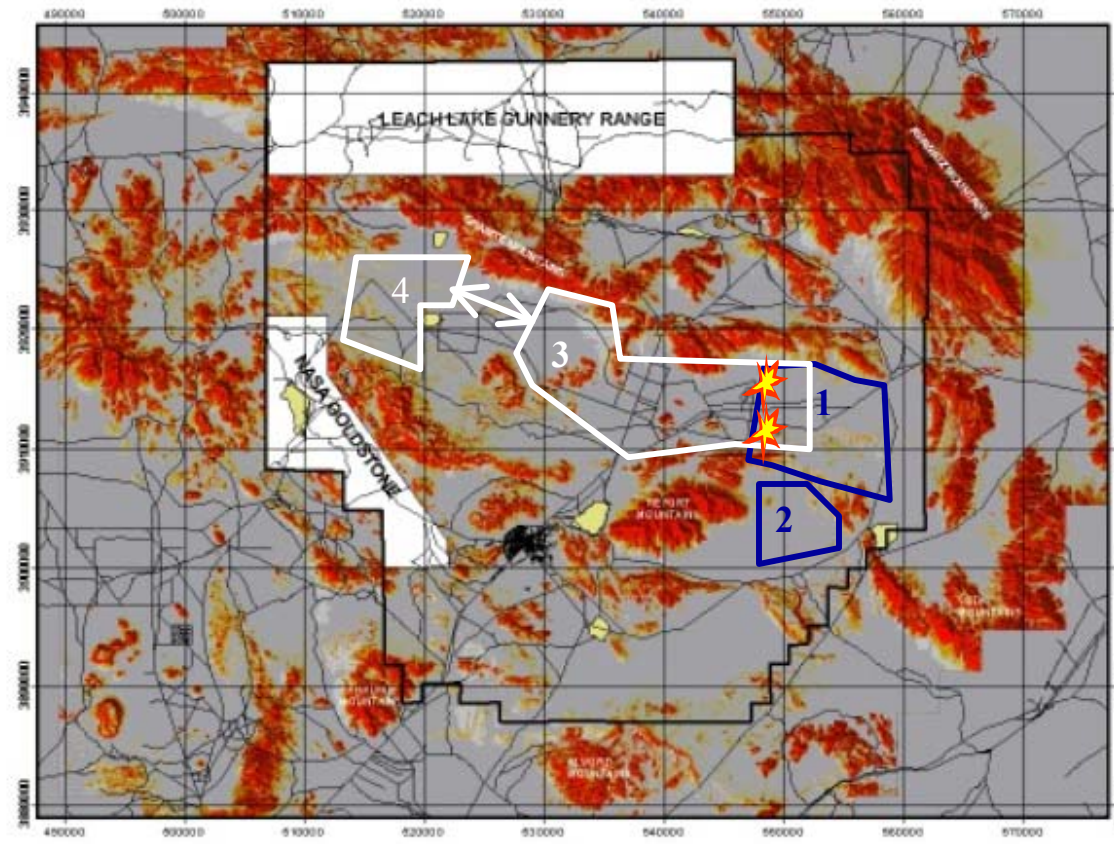
## Alternative 6 (No Action) Light Rotation Training day: 7 – Prepare for Movement to Contact



**Group 1** is in its defensive positions, and remains relatively static. **Group 2** has completed its support operations and has gathered at the assembly area. Movement between groups 1&2 is high as Group 1 prepares for the next mission. Up to 173 heavy and 295 light wheeled vehicles conduct casualty evacuation and resupply missions. These vehicles travel in convoys of 10 vehicles, while using improved dirt roads. Convoy speeds average 40 km/hr. **Group 3** is in an assembly area and is preparing for the next mission. **Group 4** continues to provide support from the cantonment area.

