



In Their Own Words:

Research on Port Landing Operations

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Preface

Preface

In today's information society, science and technology are advancing by leaps and bounds, with each passing day, urging changes in various fields of human society. With the extensive application of a large number of high-tech, cutting-edge, and new technologies in the military field, the research on military science and technology has been continuously extended and expanded in the direction of depth and breadth, and the degree of informatization, intelligence, and precision of the army's weapons and equipment has been greatly improved. "Technology determines tactics," and the innovation of technical means will inevitably lead to a series of revolutionary changes in operational concepts, combat means, combat methods, and operational command. At present, judging from the development and change trend of operational elements, the combat force is changing from the traditional single combat type to the pluralistic joint type, the combat space is changing from single-dimensional to multi-dimensional, and the means of combat are changing from limited to diversified, which has led to a vigorous military change in the military field. Therefore, the form of warfare in the new era objectively requires that we must intensify the study of military theory under the conditions of informationization in order to adapt to the innovation of military theory and the future The need to fight. According to the current hot spots in the field of military theory, combined with our own academic research directions, we have selected the target points for port landing operations. The main considerations based on this approach are: First, because there are currently few monographs in the military theory community devoted to the study of port landings; The second is to study port landing operations, especially to objectively analyze and study the specific methods, requirements, tactics, command, coordination, and support of port operations, and to do a good job in military training and training for our army Winning future informationized wars is of great practical significance.

Port landing operations research

In order to objectively analyze the mechanism of military confrontation between the landing and anti-landing sides and to explore the understanding of the regularity of landing port operations, we mainly start from the operational characteristics, operational laws, combat methods, operational command, operational coordination, and operational support in the general sense of port landing, and stand from the perspective of a third party. It analyzes how the landing party should establish the necessary operational concepts, how to use the landing combat force, and how to design the port landing combat methods, etc., and through the in-depth excavation of landing methods, basic tactics, and main operational methods, and study this topic. Experts, scholars and peers conduct academic exchanges, and the research results are used for reference in military training and college teaching.

As we all know, landing warfare as a traditional style of combat, accompanied the emergence of human warfare, as early as the 5th century BC, in the Mediterranean coast of ancient Egypt, Persia, Greece and other countries in the military conflicts between the landing operations appeared. Later, with the continuous change of landing combat delivery tools, the emergence of the Navy and air force led to the emergence of contract landing operations and joint landing operations. Warfare has become an important form of combat in offensive operations. In landing operations, according to the terrain of different combat areas and the nature of the targets, they can be divided into landing operations on near-shore islands and landings on distant islands and reefs. War, port landing battle, water network coast landing battle, urbanization coast landing battle, mountain coast landing battle, etc. The port landing operation is aimed at seizing the island port of the anti-landing side, under the unified command of the joint operations commander of the landing side and its command organs, with the elite forces of all services and arms as the mainstay, and with the cooperation of other relevant forces. A sea-crossing offensive operation against the anti-landing side defending the port.

Preface

The seizure and control of the port can partially control the direct contact between the island and the outside world, and it is also convenient for a large number of landing troops and heavy equipment on the landing side to use port facilities and good road conditions to quickly land on the anti-landing side to develop an offensive in depth, which is extremely important and of great significance to seizing the initiative on the battlefield and winning the entire landing battle. For example, in the Anglo-Argentine War that broke out in 1982, the British army quickly captured the port of San Carlos with airborne assault operations and landed at sea, establishing a 25 square kilometer landing field in only 4 hours. Lu, in coordination with the frontal troops attacking from the north side of the port, formed a north-south attack and captured the port in one fell swoop, playing an important role in winning the victory in the war.

Judging from the battlefield environment of the port, as a hub connecting maritime traffic and land transportation, it has good loading and unloading conditions and relatively complete communications, transportation and other military-civilian joint use facilities, and is a platform for the follow-up forces and materials of the landing side in the landing operation, and it is also the key defensive target for the anti-landing side to implement the anti-landing operation. For the landing party, in the implementation of the joint landing operation, how to seize control of the port in the landing area (area) is an important issue that the landing party must face up to and answer. Port landing operations are precisely in the context of joint landing operations, according to the needs of joint landing operations, ports of great value in the landing area (area) are occupied and controlled. The combat operations used by the land side to create conditions for the subsequent delivery of troops and the transfer of materials.

As an extension of the theoretical research on landing operations, the port landing operation has always been one of the important contents of the landing operation research. With the continuous development and changes in the situation of weapons and equipment, operational thinking, and battlefield construction of the armed forces of modern countries, new challenges have been brought to the party that intends to carry out port landing operations, and it is necessary to advance with the times to make port landing operations. The war conducts the necessary systematic research.

