

Appendix A

**DISCOM Support to Light-Heavy/Heavy-Light Mixes**

*Contents*

	<i>Page</i>
LIGHT AND HEAVY FORCES .....	A-1
GENERAL SUPPORT CONSIDERATIONS .....	A-1
SUPPORT TO SPECIFIC MIXES .....	A-4

**LIGHT AND HEAVY FORCES**

Effective integration of light and heavy forces maximizes the capabilities of each type of force. It uses the advantages of one type to offset the limitations of the other. Not all situations are suitable for such mixes. In considering integration of light and heavy forces, planners match the force to the mission, enemy, and terrain.

The Army categorizes forces as heavy on the basis of their ground mobility. Heavy forces include mechanized infantry, armored, and cavalry forces. Heavy forces are most effective where battles are fought over wide areas of relatively unrestricted terrain. They seek to engage targets at the maximum ranges of their weapon systems. Engagements are fast-moving and cover large areas of the battlefield.

As discussed in this manual, light forces provide versatility and strategic flexibility through their capability for rapid deployment. However, once they deploy, light forces have limited mobility and firepower. Light forces achieve maximum advantage in close terrain. There enemy forces cannot attack them beyond the range of their weapons. In such terrain, they can deny the enemy unhindered movement. Light forces are most effective when given an offensively oriented mission.

In addition, light forces can fight at night and in limited visibility. Heavy forces are most vulnerable at night. This is especially true in restricted and close terrain where enhanced optics are of limited use.

**GENERAL SUPPORT CONSIDERATIONS**

Planners consider the support concepts, capabilities, and limitations for both light and heavy forces to build the proper support package. They clearly spell out relationships, responsibilities, and procedures as they develop the force. As they build a support concept, they designate command relationships for support units that facilitate the support concept. They do not necessarily have to designate command relationships for DISCOM elements based on the maneuver task force relationships.

Regardless of the C2 relationship, coordination and communication are critical. Support operations personnel accompany a light unit cross-attached to a heavy unit or vice versa. They are responsible for ensuring that the supporting DISCOM or FSB understands the support needs of that unit. Units also exchange SOIs to allow information to flow from the deployed unit to the controlling headquarters. This information includes –

- Critical fuel and ammunition requirements.
- Status of each class of supply to include water.

- Maintenance requirements and backlog.
- Class IV, V, and IX requirements and availability.
- Movement needs and available transportation assets. These may include aircraft.
- Availability of medical treatment and evacuation assets.
- Locations of support elements.
- Status of support personnel.
- Anticipated support problems.
- Compatibility of automated equipment.
- Unique equipment.

**SUSTAIN THE SOLDIER**

Sustaining the soldier involves providing HSS, food, water, clothing and field service support. The systems for sustaining the soldier are similar among divisions.

HSS systems in particular are adaptable to mixes of heavy and light forces. The modular support concept

facilitates cross-attachments. The modules are identical. However, types and quantities of modules vary among divisions. The DMOC performs medical management in all divisions. Differences include the absence of tracked ambulances and the lack of surgical capability in the LID.

Subsistence support is also similar. EAD units push Class I to the division on the basis of present-for-duty reports and the command menu. The LID, unlike the other divisions, depends on throughput of subsistence from EAD to the Class I points in the BSAs. Its TMT company is not structured to transport subsistence from the DSA to the BSA. The light FSB Class I point may require extra capability depending principally on the exact composition of the light-heavy mix. If so, Class I assets from the heavy FSB are cross-leveled.

Water distribution is also similar among divisions. Water assets are centralized in all DISCOMs in the MSB. These companies, depending on availability of water sources and water requirements, operate a water point in or near each BSA. The point is near the Class I point. The COSCOM provides additional purification and storage assets as required. One difference among divisions is that in the LID the water section delivers water whenever required to the trains of the light infantry battalions. All other customers pick up water in organic assets and deliver to their units. If a light infantry battalion is task-organized to a heavy unit, planners include assets to deliver water or they arrange to give the battalion assets to pick up its water.

The LID DISCOM stockage of Class II items is restricted to limited essential items. Selected items, such as NBC overgarments, are provided as PULs. Heavy forces supporting LID elements should understand this fact. A heavy battalion supported by a light FSB should recognize the light FSB has virtually no stockage unless augmented.