| Force on Force               | GRP 1 BLUEFOR MANEUVER |    |    |    |    |    |    |    | GRP 2 BLUEFOR SUPPORT |   |        |    |     |     |     |     | GRP 3 OPFOR MANEUVER |    |     |    |    |   |    |    | GRP 4 OPFOR SUPPORT |   |    |    |    |    |    |    |
|------------------------------|------------------------|----|----|----|----|----|----|----|-----------------------|---|--------|----|-----|-----|-----|-----|----------------------|----|-----|----|----|---|----|----|---------------------|---|----|----|----|----|----|----|
|                              | HT                     |    | LT |    | HW |    | LW |    | HT                    |   | LT     |    | HW  |     | LW  |     | HT                   |    | LT  |    | HW |   | LW |    | HT                  |   | LT |    | HW |    | LW |    |
|                              | #                      | D  | #  | D  | #  | D  | #  | D  | #                     | D | #      | D  | #   | D   | #   | D   | #                    | D  | #   | D  | #  | D | #  | D  | #                   | D | #  | D  | #  | D  |    |    |
|                              | 57                     | 30 | 17 | 30 | 12 | 30 | 36 | 30 | 0                     | 0 | 68     | 30 | 161 | 75  | 295 | 75  | 84                   | 30 | 156 | 30 |    |   | 36 | 75 |                     |   | 76 | 50 | 40 | 50 | 34 | 75 |
|                              | 0                      |    | 0  |    | 0  |    |    |    |                       |   |        |    | 14  | 75  | 100 | 30  |                      |    |     |    |    |   |    |    |                     |   |    |    |    |    |    |    |
| <b>Total Veh. Total</b>      | 57                     | 30 | 17 | 30 | 12 | 30 | 36 | 30 | 0                     | 0 | 68     | 30 | 175 | 150 | 395 | 105 | 84                   | 30 | 156 | 30 | 0  | 0 | 36 | 75 | 0                   | 0 | 76 | 50 | 40 | 50 | 34 | 75 |
| <b>Total Veh. Dist Total</b> | 120                    |    |    |    |    |    |    |    |                       |   |        |    |     |     |     |     | 221                  |    |     |    |    |   |    |    | 120                 |   |    |    |    |    |    |    |
| <b>Total Veh. Dist</b>       | 11712                  |    |    |    |    |    |    |    |                       |   | 145464 |    |     |     |     |     | 29808                |    |     |    |    |   |    |    | 21000               |   |    |    |    |    |    |    |

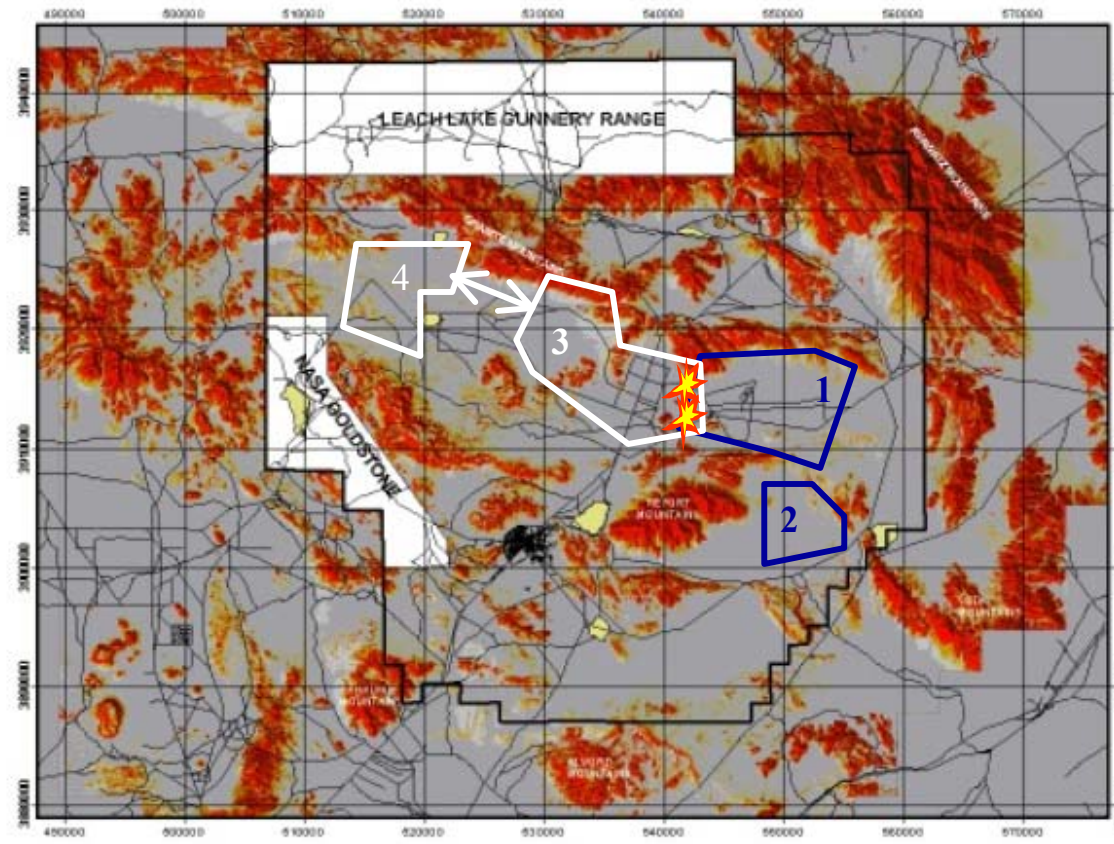
## Alternative 6 (No Action) Light Rotation Training day: 8 – Movement to Contact