Port landing operations research

The book is divided into twelve chapters, which are divided into twelve chapters, namely, the classification of ports and their role in landing operations, the impact of the battlefield environment on port landing operations, the basic requirements of port landing operations, and port landings The use of the power of the war, the main methods of port landing and control of the port, the basic tactics of the port landing operation, the main action method of the port landing operation, the command of the port landing operation, and the port landing operation The coordination, the support of port landing operations, the vertical control of the joint tactical corps and the evaluation of British port landing examples in the Anglo-Argentine War have been elaborated more systematically.

The book is edited by Xu Lisheng and Wang Zhaoyong, and Li Zongkun, Chen Wei, and Dong Zhe are the deputy editors. Chapter Authors: Chapter 1, Xu Lisheng; Chapter 2, Wang Zhaoyong; Chapter 3, Xu Lisheng; Chapter IV, Xu Faguo; Chapter 5, Yu Guo; Chapter VI, Li Zongkun; Chapter Seven, Wang Zhaoyong and Chen Wei; Chapter VIII, Li Zongkun and Dong Xuan; Chapter 9, Bai Yinsheng and Chen Wei; Appendix, Wang Haihong, Dong Zhe. In the process of writing this book, it pays attention to the close combination of innovative, academic and practical theory and practice, and some points of view are only the author's personal academic views, and errors and inadequacies are inevitable.

Author

October 28, 2005 in Nanjing

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Chapter I: Classification of the Composition of Ports and Their Role in Landing Operations

As an important defensive target for the anti-landing side to focus on defense in coastal defense, strengthening the tight defense and firm control of the port is of vital importance to stabilizing the entire coastal defense system. For the landing side, directly pointing the attack at the important target of the other side's coastal defense, and quickly seizing and controlling the key target of the other side's key defense- the port, can partially cut off the direct contact between the other side's island and the outside world, which makes it convenient for the landing forces of their own side to use the existing docks to carry out shore-to-shore transportation, so as to reduce the sea debarkation segment, shorten the time for the landing unit to stay at sea, and reduce the degree of killing and injury of the other side's sea and air firepower on their own side. At the same time, it is also convenient for a large number of landing units and heavy equipment of our side to use port facilities and good road conditions to quickly land and develop an offensive in depth, which is of extremely important role and significance to seizing the initiative on the battlefield and winning the landing battle. Ports can be divided into different types of ports according to different formation methods and uses, and these different types of ports have different military values and therefore play different roles in landing operations.

Section 1: Composition of ports

As we all know, ports are transport hubs with land and water transport equipment and conditions for ships to enter and exit safely and berth. It is the assembly point of land and water transportation and the distribution center of industrial and agricultural products and foreign trade import and export materials, as well as a place for ships to berth, load and unload goods, pick up and drop passengers, and replenish supplies. Judging from the port situation in China, due to the strong port group in the Yangtze River Delta region, such as the Shanghai Port and the Three Ningbo Ports, the Yangtze River Delta region has led to rapid economic growth, resulting in the Yangtze River Delta region accounting for 18.6% of the total national GDP. Similarly, in the Pearl River Delta region, due to the support of port groups such as Guangzhou Port and Shenzhen Port, the GDP of the Pearl River Delta accounts for 9.9% of the total national GDP. In the area around the tidal sea, it is also because of the ports of Dalian, Qinhuangdao, Tianjin, Yantai and Qingdao that support the development of the Bohai Rim Economic Circle, resulting in the GDP of this region accounting for 25% of the total GDP of the country. Both the regional economy and the urban economy play a pivotal role in the construction and development.

In peacetime, ports have a vital impact on the economic construction of various countries, no matter which country, ports play a very important role in the development of urban economy and regional economy. So, what is a port? What facilities are made up of the port?

The port, referred to as the "port", is located along the ocean, river, lake and reservoir, with certain equipment and conditions, for ships to anchor, shelter, maintenance, supply, for passenger and cargo distribution, change the mode of transport of places.

Its scope includes inbound waterways, port waters and adjacent land. That is to say, the port is composed of two major parts: land and water.

