

APPENDIX B

COMBINED AND MULTINATIONAL RECOVERY AND BDAR OPERATIONS

Army missions increasingly call for combined and multinational recovery and BDAR operations to be part of a multinational force. For Recovery and BDAR (R-BDAR) managers and operators, this means that there will be many opportunities and requirements to recover C&M vehicles. It also means they will recover our vehicles. This appendix provides guidance for making coordination for such operations and for actual execution of such operations. It also briefly covers R-BDAR operations concerning captured or abandoned enemy equipment.

COORDINATION CONSIDERATIONS CHECKLIST.

When faced with an operation in which US R-BDAR assets may be used to support C&M assets or vice versa, check for existing STANAG and SOPs. Then make contact with the affected C&M unit to exchange key information. Although coordination at the initial phases of a C&M operation will start at the highest level, as the relationship matures coordination or information exchanges should routinely happen at tactical unit levels. This should be encouraged until routinization is such that information exchanges happen at the operator level wherever possible. During that process, as much as possible should be established as SOP. Here is some critical information that needs to be exchanged or critical understandings that need to be established:

- Where recovered assets should be towed to. Potential C&M supporting units need to have US MCP locations and US forces need to have MCP locations or other collection points established in accordance with the C&M unit they may support.
- A POC for questions and guidance. Establish one for C&M forces to contact as well as one for US forces to contact. R-BDAR elements should be able to contact these POCs via radio or wire communications.
- Clearly establish command and control. Does a US R-BDAR element revert to C&M command and control for the duration of support to that C&M unit or does the US parent unit maintain command and control? Who establishes priorities for a R-BDAR asset in an area where more than one
- R-BDAR mission exists regarding C&M assets? These types of questions will become mission detractors if not clearly resolved prior to initiation of R-BDAR missions.
- Establish the extent to which BDAR can be applied to C&M units.

- Identify peculiarities regarding primary vehicles each nation might recover for the other. Exchange technical information regarding automotive preps required prior to towing, preferred hookup locations for winching or overturning, and any other information that would help avoid unsafe or damaging R-BDAR actions. Also exchange information regarding special actions to be taken to secure sensitive items such as radios, maps, Signal of Instruction (SOI), or high cost or scarce components.
- What is C&M unit doctrine regarding the use of the disabled crew on the site? C&M doctrine may be different from US doctrine which requires crews to help in R-BDAR operations as well as provide local security.
- What coordination will be required regarding passage of lines, if required? Clearly establish who must be contacted for such passage.
- Exchange operational plans and graphics as required to preclude inadvertent distraction to

combat operations or placing R-BDAR assets in undue danger.

- Clearly establish recognition signals. These include challenges and passwords as well as identifying vehicle markings. Having recognition markings is especially important in operations where C&M units and enemy forces use the same vehicles or in which the enemy may be using US vehicles.
- Any special operational hazards, such as the use of NBC or minefields. As necessary and where possible, arrange for C&M guides or provide guides to C&C R-BDAR supporting elements.
- If possible, provide C&M R-BDAR units with US BDAR kits for effecting BDAR on US vehicles.
- Arrange for mutual training or orientation sessions with R-BDAR personnel, if time and situation permit.

- Try to arrange for translators to be at the R-BDAR site. An even better arrangement

would be to have the technical advisor from the nation owning the equipment available.

EXECUTION CONSIDERATIONS CHECKLIST

Of prime consideration is getting equipment back into battle as quickly as possible while creating as little collateral damage as possible. Of equal importance is your surviving to complete the mission. Here are some execution considerations. The considerations discussed involving approach to the site, local security, camouflage, and actions to be taken on contact apply to these operations as well.

- Prior to commencing R-BDAR operations on C&M vehicles, make sure authorization has been given and obtain any necessary guidance.
- Try to get a member of the crew or a technical representative to provide technical guidance.

- Obtain applicable manuals to try to determine the proper R-BDAR actions to take. Even where language is a problem, pictures and diagrams may prove useful.
- Do not begin any operations until you have gathered as much technical information as possible. Acting too quickly or prematurely might cause inadvertent and unnecessary damage.
- Report the completion of the mission to the US chain of command. The US chain of command will pass that information to the C&C chain of command at the LNO level.

SECURITY OF SENSITIVE ITEMS AND SALVAGE OF DAMAGED EQUIPMENT

Only divisional or higher commanders have the authority to order destruction of equipment. In OP orders, this authority is usually delegated to subordinate commanders.

When a piece of equipment is destroyed, it must be reported through proper command channels.

Demolition Plans. Standing operating procedures for all using organizations should include a master demolition plan. Plan should include the following:

- Establish priorities of equipment for destruction.
- Establish priorities of components for destruction on each piece of equipment as well as repair parts.

- List ideal with alternate methods of destruction applicable to all equipment, the tactical situations in which applicable, and any limitations.
- Time estimates for destruction of each piece of equipment by method and total time based on all equipment should be computed.
- Assign personnel to specific destruction tasks.
- List any and all safety hazards or necessary precautions, for example, depleted uranium.

Demolition plans are only guidelines based on ideal conditions. In other than ideal situations, destroy as effectively as possible.

SAFETY CONSIDERATIONS

Hazards that exist on the battlefield from fires will also be present during demolition of equipment, for example, toxic fumes. Safety is an important consideration; become completely familiar with all aspects of your equipment. TMs, for your specific equipment, list warnings and hazards throughout.

Classified Documents. Classified documents, notes, and instructions of any kind should be removed from the vehicle prior to demolition. These classified materials must be rendered completely useless to the enemy.