Another consideration involved in Class II resupply for light-heavy forces is provision of items peculiar to heavy forces. An example is protective masks for tankers. Heavy units bring enough mission-essential items to support short-duration operations. The LID supply system provides such items for extended operations. This involves planning to deliver them to the Class II point operated by the HSC in the light FSB. If it needs more assets, supply personnel and forklifts are cross-attached from the heavy FSB supply company. Customers request items through the supply point. They pick them up with organic transportation assets.

CEB is provided by augmentation to the MSB in all divisions. Prior to the arrival of CEB augmentation section, soldiers use any available water or indigenous facilities.

Unit commanders are responsible for unit-level mortuary affairs. This includes initial search, recovery, initial identification, and evacuation of their deceased personnel to the nearest mortuary affairs point. This point is operated by a team from a GRREG augmentation section in the LID and by the GRREG platoon of the S&S company of the MSB in the heavy divisions. They receive deceased personnel from supported units, tentatively identify the remains, and arrange for evacuation.

Light-heavy/heavy-light forces receive laundry and renovation services from corps field services companies as soon as the tactical situation permits. Units coordinate support with the MSB/FSB.

### ARM

Under MOADS, the system for distributing ammunition as described in Chapter 8 is the same for the heavy and light divisions. The types of weapon systems differ significantly among divisions. However, the process of managing and replacing them is essentially the same.

There are major differences in the weapon systems and the resultant consumption factors among divisions. Planners at the unit level as well as within the DISCOM consider the magnitude of the differences. FM 101-10-1/2 details the consumption factors for each type of force. Planners compute anticipated consumption and cross-attach ATP assets. Once that is done, the request and distribution procedures are similar for light and heavy divisions. However, as noted in Chapter 11, the ground transportation assets available for emergency distribution of ammunition in the LID are much more austere.

Class IV supplies are not stocked by the LID DISCOM. It relies on PULs of hasty fortification and barrier materials. DISCOM elements coordinate delivery using EAD assets as close to the emplacement site as possible. The heavy DISCOM should be aware that light infantry battalions do not have the assets to move barrier materials without downloading the bulk of their limited transportation assets.

### FUEL

With all divisions, EAD units push bulk fuel to the division Class III points. Amounts are based on fuel forecasts and status reports. Each division operates Class III points in the DSA and each BSA. The Class III

section of the DMMC manages Class III supply. In addition, aviation fuel in each division comes directly from EAD to the division AB.

The different types and quantities of equipment drive the major fueling differences among divisions. Again, the factors in FM 101-10-1/2 reveal tremendous differences in consumption between the light and heavy divisions. As a result, assets available for storage and distribution of bulk fuels vary widely. All divisions rely to some extent on throughput of fuel to BSA Class III points. However, the LID is the only division with no assets to habitually provide additional resupply of forward Class III points from the main Class III point in the DSA.

Variations also exist in distribution techniques. However, supply point distribution is the primary method used in most situations. In heavy divisions, FSBs use their 5,000-gallon tankers to provide forward refueling. LID FSBs, on the other hand, deliver fuel to light infantry battalion trains.

In all divisions, the Class II, IV and VII point handles packaged petroleum products. Customers submit requests for products to their supporting supply point. Again, the principal difference is in consumption rates.

## FIX

All DISCOMs perform DS maintenance, reinforcing unit maintenance, and Class IX supply operations. The DMMC manages Class IX and DS maintenance operations. Beyond these similarities, however, the organizations and concepts for fixing the force vary widely among divisions.

The concept for the LID, described in Chapter 10, is unique. All divisions require DS maintenance reinforcement from nondivisional units. However, the LID's reliance is greater than that of other divisions. The LID's reliance on replacement or exchange over repair is also unique. So too is the LID maintenance concept of consolidated unit maintenance. Planners take this into account. They ensure unit maintenance assets accompany light infantry forces less than brigade size when they are cross-attached to a heavy force.

The LID DISCOM does not have the repairers, tools, or repair parts to diagnose malfunctions and repair much of the equipment the heavy unit brings to a light-heavy mix. As an example, the LID forward maintenance company has no capability to perform repairs on missiles, fire control systems, tank turrets, or tracked vehicles. In the LID, even the capabilities the company

does possess for C-E equipment are limited. The maintenance concept for the LID relies on replacements in forward areas and increased passback to EAD. Even short duration light-heavy mixes require significant maintenance assets accompany the heavy unit. These include the maintenance support team associated with the battalion. They also include heavy FSB maintenance company assets to augment the light FSB maintenance company. The maintenance support team continues to work out of the heavy battalion unit maintenance collection point. It maybe attached to the battalion. The LID DISCOM also lacks the capability to provide recovery support and evacuation of heavy equipment. To provide recovery assistance, tracked vehicle recovery assets accompany the heavy unit. Whether the heavy DISCOM TMT company provides HETs depends on several factors. These include the ability of the terrain to support HET movements and the enemy's capability to disable heavy weapon systems.