**Groups 1 and 3:** begin movement toward each other. Vehicles move at a rapid pace until initial contact is made, each group can expect to travel up to 20km before contact is made. Once the two groups close vehicles disperse and movement slows. One group stops and begins preparing for defensive operations. This is a hasty defense and does not require as much digging and movement as the earlier defensive missions. The other group transitions into offensive operations, and prepares to attack. The numbers of vehicles participating in these follow on missions is much smaller than what both groups initially started with, due to "attrition" during the battle.

| Force on Force               | GRP 1 BLUEFOR MANEUVER |    |    |    |    |    |    |    | GRP 2 BLUEFOR SUPPORT |   |        |    |     | GRP 3 OPFOR MANEUVER |     |     |       |    |     | GRP 4 OPFOR SUPPORT |    |   |    |    |       |   |    |    |    |    |    |     |
|------------------------------|------------------------|----|----|----|----|----|----|----|-----------------------|---|--------|----|-----|----------------------|-----|-----|-------|----|-----|---------------------|----|---|----|----|-------|---|----|----|----|----|----|-----|
|                              | HT                     |    | LT |    | HW |    | LW |    | HT                    |   | LT     |    | HW  |                      | LW  |     | HT    |    | LT  |                     | HW |   | LW |    |       |   |    |    |    |    |    |     |
|                              | #                      | D  | #  | D  | #  | D  | #  | D  | #                     | D | #      | D  | #   | D                    | #   | D   | #     | D  | #   | D                   | #  | D | #  | D  |       |   |    |    |    |    |    |     |
|                              | 57                     | 45 | 17 | 45 | 12 | 25 | 36 | 50 | 0                     | 0 | 68     | 50 | 161 | 50                   | 295 | 75  | 84    | 70 | 156 | 80                  |    |   | 36 | 70 |       |   | 76 | 50 | 40 | 50 | 34 | 120 |
|                              | 0                      |    | 0  |    |    |    |    |    |                       |   |        |    | 14  |                      | 658 | 100 |       |    |     |                     |    |   |    |    |       |   |    |    |    |    |    |     |
| <b>Total Veh. Total</b>      | 57                     | 45 | 17 | 45 | 12 | 25 | 36 | 50 | 0                     | 0 | 68     | 50 | 175 | 50                   | 953 | 175 | 84    | 70 | 156 | 80                  | 0  | 0 | 36 | 70 | 0     | 0 | 76 | 50 | 40 | 50 | 34 | 120 |
| <b>Total Veh. Dist Total</b> | 165                    |    |    |    |    |    |    |    |                       |   |        |    |     |                      |     |     | 221   |    |     |                     |    |   |    |    | 120   |   |    |    |    |    |    |     |
| <b>Total Veh. Dist</b>       | 16104                  |    |    |    |    |    |    |    |                       |   | 263120 |    |     |                      |     |     | 48576 |    |     |                     |    |   |    |    | 26400 |   |    |    |    |    |    |     |