The port land area is used to construct wharves, set up loading machinery, arrange warehouses and port roads, and port related management and service facilities. The terminal is used for ship berthing operations for cargo loading and passenger loading and unloading. The length of each ship's berth is one berth, which can be composed of several berths. The elevation of the dock deck should be higher than the highest water surface to ensure that the port operates according to the prescribed standards. According to the purpose of the wharf is generally divided into passenger terminals and freight terminals, in larger ports sometimes there are also port docks for ships and marine material supply docks. According to the layout, the wharf is divided into a shore-type wharf, a protrusion wharf, a pier-type wharf, a pontoon wharf and an island wharf. According to the cross-sectional shape of the structure, the wharf is divided into upright wharf, sloped wharf and semi-upright semi-inclined wharf. Which structure and type of wharf to use is mainly based on the local hydrological and geological conditions, the type of goods and the size of the transportation volume, the building materials, etc., and the selection is made after comprehensive research and comparison. The type and equipment of port loading and unloading machinery are mainly determined according to the port process requirements, cargo types and throughput. Port warehouses are mainly warehouses and yards for short-term storage of goods before loading or after unloading. According to the position of the warehouse field in the port land area, it is generally divided into the front inventory field and the rear warehouse field. The front warehouse is mainly used for the temporary storage of goods, and the rear warehouse is used for the concentration and turnover of goods.

Port railways are also important facilities in ports, usually with pre-port stations, sub-depots and cargo handling lines in large ports, while in smaller ports there are only pre-port stations and cargo handling lines. Port roads usually form a circular shape and are connected to off-port roads, in addition, there are some auxiliary facilities in the port, such as water supply and power supply facilities, fuel supply stations, machine workshops, office space, etc.

Port waters include vessel entry and exit channels, harbor pools and port anchorages. It generally satisfies two basic requirements: that is, the ship can safely enter and exit the port and dock; Stable mooring and loading and unloading operations. The inlet channel is the channel from the sea and the main channel of the river to the port terminal. It is generally located in water with good natural water depth and small amount of silt return, so as to avoid cross-wind cross-currents and waters that are not disturbed by ice and so on. The basic requirements for the scale of the inbound waterway are to adapt to the scale of the incoming ship to ensure the safety of navigation. The middle line of the channel is mostly consistent with or close to the direction of the current, thus facilitating the entry and exit of ships into and out of the port and reducing the accumulation of sediment. Its arrangement direction is suitable for following the water into a straight line. According to the frequency of navigation of ships, it is generally divided into one-way or two-way waterways. The waters of the port pool usually meet the needs of the safe docking and loading and unloading of ships or water barge operations and the turn of the ship, and the area and depth of the port usually meet the requirements of the berth arrangement. The port anchorage is divided into in-port anchorage and off-port anchorage, which is mainly used to meet the safety of ships, facilitate the inspection and quarantine of border defense and customs, wait for dock berths, carry out barge operations and ship formation operations. In order to prevent wind and waves, the port generally has a breakwater to ensure the safety of ships in the port area.

Section 2: Classification of ports

The classification of ports is mainly based on the location of the port the reason for the formation of the port and the use of the port.

First, according to the location of the port

According to the location of the port, it is based on whether the location of the port is on the coast, on the riverbank, on the river bank or on the shore of the lake, on the bank of the reservoir, etc. According to the specific location of the port mouth on the shore of different water sources, it is usually divided into seaports, estuaries, river ports, lake ports, reservoir ports and so on.

The seaport is a port located on the coast of the ocean, a place for ships to moor, shelter from the wind, repair and supply at sea, and a point of maritime traffic, with a "sea gateway" Name. A seaport is a port of an oceanic nature in terms of natural geographical conditions and hydrometeorology, and it is usually divided into coastal ports and maritime estuarine ports. Coastal harbours are located on covered or straight shores, and most of the former are located in the bay or with sandbar cover in front of the coast. For example, Lushun Military Port, Zhanjiang Port and Yulin Port have good natural cover and do not need to build protective buildings. If the natural cover is not enough, it is necessary to add outer embankment protection, such as Yantai Port. Ports located on the straight coast generally require the construction of outer dikes for cover, such as the new port of Tang.

The estuary port is established on the river and river shorelines of the river and the estuary of the river people, and serves inland river and sea transportation. The port of estuary is located within the boundaries of the estuary section of the Renhai River or the tidal zone of the lower reaches of the river. The famous grand port with a long history falls into this category.

For example, china's seaport Huangpu Port, foreign Rotterdam Port, New York Port, London Port and Hamburg Port are all estuarine ports.

Since the seaport is affected by wind and waves, tides, coastal sand transport, etc., natural barriers such as bays, islands, headlands, etc., or artificial buildings such as breakwaters are generally used as protection; The port has vast waters and deep-water channels that allow ships to enter and exit anchorage, perform various operations, replenish fuel, fresh water and other items, and avoid wind and waves. It is a base for coastal transport and various maritime activities. Excellent seaports are often a hub for domestic and foreign trade.

River ports, lake ports and reservoir ports are ports built in inland waters, at the shoreline of rivers, lakes and reservoirs, respectively, for the transportation of rivers, lakes and reservoirs.