The key Class IX challenge in a light-heavy mix is to have enough of the right items to support a heavy unit. The light maintenance companies do not stock many of the items required to maintain heavy force equipment. Also, they have austere assets with which to receive, store, issue, and move Class IX items. The heavy ASL slice to accompany a cross-attached heavy unit also includes the assets to move the items. The slice varies depending on METT-T. Key factors are the anticipated duration of the cross-attachment and the enemy's ability to inflict damage on heavy weapon systems.

Replacement of weapon systems and major assemblies for a heavy unit supported by a light DISCOM presents the same type of challenge as Class IX supply. The light division has no assets to provide support to heavy forces. Exceptions are items common to both forces. These include items such as HMMWVs or generators. If replacement becomes feasible in a specific scenario, it requires intensive coordination among the G3, G4, the division Class VII manager, and the CMMC. Items are throughput from EAD to the using unit in a ready-to-use condition. In both heavy and light forces, replacements are based on combat loss reports. Therefore, planners ensure the heavy unit's losses are included in the LID reporting system.

## MOVE

As noted before, the characteristic which distinguishes heavy forces from light forces is ground mobility. Dismounted infantry elements in the LID have extremely limited ground mobility. However, all infantry

forces are designed to be employed in situations that do not require substantial ground mobility. If the light element of a light-heavy mix requires significant ground mobility to keep pace with the heavy element, then additional transportation assets are necessary. However, tactical planners ensure the light element is employed in situations that take advantage of its specific capabilities. No DISCOM transportation organization can habitually provide assets for tactical moves while performing its logistics and HSS mission.

Movement is inherent in all logistics and HSS functions. In that sense, this appendix has addressed several logistics and HSS movement considerations for light-heavy/heavy-light mixes already. Examples include differences in bulk fuel and emergency ammunition distribution.

Some aspects of logistics and HSS movements are the same in all DISCOMs. Every DISCOM has an MCO in its headquarters. The MCO controls employment of the DISCOM's motor transport assets for logistics and HSS. This manual previously addressed

specific responsibilities and functions of the MCO. These apply to all divisions. Similarly, the primary transportation asset of all DISCOMs is the TMT company. Trucks are used to move general supplies from the DSA to the BSA and transport reserve supplies. They also assist in displacing division units less than 100 percent mobile. However, the assets vary widely among divisions. The austerity of assets in the LID is significant. The support concept for the LID is based on prepackaged loads being throughput to forward areas. Heavy forces supporting light elements require COSCOM support in packaging loads and moving them directly to forward areas. The LID also relies more on aerial delivery. In addition, the LID relies on extensive backhaul of unserviceable components and end items.

Another important difference between heavy and light TMT companies is heavy DISCOMs have HETs to move tanks and other pieces of heavy equipment around the battlefield and to evacuate them when required. Planners ensure HETs accompany any heavy force task-organized to a light unit, when METT-T permits.

## SUPPORT TO SPECIFIC MIXES

When planners develop a specific light-heavy/heavy-light mix, the directing headquarters designates the command relationship. The planners consider the differences in support concepts and organizations. What follows here is a discussion on several types of mixes the DISCOM may support. The discussion includes command relationship recommendations. However, these are only recommendations. The commander selects the most appropriate relationship after considering the –

- Size and mission of the force.
- Distance of the deploying force from the support base of its parent unit.
- Support capability of the receiving force.
- Relationship between the deploying support elements and the receiving unit.
- Sources of support for each force.
- Self-supporting capability of the deploying force.

In the case of light force elements being task-organized to heavy forces, planners in the heavy force consider that light fighters are exactly that – light. The more they have to carry, the slower they move and the smaller the advantage of their relative mobility in restricted terrain. Heavy force support planners should recognize that providing too much support forward involves considerable

risk. Light forces do not have the assets to move large quantities of supplies and equipment. This means planners arrange for rapidly supplying packages of critical supplies to light units. These packages are planned in advance.