## Alternative 6 (No Action) Light Rotation Training day: 9 – Hasty Attack



The remainder of **Group 1** continues the attack against **Group 3** traveling up to 15km. The scale of this attack is not as large as the attack earlier in the training rotation, and culminates with **Groups 3** returning to the cantonment area, and **Groups 1 and 2** preparing for live fire operations.

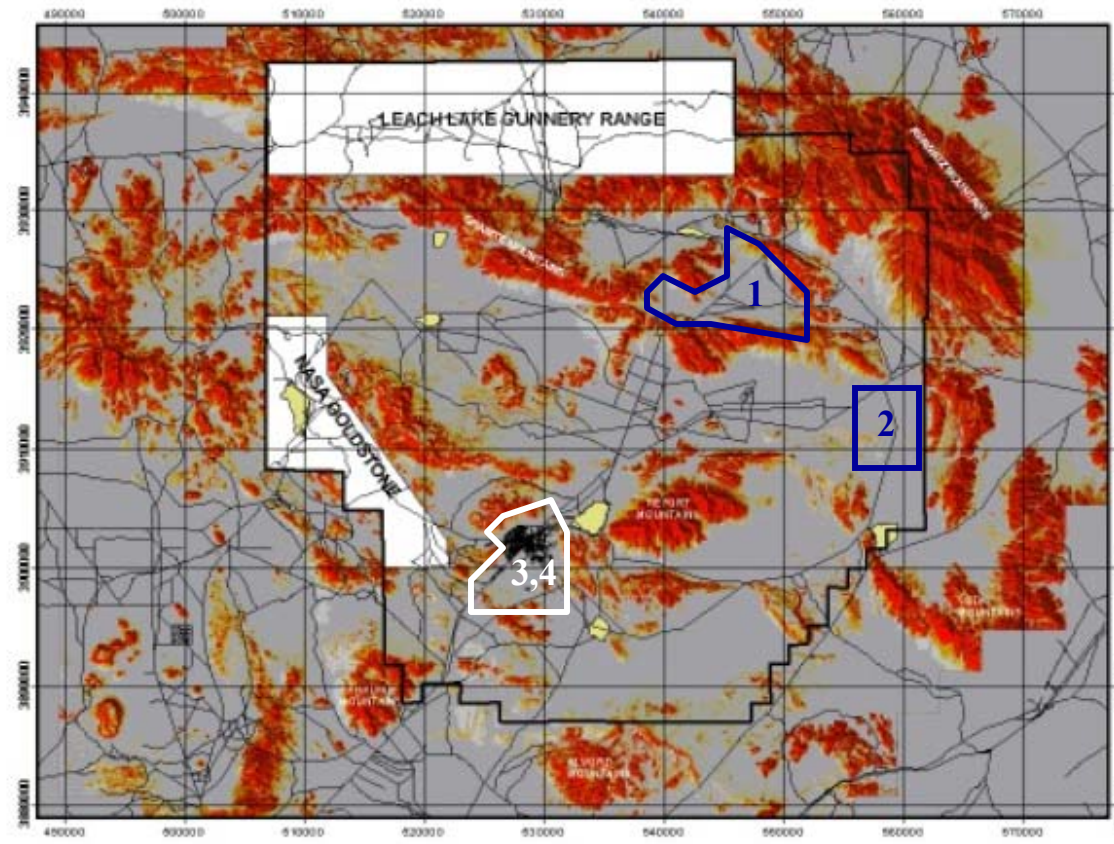
| Force on Force        | GRP 1 BLUEFOR MANEUVER |           |           |           |           |           |           |           | GRP 2 BLUEFOR SUPPORT |          |           |           |            | GRP 3 OPFOR MANEUVER |            |            |           |           |            | GRP 4 OPFOR SUPPORT |          |          |           |           |          |          |           |           |           |           |           |           |
|-----------------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------|-----------|-----------|------------|----------------------|------------|------------|-----------|-----------|------------|---------------------|----------|----------|-----------|-----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                       | HT                     |           | LT        |           | HW        |           | LW        |           | HT                    |          | LT        |           | HW         |                      | LW         |            | HT        |           | LT         |                     | HW       |          | LW        |           |          |          |           |           |           |           |           |           |
|                       | #                      | D         | #         | D         | #         | D         | #         | D         | #                     | D        | #         | D         | #          | D                    | #          | D          | #         | D         | #          | D                   | #        | D        | #         | D         |          |          |           |           |           |           |           |           |
|                       | 57                     | 50        | 17        | 50        | 12        | 30        | 36        | 50        | 0                     | 0        | 68        | 50        | 161        | 75                   | 295        | 75         | 84        | 25        | 156        | 25                  |          |          | 36        | 50        | 76       | 50       | 40        | 50        | 34        | 75        |           |           |
|                       | 0                      |           | 0         |           | 0         |           |           |           |                       |          |           |           | 14         |                      | 658        | 75         |           |           |            |                     |          |          |           |           |          |          |           |           |           |           |           |           |
| <b>Total</b>          | <b>57</b>              | <b>50</b> | <b>17</b> | <b>50</b> | <b>12</b> | <b>30</b> | <b>36</b> | <b>50</b> | <b>0</b>              | <b>0</b> | <b>68</b> | <b>50</b> | <b>175</b> | <b>75</b>            | <b>953</b> | <b>150</b> | <b>84</b> | <b>25</b> | <b>156</b> | <b>25</b>           | <b>0</b> | <b>0</b> | <b>36</b> | <b>50</b> | <b>0</b> | <b>0</b> | <b>76</b> | <b>50</b> | <b>40</b> | <b>50</b> | <b>34</b> | <b>75</b> |
| <b>Total Veh.</b>     |                        |           |           |           |           |           |           |           |                       |          |           |           |            |                      |            |            |           |           |            |                     |          |          |           |           |          |          |           |           |           |           |           |           |
| <b>Total Dist</b>     |                        | 98        |           |           |           |           |           |           |                       |          | 957       |           |            |                      |            |            |           | 221       |            |                     |          |          |           |           | 120      |          |           |           |           |           |           |           |
| <b>Total Veh Dist</b> |                        | 180       |           |           |           |           |           |           |                       |          | 275       |           |            |                      |            |            |           | 100       |            |                     |          |          |           |           | 175      |          |           |           |           |           |           |           |
| <b>Total Veh Dist</b> |                        | 17568     |           |           |           |           |           |           |                       |          | 263120    |           |            |                      |            |            |           | 22080     |            |                     |          |          |           |           | 21000    |          |           |           |           |           |           |           |