River ports are located along the river, and ports with river hydrological characteristics are called river ports. For example, China's Nanjing Port, Wuhan Port and Chongqing Port all belong to this category, which can be used for inland transport ships to form detachments, loading and unloading operations, passengers to get on and off, and replenish combustion materials. The river port is directly affected by the river runoff, and the water level of the upstream port of the natural river channel is large, and the loading and unloading operation is more difficult; Middle and downstream ports generally have the problem of erosion or siltation, and often need to be revetment or treatment.

The reservoir port is a port built along the coast of a large reservoir. Reservoirs and harbors are heavily affected by wind and waves and are often built in areas with natural cover. The water level is affected by industrial and agricultural water use and river flow regulation, and the changes are great.

The lake port is located along the lake or at the mouth of a river. Generally, the water level difference is not large, the water surface is relatively stable, the water is wide, the water depth is large, and it is the base for inland river, lake transportation and various activities on the lake.

Second, according to the reasons for the formation of the port

Ports are generally divided into natural harbors and artificial ports according to the reasons for their formation.

Natural harbor refers to a naturally formed port, mainly a port built by using natural conditions such as natural bays, islands, and lagoon mouths. Such ports have natural cover, sufficient draft depth and good anchor substrate. Its port layout is usually determined along the actual topography of the harbor, and the throughput of the port is large, generally large ports. The port has a strong comprehensive capacity, usually with the port as the center to form a large coastal city, generally as the political, economic, cultural and financial center of the place.

Artificial port refers to the port formed by artificial action, the artificial port waters mainly rely on artificial buildings (such as breakwaters) or take the form of digging into the building, usually built with artificial facilities, such as breakwaters, etc., to rely on manual dredging channels and the formation of harbors. Such ports are usually medium and small-scale, with relatively complete loading and unloading facilities, and have obvious artificial traces in port layout and planning.

Third, according to the different uses of the port

According to different uses, the port can be divided into commercial port, military port, fishing port, industrial port, bulk cargo port, safe port and so on.

A commercial port is a port for goods and people to enter and exit. It has perfect port facilities, easy to get up and down of personnel and loading and unloading of materials, usually the local economic, cultural, financial center, dense population, more buildings, more developed transportation. The commercial port has various facilities and conditions needed to dock ships, pick up and drop off passengers and cargo, supply combustion (material) materials and repair ships, and is a hub for surface transportation.

For example, China's Shanghai Port, Dalian Port, Tianjin Port, Guangzhou Port and Zhanjiang Port all belong to this category. The ports of Rotterdam, Antwerp, Kobe, London, New York and Hamburg are also commercial ports abroad. The size of the commercial port is expressed in terms of throughput. There are two types of installation and unloading of goods, including comprehensive ports and professional ports. Integrated port means a port that handles and unloads a variety of goods; A professional port is a port for loading and unloading a single cargo class, such as an oil port, an ore port, a coal port, etc.

Generally speaking, due to the use of specialized equipment in professional ports, their loading and unloading efficiency and capacity are higher than those of comprehensive ports, and more consideration is given to the construction of professional ports in the case of stable cargo flow, large quantity and unchanged cargo type.

A military port is a port dedicated to military vessels. Usually there are docks, harbor pools, inbound and outbound channels, anchorages and other facilities for ship mooring, replenishment, shelter from the wind and so on. Some can also provide combat, logistical and technical support for ships, and build a defense system.

A fishing port is a port for the mooring of fishing vessels, the loading and unloading of fish cargo, the preservation of fish cargo, the refrigeration processing, the repair of fishing nets and the production and supply of living materials for fishing vessels. It is the base of the fishing fleet, with natural or artificial anti-wave facilities, dock operation lines,

Loading and unloading machinery, factories (farms) for processing and storing fishery products, cold storage and fishing boat repair plants, etc. Fishing ports are usually smaller and have rudimentary facilities.

Industrial ports, ports where industrial raw materials enter and leave. It is usually equipped with heavy loading and unloading devices, complete facilities, and the port is wide and deep, which is convenient for large ships to enter and exit. The industrial port is a port set up for large industrial and mining enterprises near rivers, lakes and seas to directly transport raw materials and export finished products.

For example, the Ganjingzi Dahua Wharf in Dalian, the Wujing Coking Plant Coal Wharf in Shanghai and the Baoshan Iron and Steel General Plant Wharf belong to this category. There are many such ports in Japan.

Bulk ports are ports specializing in the handling of bulk cargoes such as bulk ore, coal, grain and sand and gravel. Specialized ports specializing in loading and unloading coal are called coal ports. Such ports are generally equipped with large special handling equipment, which is efficient and low cost.