### HEAVY BRIGADE TO A LID

The preferred option for such a mix is a heavy separate brigade OPCON to the LID. In such cases, the LID commander has tactical control over the brigade. Yet, he does not have the burden of administrative support and logistics. The separate brigade support battalion ties directly into the corps support base. The brigade MMC passes requisitions to the CMMC. COSCOM elements transport supplies to support battalion supply points. The COSCOM provides reinforcing maintenance, transportation, and HSS. When OPCON to a LID, the separate brigade support battalion establishes coordination with the DMMC. This ensures the DISCOM commander knows the support status of all units in the force.

There is a difference between a division heavy brigade and a heavy separate brigade OPCON to a LID. The division brigade support channel is through the parent DISCOM; the separate brigade links directly to

the corps. The OPCON of a division heavy brigade to a LID is a viable option under the following conditions:

- The mission is relatively short (48 hours or less).
- The parent heavy DISCOM can continue to support the mission performed by the remaining heavy division elements.
- The LOC from the heavy brigade to the parent DSA is secure and not so extended that the DISCOM cannot meet the movement requirements.

The heavy brigade comes with its full complement of support assets from the heavy DISCOM. These assets typically include –

- FSB associated with the heavy brigade.
- HETs with drivers from the MSB TMT company.
- Tankers with drivers from the MSB S&S company.

The support package includes a water team from the MSB if the LID cannot support the brigade. It also has a maintenance support team with essential ASL items from the MSB maintenance companies if the heavy division MSB cannot provide responsive support. The MSB resources accompanying the brigade collocate with the FSB.

Coordination is established with the LID DISCOM to keep it informed. In addition, planners arrange to have support provided directly from the COSCOM to the supporting FSB. For instance, subsistence and bulk fuel are throughput from the corps to the heavy BSA as much as possible.

Attachment of a heavy brigade to a LID is the least preferred option for this type of mix when the attachment relationship requires the LID to support the heavy brigade. The LID DISCOM is incapable of providing support without significant augmentation. The FSB with some MSB assets still accompanies the brigade as discussed above with the OPCON brigade. However, the LID DISCOM requires additional assets to support the brigade. The heavy MSB provides repairers, tools, parts, TMs, and any other assets required to reinforce the light FSB maintenance company in the repair of–

- TOW/Dragon.
- Tracked vehicles.
- Wheeled vehicles.
- Turrets.
- Power generation equipment.
- Utility equipment.

- Quartermaster and chemical equipment.
- C-E equipment.

The LID DISCOM also requires additional bulk fuel storage and distribution assets, Class IV supply resources, ambulances, and other transportation assets. Even with these resources, throughput (especially of Class I and III) from corps to the BSA is still used whenever possible. In addition, the heavy DISCOM provides materiel managers to the LID DISCOM. With these heavy DISCOM assets augmenting the LID DISCOM, the heavy DISCOM's ability to continue to provide support to remaining elements of the heavy division is seriously jeopardized.

### **HEAVY BATTALION TO A LIGHT INFANTRY BRIGADE**

There are two alternatives for supporting a light brigade with a heavy battalion. The battalion may continue to rely on its parent brigade for support. The other option is for a significant package of support assets to come with the battalion. As stated in FM 71-100, the preferred relationship for a heavy battalion task-organized to a light infantry brigade is OPCON. In such cases, the heavy battalion task force (with a support slice from the parent heavy DISCOM) continues to coordinate support requirements with its parent brigade S4. It receives support from the FSB of the heavy DISCOM. The distance between the heavy battalion and its parent brigade support base is a key consideration in determining whether the battalion can be supported through an OPCON relationship. Planners also consider the mission of the remaining elements of the brigade. If OPCON is used, true light-heavy support is not required. The heavy force system continues to support the heavy battalion; the light infantry force support system supports the light brigade.

The supporting heavy FSB assists whenever possible by operating a forward refueling point between the task force and the heavy brigade BSA. If distances are great, support of the task force over an extended period is a substantial challenge. This is particularly the case in maintenance and Class III and V supply.

Support assets to accompany the battalion task force include —

- Maintenance support team to support the task force from the supporting FSB. The team includes all required tools, communications equipment, and mobility assets. It also carries a slice of ASL items.
- Fuel tankers with drivers from the FSB or MSB.

- HETs with operators from the MSB.
- Forklift and operator from the FSB supply company.
- Tracked ambulances with drivers to station at the BAS.