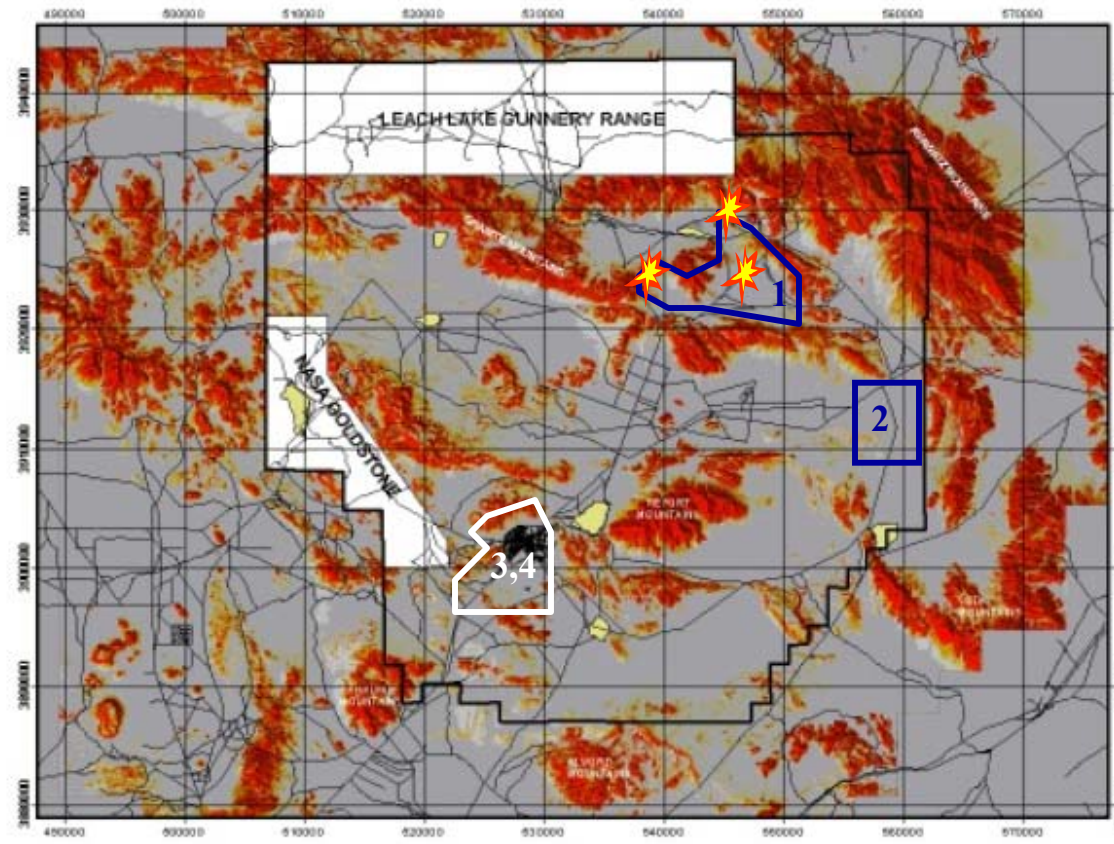
## Alternative 6 (No Action) Light Rotation Training day: 13 – Preparation for the Defense