A haven, a port where ships can escape the wind and waves. It is generally made directly from natural harbors with sheltered conditions or by building breakwaters. Such ports are usually smaller, without loading and unloading devices, with smaller depths and less developed traffic.

Section 3: Analysis of the Factors Affecting the Operational Value of Ports

The role of ports in landing operations is very large, but not all ports have combat value, that is to say, in landing operations, not all ports have combat value. Which ports have combat value and which ports do not need to be specifically analyzed. To judge whether a port has combat value, it is mainly necessary to conduct a comprehensive analysis of the three major elements of port layout, port throughput and port comprehensive passing capacity, and on the basis of a comprehensive evaluation of these three indicators, the final concluding opinion can be drawn.

First, the layout of the port

The layout of the port usually includes the port site selection, the port area building, the port scale, etc.

Port site selection refers to the geographical location of the port, and the main factors affecting the geographical location of the port are hydrology, geological and geomorphological conditions, hinterland range and its economic development level. Ports are usually mainly chosen for areas with smaller winds and waves that are recessed towards the land on the coast, protruding from the land on both wings towards the sea, and have natural cover. In addition, the choice of port takes into account a combination of factors such as accessibility and ease of development of the local economy. Port building refers to the layout of the port building, usually the port building is determined according to the terrain, mainly streamlined and radial two styles. The streamlined layout of the port, the distribution of buildings is relatively regular, which is convenient for the rapid development and control of landing troops along the street. The radial layout refers to the port terminal as the center, the building is distributed radially to the surrounding area, and it is difficult for the landing troops to seize it. Port size, refers to the size of the port area and throughput capacity, usually related to port operating conditions, technical requirements for ship operation and local economic and demographic conditions, the size of the port in the landing operation for the landing force to quickly seize control, cover the follow-up troops landing and logistical supply has an important impact.

Second, the port throughput

Port throughput refers to the maximum amount of cargo that a port can load and unload for a ship in a certain period of time. That is, the total amount of goods entering and leaving the port, expressed in tons. It is the main quantitative indicator to measure the size of the port production task, and it is also the main indicator to divide the port level. The specific calculation scope of port throughput includes: cargo for loading and unloading in the port area; Cargo handled at special wharves and anchorages under the jurisdiction of the port; Ship-to-ship transfer of goods; Replenishing foreign vessels with fuel, materials and supplies.

Excluding short-haul shipping, ferries and in-port barges within the Hong Kong Area; Crossing the ship's tow (unloaded); Fishing vessels catch fresh aquatic products and fuel and ship supplies for domestic vessels. The size of port throughput has an important impact on the rapid unloading and unloading scale of combat materiel in landing operations, and also plays an important role in determining the main landing direction.

Third, the port comprehensive capacity

The comprehensive passing capacity of the port refers to the passing capacity that can be achieved in all aspects of the operation of the port. The ability of port cargo to pass generally refers to the number of goods that a port can load, unload and transport within a certain period of time. However, in addition to being mainly related to loading and unloading operations, this passage capacity is related to factors such as channel depth, wharf line length, warehouse and yard area, railway and highway line length, and water loading and unloading ship positions. In the whole process of loading and unloading, the comprehensive passage capacity depends on the ability to pass through the weakest link, and if a link has the lowest passing capacity and continues to decline, the port's comprehensive passage capacity will also decline. In landing operations, the comprehensive port passing capability has an important impact on the arrival of large ships, the transportation of a large number of logistics materials, and the rapid development of landing troops in depth.

Session 4: The Role of Ports in Landing Operations

As an important transportation hub, the port is an important support for the anti-landing side to implement coastal defense, and only by holding the port can we ensure the balance of coastal defense and effectively prevent the other side's attack. At the same time, the port is also the main target of attack on the landing side, and only by quickly and effectively seizing the port can we break the defensive balance of the anti-landing side, and can we make full use of the favorable conditions of the port to ensure that the follow-up troops of the other side continue to land and develop the depth of the attack on the other side.

Therefore, most of the ports are important targets that must be defended by the anti-landing side and must be attacked by the landing side. The role of different ports in landing operations is different, and it is necessary to conduct specific analysis and treat them differently.

First, the role of natural harbors in landing operations

Since natural ports are usually recessed into the land, the terrain of the two wings protrudes into the sea, which is convenient for the anti-landing side to arrange anti-air firearms and shore guns and shore ship missiles on the prominent terrain, which is conducive to the anti-landing side to organize air defense and sea defense, and also facilitates the wartime anti-landing side to seal the port by means of shipwrecks or mines at the population. Therefore, in the landing operation, it will be difficult for the landing troops to quickly seize the port, but once such a natural port is seized by the landing party, due to its excellent port facilities and conditions, it will facilitate the rapid landing of a large number of subsequent landing troops of the landing side. At the same time, due to the political and economic status of port cities, it will play an important role in shaking the defensive confidence of the anti-landing side and speeding up the process of landing operations.