The second alternative involves the cross-attachment of support assets from the heavy force support structure to the light. This is the least preferred option at this level. The LID DISCOM capability for supporting heavy forces is extremely limited. A LID FSB is not capable of supporting a heavy battalion. This is true even if the battalion is accompanied by the package identified above. The LID FSB maintenance company lacks the capability to reinforce the repair capability of the maintenance support team deployed with the battalion in a number of commodity areas. It also does not have the ability to assist in the recovery of task force assets. The LID does not have HETs to evacuate heavy equipment or move it around the battlefield. Equipment incompatibilities complicate Class V and VII supply. Also, the FSB HSC does not have the capability to handle the large amounts of fuel required by the heavy task force.

Despite these considerations, a LID DISCOM may have to support a heavy battalion due to extended distances from the parent heavy unit and a long duration cross-attachment. If so, extensive planning is required. Planners put together support packages using the information below. They also coordinate how the packages fit into the light support structure. This includes providing the augmentations from the heavy force with SOPS from the light unit.

When a heavy battalion goes to a light brigade, the DAO plans for Class V supplies for the different weapon systems of the heavy battalion. The key to arming the light-heavy force is ensuring the COSCOM is throughputting the right types and quantities of ammunition and the ATP has the capabilities to handle them. ATP personnel transload munitions from COSCOM assets to using unit vehicles. Receiving units help with the on-board MHE of any organic vehicles. The ability of the LID ATP to support a light-heavy force depends on a number of factors. These include the exact nature of the supported force (including any artillery accompanying the heavy battalion) and the intensity and duration of the conflict. Expected consumption of the light-heavy force may exceed the capability of the light ATP. If so, forklifts and operators from the FSB supporting the heavy battalion's parent brigade are attached to the light FSB supply company.

The key factor in fueling the light-heavy brigade is the large consumption of fuel by the heavy battalion. The LO from the FSB and the heavy battalion S4 make the battalion's anticipated consumption known when forecasted requirements for the light-heavy force go to the MMC. The Class III point in the light FSB stores bulk fuels. However, it cannot handle the quantities required if it supports a heavy battalion. The 5,000-gallon tankers from the heavy FSB (or MSB, depending on the missions of the parent brigade of the heavy battalion) are needed. The exact number required depends on the factors of METT-T. However, planners consider that the light FSB's assets are extremely limited. Also, it has no tankers backing it up in the DSA. If the COSCOM cannot provide the additional throughput to the light FSB required by the heavy battalion, the heavy MSB has to provide additional tankers to move fuel from the LID DSA to the BSA.

For a short-duration cross-attachment, a slice of the heavy FSB maintenance company and ASL is sufficient. However, if the mix is for an extended period, planners provide additional assets. The LID MSB maintenance company has no assets to provide support to heavy elements in the forward areas. In such cases, the MSB of the heavy DISCOM provides additional maintenance and Class IX resources to the light DISCOM.

Cross-attached support assets are likely to be significant. This stresses the C2 structure of the LID DISCOM. This is particularly true in the BSA. The FSB staff is extremely austere. The headquarters of the LID DISCOM may provide additional staff assistance to the FSB whose supported brigade includes a heavy battalion. In addition, the heavy FSB providing support assets to the light DISCOM sends a liaison element to work with the light FSB. Also, a materiel management element from the heavy DISCOM MMC assists the light DISCOM in managing heavy materiel. If enough support personnel and equipment are cross-attached, they in themselves generate additional support requirements. These include feeding, maintenance, and HSS.

As with the heavy brigade attached to a LID, cross-leveling enough assets from the FSB (and MSB) of the parent heavy DISCOM to support the light-heavy force jeopardizes the heavy DISCOM's ability to support remaining elements of the heavy division if it is fully committed. Therefore, a basic assumption involved in this method of supporting light-heavy forces is that not all forces are engaged at all times.

### LIGHT INFANTRY BRIGADE TO A HEAVY DIVISION

LID forces are employed in sufficient strength to create a reaction or tactical pause by the enemy. This typically requires the LID to be employed in its entirety. However, to capitalize on its advantages in close terrain, a light infantry brigade maybe employed with a heavy division.

If a divisional light infantry brigade is task-organized to a heavy division, the preferred relationship is attachment. The reason for this is the LID DISCOM does not have the robustness to support a brigade over extended LOCs while continuing to support remaining LID elements. This is especially true for transportation.