**Group 1** is preparing for a defensive mission requiring heavy engineer tracked vehicles to dig open trenches approximately 2M across, 2M deep and several kilometers long. Individual vehicles are positioned in fighting positions which mirror the positions used during training day 1. **Group 2** remains in an assembly area approximately 25 Km behind **Group 1**. Numerous light and heavy wheeled vehicles move forward and back throughout this period. These vehicles will remain on existing roads with minimal travel occurring cross country. Maximum speed is approximately 40 km/hr.

|                       | GRP 1 BLUEFOR MANEUVER |           |           |           |           |           |           |           | GRP 2 BLUEFOR SUPPORT |          |            |           |            | GRP 3 OPFOR MANEUVER |            |            |          | GRP 4 OPFOR SUPPORT |          |          |          |          |          |          |
|-----------------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------|------------|-----------|------------|----------------------|------------|------------|----------|---------------------|----------|----------|----------|----------|----------|----------|
|                       | HT                     |           | LT        |           | HW        |           | LW        |           | HT                    |          | LT         |           | HW         |                      | LW         |            | HT       |                     | LT       |          | HW       |          | LW       |          |
|                       | #                      | D         | #         | D         | #         | D         | #         | D         | #                     | D        | #          | D         | #          | D                    | #          | D          | #        | D                   | #        | D        | #        | D        | #        | D        |
|                       | 57                     | 30        | 17        | 30        | 12        | 30        | 36        | 30        | 0                     | 0        | 68         | 30        | 161        | 75                   | 295        | 75         |          |                     |          |          |          |          |          |          |
|                       | 0                      |           | 0         |           | 0         |           |           |           |                       |          | 60         |           |            |                      | 598        | 50         |          |                     |          |          |          |          |          |          |
| <b>Total</b>          | <b>57</b>              | <b>30</b> | <b>17</b> | <b>30</b> | <b>12</b> | <b>30</b> | <b>36</b> | <b>30</b> | <b>0</b>              | <b>0</b> | <b>128</b> | <b>30</b> | <b>161</b> | <b>75</b>            | <b>893</b> | <b>125</b> | <b>0</b> | <b>0</b>            | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Total Veh.</b>     | 98                     |           |           |           |           |           |           |           | 946                   |          |            |           |            |                      |            |            |          |                     |          |          |          |          |          |          |
| <b>Total Dist</b>     | 120                    |           |           |           |           |           |           |           | 230                   |          |            |           |            | 0                    |            |            |          | 0                   |          |          |          |          |          |          |
| <b>Total Veh Dist</b> | 11712                  |           |           |           |           |           |           |           | 217488                |          |            |           |            |                      |            |            |          |                     |          |          |          |          |          |          |