Second, the role of artificial ports in landing operations

Since artificial port ports mainly rely on artificial buildings (such as breakwaters) or ports built in the form of digging people, such ports generally do not have more favorable terrain as a basis. Therefore, in the anti-landing operation, it is not convenient for the anti-landing side to organize air and sea protection, nor is it conducive to taking various measures to close the port, which will lead to a situation that is convenient for the landing side to be able to quickly seize the territory.

However, the breakwaters built have a great impact on the impact of landing troops, especially on standard landing ships and amphibious armored vehicles, which have an absolute blocking effect. Therefore, in wartime, the landing side needs to destroy it before it is possible to send the landing troops ashore. In addition, most of the artificial ports are small in scale and have limited carrying capacity, and after the landing party captures it, it is usually limited to ensuring the landing of small and medium-sized troops.

Third, the role of commercial ports in landing operations

Because the port facilities of the commercial port are relatively perfect, it is convenient to load and unload personnel and various materials, and the economy of the commercial port area is relatively developed, which is the local economic, cultural and financial center, and is an important urban transportation hub. Therefore, fighting in the shanggang area belongs to the nature of urban operations, and the offensive and defensive sides will compete with the main means of urban operations. In the anti-landing operation, the anti-landing side will rely on the port to build various fortifications and use important buildings inside and outside the port to resist. For the party carrying out the landing operation, because the landing force cannot use heavy firearms, it is necessary to carry out arduous street battles to control the port, and the task of attacking the fort is arduous, but once the port is captured by the landing side, it is convenient for the landing force of the landing side to gain a foothold and rapid supply, and at the same time can effectively cover the rapid landing of the follow-up troops to the defense depth of the anti-landing side.

Fourth, the role of the military port in the landing operation

The military port is the most complete port in the port, the most convenient for landing troops to use. In landing operations, because military ports are usually built in geographically remote places and sparsely populated, it is convenient for the landing troops of the landing side to use a variety of heavy firearms to strike at them.

However, we must also realize that due to the important status of the military port, for the anti-landing side, there are usually large permanent protective fortifications built in the military port, and the full use of soldiers, fire, engineering, and obstacles to form a strict protection system has a greater degree of impact on the landing side to quickly seize the port. Seizing the military port is like gnawing a hard bone, but because the military facilities of the military port are usually relatively perfect, they can usually be used directly by their own side without modification. Therefore, the landing side will do its best to seize control of the military port, and once the military port is captured by it, a large number of landing troops can use the military port facilities to quickly land, and can directly use the military port as its own combat base.

Fifth, the role of industrial ports in landing operations

Since industrial ports are usually equipped with heavy loading and unloading devices and complete facilities, and the port is wide and deep, which is convenient for large ships to leave, the defense of industrial ports is the top priority of the anti-landing side, usually heavily guarded. In the landing operation, for the landing side, seizing the industrial port of the other side is of great significance to cutting off the energy supply on the other side's island, ensuring the rapid landing of its own landing troops, and speeding up the process of landing operations. Especially for heavy equipment that is difficult to unload, such as land tanks, it will be more convenient and efficient to unload using industrial ports. Therefore, for the landing side, the capture of the industrial port can effectively guarantee the follow-up landing echelon and rapid mobile assault force, using large docks to unload, and implement a steady stream of landing to maintain the offensive advantage after landing.

Sixth, the role of fishing ports and safe havens in landing operations

As fishing ports are usually smaller in size, the facilities are rudimentary; Most of the havens are not well-developed and are not convenient for large ships to dock.

Therefore, in landing operations, it is usually not the focus of the anti-landing side. Fishing ports generally have shallow drafts, are inconvenient to land on large ships on one side, and are only suitable for landing small-scale landing forces, and have little impact on the overall situation of landing operations. In landing operations, the haven is not a key defensive place for the anti-landing side, so it is convenient for the landing side to implement rapid occupation, and after appropriate transformation, it can be used by its own side, and can organize small-scale troops or materials to land.

Chapter II: The Impact of the Battlefield Environment on Port Landing Operations

The battlefield environment refers to various situations and conditions on the battlefield and its surroundings that have an impact on combat activities. The port landing is a sea-crossing offensive operation carried out in a special battlefield environment, and it has the characteristics of both landing operations and port residents. In the battlefield environment of the port area, the port landing operation is constrained by various factors such as weather, meteorological and hydrology, terrain in the port area, social conditions, and the defensive combat means of the anti-landing side, and it is necessary to carry out objective and systematic analysis and research.