The attached light infantry brigade is accompanied by assets from the light DISCOM. These assets include the—

- FSB.
- Assets (repairers, tools, parts) from the MSB maintenance company of the light DISCOM. These provide required reinforcing support in several repair areas. Areas include wheeled vehicles and power generation equipment. However, as noted above, the lack of robustness in the LID DISCOM makes it impossible to provide a repair slice for everytype of equipment without impairing the light DISCOM's ability to support remaining elements.
- Ambulances from the MSB medical company of the LID DISCOM.
- Water team (if the heavy DISCOM cannot provide water support.)
- Trucks from the TMT company or EAD elements.

Even with these assets, the heavy division cannot support the light infantry brigade without the additional support from nondivisional elements. These include additional trucks to provide required mobility and maintenance assets to handle increased passback. In particular, the heavy DISCOM does not have the required Class IX to support equipment unique to or in such high density in light forces. Examples are 105-mm howitzers and 60-mm and 81-mm mortars.

The heavy DAO also has to arrange for a different mix of Class V to be throughput to the ATP in the light infantry BSA. He coordinates with the DAO representative from the light DISCOM to manage Class V supply.

Assets from the maintenance company normally located in the DSA and TMT company (as well as the

additional nondivisional trucks) are attached to the appropriate company of the heavy division MSB.

### LIGHT INFANTRY BATTALION TO A HEAVY BRIGADE

The preferred relationship for such a mix is attachment. Challenges are similar to those discussed above. The supporting heavy FSB (with reinforcement from its MSB) is stressed if it has to provide the required mobility, repair capability (including Class IX) for LID equipment, Class V for LID weapon systems, and fuel and water distribution to the light infantry battalion. Mobility is critical. To enable a light infantry battalion to move rapidly over long distances as maybe required in heavy-light operations, the battalion requires additional vehicles or aviation assets.

Resources accompanying the battalion should include —

- A liaison element from the support operations section of the light FSB to work with the support operations section of the heavy FSB. This element enables the FSB to anticipate support requirements of the light battalion. It is also valuable in coordinating support activities between the battalion and the BSA and DSA.
- A battalion share of both the light brigade's consolidated unit maintenance section (including a tailored PLL) and the light FSB maintenance company assets. (Again, this is complicated by the austerity of the light division's assets. The capability in certain repair areas cannot be divided up to support battalion-sized task forces.)
- Ambulances from the forward support medical company to position at the light BAS. (The heavy FSB maybe able to provide ambulance support if the composition of the brigade, mission, terrain, and distances allow. Planners from the two forces also consider air casualty evacuation support.)
- Trucks with drivers from the light DISCOM TMT company or available EAD assets.
- Additional maintenance and transportation assets from the COSCOM to support the battalion.

OPCON of the battalion to the heavy brigade is the least preferred option. The LID lacks movement assets to provide support over long distances,

Regardless of the command relationship, support planners take into account the fact that much unit-level support in a LID has been moved from the battalion to

the brigade level. The heavy brigade (and supporting DISCOM elements) cannot expect the light battalion to plan and coordinate support to the extent a heavy battalion does. The brigade, and as much as possible the FSB, prepare to help the battalion plan and provide unit-level support.

This is where the liaison element from the light FSB plays a vital role. It ensures the heavy FSB commander and staff understand exactly what types and quantities of support the battalion requires. The liaison team also ensures the correct coordination takes place between the unit-level supporters and the FSB. The unit-level CSS assets of the light battalion need to know where, when, and how to receive support. The brigade order should include planned sites and operational times for AXPs and the BSA, as well as any elements of the FSB operating forward or logistics release points coordinated by the FSB.

However, coordination does not end with publication of the order. To ensure continuous support, units coordinate with supporting FSB elements throughout

operations. For example, the light battalion aid station needs to be able to talk to the supporting AXP. It has to know when and where the AXP is moving. This type of coordination requires effective communications. Light elements exchange call signs and frequencies with supporting FSB elements.

Coordination and communications are also important to another key to effective heavy-light support – LOGSTAT reporting. Support arrangements between the light battalion and heavy brigade clearly spell out reporting requirements, including when the LOGSTAT is due, what it includes, and how it is transmitted.

Helicopter support should also be specifically addressed in the brigade order. Air resupply and casualty evacuation are often critical to supporting the light battalion. The aviation element, brigade headquarters, FSB, and supported task forces and other elements need to understand what support the aviation element is providing, what priority CSS missions have during the various phases of the operation, and the exact procedures to use to request support.