## Alternative 6 (No Action) Light Rotation Training day: 14 – Live Fire Defense



**Group 1** is in its defensive positions, and remains very static. **Group 2** has completed its support operations and has gathered at the assembly area. Movement between groups 1&2 is non-existent for safety reasons.

|                       | GRP 1 BLUEFOR MANEUVER |           |           |           |           |          |           |           | GRP 2 BLUEFOR SUPPORT |          |            |            |            |           |            |            | GRP 3 OPFOR MANEUVER |          |          |          |          |          |          |          | GRP 4 OPFOR SUPPORT |          |          |          |          |          |    |  |
|-----------------------|------------------------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------------------|----------|------------|------------|------------|-----------|------------|------------|----------------------|----------|----------|----------|----------|----------|----------|----------|---------------------|----------|----------|----------|----------|----------|----|--|
|                       | HT                     |           | LT        |           | HW        |          | LW        |           | HT                    |          | LT         |            | HW         |           | LW         |            | HT                   |          | LT       |          | HW       |          | LW       |          | HT                  |          | LT       |          | HW       |          | LW |  |
|                       | #                      | D         | #         | D         | #         | D        | #         | D         | #                     | D        | #          | D          | #          | D         | #          | D          | #                    | D        | #        | D        | #        | D        | #        | D        | #                   | D        | #        | D        | #        | D        |    |  |
|                       | 57                     | 50        | 17        | 50        | 12        | 0        | 36        | 50        | 0                     | 0        | 68         | 50         | 161        | 75        | 295        | 75         |                      |          |          |          |          |          |          |          |                     |          |          |          |          |          |    |  |
|                       | 0                      |           | 0         |           | 0         |          |           |           |                       |          | 60         | 50         |            |           | 658        | 50         |                      |          |          |          |          |          |          |          |                     |          |          |          |          |          |    |  |
| <b>Total</b>          | <b>57</b>              | <b>50</b> | <b>17</b> | <b>50</b> | <b>12</b> | <b>0</b> | <b>36</b> | <b>50</b> | <b>0</b>              | <b>0</b> | <b>128</b> | <b>100</b> | <b>161</b> | <b>75</b> | <b>953</b> | <b>125</b> | <b>0</b>             | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |    |  |
| <b>Veh. Total</b>     | 98                     |           |           |           |           |          |           |           | 994                   |          |            |            |            |           |            |            |                      |          |          |          |          |          |          |          |                     |          |          |          |          |          |    |  |
| <b>Dist Total</b>     | 150                    |           |           |           |           |          |           |           | 300                   |          |            |            |            |           |            |            | 0                    |          |          |          |          |          |          |          | 0                   |          |          |          |          |          |    |  |
| <b>Total Veh Dist</b> | 14640                  |           |           |           |           |          |           |           | 298080                |          |            |            |            |           |            |            |                      |          |          |          |          |          |          |          |                     |          |          |          |          |          |    |  |