Section 1: The Influence of The Natural and Cultural Environment on Port Landing Operations

The reason why the battlefield environment of the port landing operation is special is mainly because in the port landing operation, there are many natural environment and human environment factors that restrict the landing operation. The natural environment mainly includes battlefield geography, weather and meteorology, hydrology and other aspects. The human environment mainly refers to the people's feelings and social conditions in the port area, due to the different customs and habits of various countries, we do not analyze the human environment too much here, but only analyze it from the principle.

First, the hydrological environment of the landing operation sea area

Since port landing operations belong to the category of landing operations, therefore, in the marine hydrological environment of landing operations, there is not much difference between port landing operations and general landing operations, that is to say, from the perspective of campaign and strategic background, the hydrological environment of the sea areas of port landing operations and general landing operations tends to be consistent, and they are all constrained by tidal waves, waves, currents and other factors.

(a) Tides. The impact of tides on landing operations is the most immediate and the easiest to judge. The influence of tides on landing operations is mainly manifested in the irregularity of tides and tidal differences. Regular tides are convenient for the landing party to understand and use the tides, while irregular tides are difficult for the landing party to grasp and utilize. For example, the tides in China's coastal areas are very complex, divided into regular half-day tides, irregular half-day tides and irregular daily tides. For example, on the coast near the southeast coast of the mainland, most of them are half-day tides (that is, there are two tides in a day and night), and the tide difference is about 3 to 5 meters. For example, on the west coast of Taiwan Island, there is a big difference between the southern and northern regions, the northern half of the west coast of Taiwan Island is mostly a regular half-day tide, the coast of its southwest coast is an irregular day tide, other places are irregular half-day tide, the west coast of the maximum tide difference is 4.4 meters, the minimum is 0.4 to 0.5 meters, the average tide difference is about 2.5 meters. The influence of tidal difference on landing operations is mainly manifested in the choice of landing days, which are selected on the day of great tide, the sea rises the highest, and the high tide line is closest to the beachhead, thus facilitating the actions of the landing troops on the landing side. The first is to facilitate the landing ship to arrive at the beach quickly and closely, and the landing soldiers can be sent directly to the shore beach to reduce the time for the landing soldiers to impact on the shore beach of the anti-landing side and shorten the impact distance, which not only reduces the physical consumption of the landing soldiers, but also reduces the number of casualties of the landing soldiers;

The second is to facilitate the use of light landing tools by the landing force to use the high tide to cross the obstacles of the waterline beachhead, because most of the beachhead obstacles at the high tide are submerged under the high tide waterline, so the landing troops can use the light landing tools to exceed the obstacles in the water with light landing tools in the process of arriving at the beach, and most of these obstacles are set up by the anti-landing side to prevent the landing party from implementing the beach landing obstacles at low tide. In the history of warfare in ancient and modern China and abroad, there are many examples of landing operations and victories using the great tide day. For example, in the United States and Britain's Normandy landing operation in World War II, the Allies chose to start landing 3 hours before the climax of the tide and 40 minutes after dawn, and successively transported 1.5 million troops to the French territory controlled by the German army, and finally won the victory after a brutal and fierce battle. Another example is that in October 1949, the 22nd Army of our Third Field Army launched a landing operation against the enemy on Jintang Island, in order to completely annihilate the defending enemy on the island, after finding out the law of tides, through accurate calculations, it was decided to choose the landing date on the big tide day, that is, October 3, and after full preparation, launched a landing operation against the enemy on time, and only at a small cost of 605 casualties, it was exchanged for the brilliant results of almost completely annihilating the 102nd Division of the Kuomintang Army. Through these two examples, we have come to understand that the Great Tide Day is conducive to the landing side to carry out the land of the beach grabbing. So, is it also feasible to carry out landing operations on a small tide day? Through the analysis of some examples of warfare, we have come to the conclusion that landing operations are not convenient for landing operations on a small tide day.

Because the landings on the day of the small tide, the landing troops grabbed the beach for a long distance, and the enemy beachhead obstacles were even more exposed, which had a great impact on the landing troops' land grabbing operations. For example, in the landing operation on Besio Island, the US military chose the landing day on the small tide day, so that the landing ships could not directly reach the beach, and more than 3,000 casualties were killed when they landed, and more than 90 tracked vehicles were lost. In October 1949, the Landing Operation of Kinmen Island of the 10th Corps of our Sanye Army also did not strictly follow the tidal law, and the assault landing troops landed at low tide, causing the ships to run aground and the obstacles in the water covered by the tide to be dragged, and all of them were destroyed by the enemy. These two examples are exactly two cases of failure, lessons learned with blood.

(2) Waves. Ocean waves are the fluctuations of seawater. It is generally divided into wind and waves, surges and shore waves. When the wind and wave reach level 3, the wave height is 0.75-1.25 meters, the rocking bumps of the ship at sea are significantly increased, and it is more difficult to get out of the harbor and leave the dock; when the wind and wave reach level 4, the wave height is 1.25 to 2 meters, and the firearms on the landing craft and torpedo boat can hardly be fired; When the wind and wave reach level 6, the wave height is 4 to 6 meters, and the combat operation of the destroyer will also be greatly affected. For example, in China's Taiwan Strait, the occurrence of waves is extremely frequent, in the 365 days of the year, there are 97% of the days with waves, and only 3% on the days without waves; Generally, it is a 4 to 7 level wave, and sometimes due to the influence of typhoons and strong cold waves, it can reach 8 to 9 wild waves; 8 or 9 months is the period of strong winds and strong waves, and the perennial wave height is 2 to 3 meters, and the maximum is 7 meters, which has a very great impact on the sea operation of landing operations. A surge is a wave that continues to propagate forward due to inertia after the wind wave leaves the wind zone or the wind stops or turns. The crest of the surge can lift the ship up, forming a mid-arch and mid-sagging phenomenon, which can make the ship's keel fracture or deformation.

A lapping wave is a wave formed by the wind or surge of the open sea that spreads to the coast and is affected by the action of the terrain. The impact force of the larger crashing waves can reach more than 20 tons per square meter, which has a considerable impact on the troops' land-grabbing operations. It mainly affects the rushing, retreat and unloading of landing tools, as well as the landing of amphibious vehicles. Lapping at shore waves can wash landing ships ashore and run aground, or wash up rocks and destroy them. Large shore-lapping waves can also overturn amphibious armored vehicles and assault boats close to the shore, and even directly destroy landing craft ships. It is not difficult to see that whether it is wind and waves, surges, or waves on the shore, the impact on landing operations is considerable.

(3) Currents. Ocean currents refer to the periodic flow of seawater in the horizontal direction caused by the action of the sun and moon tides. The size and direction of the current can change the course of the transport ship and the position of the landing craft to the beach to a certain extent. Inland currents, in particular, have a greater impact. Offshore currents are generally divided into shore currents, back shore currents, and coastal currents. The inshore flow helps the landing vehicle to approach the shore, but is not conducive to the retreat. The back shore is conducive to the retreat of the landing vehicle, but is not conducive to approaching the shore. The coastal current easily pushes the side of the landing ship towards the beach, causing a cross-border. For example, the currents in China's coastal waters are very complex, mostly reciprocating, and the flow direction of each coastal section is not completely consistent. For example, in the north sea in the middle of the west coast of Taiwan, it flows from north to south at high tide and from south to north at low tide; In the South China Sea, its flow direction is just the opposite, flowing from south to north at high tide and from north to south at low tide, and the flow rate is very large, up to 5 knots. The impact of the current on the landing operation is mainly manifested in the fact that when the landing is rushed to the beach, the landing ship is affected by the current, and it is easy to deviate from the predetermined landing point, which in turn affects the entire landing plan.

For example, during the Normandy landing operation, a regiment of the 4th Infantry Division of the US 7th Army was affected by the currents, sea breezes and waves, and the actual landing area was 1800 meters away from the original landing site. For example, during the landing operation of our army on Hainan Island, the 352nd Regiment of the 118th Division of the 40th Army was originally scheduled to land on the northwest coast of Lingao, but due to the influence of currents, sea breezes and waves, it later landed in the area of Yubao Port east of Lingao, deviating from the original landing area by 60 kilometers.

The water depth of the sea area determines the activity area and navigation route of various ships, affecting the speed of the ships, thus having a certain impact on the route, landing direction and location selection of the landing formation. Because the activities of various ships, the wading of personnel and vehicles are conditional, it is necessary to have a certain water depth as a guarantee. General requirements: the water depth of the active sea area of the surface ship should be greater than its own draft of more than 2 meters; The water depth of the submarine should be no less than 50 meters, and the sea depth should not be less than 6 meters when the water is mine-laid; The wading depth of personnel, trucks, towed artillery, and tanks also has certain requirements. In some seas, the seabed geology is more complex, some are trenches, some are shoal zones, trenches have little impact on landing operations, but shoal zones have a great impact on landing operations. For example, at the bottom of China's Taiwan Strait, there is a shallow shoal belt that rises in the direction of northeast to southwest, which divides the strait into two and forms two shallow waters. The water depth of these two shallow waters is relatively shallow, the water depth of most of the sea area is less than 100 meters, accounting for about 3/4 within 60 meters, and the water depth of some seas is less than 10 meters, when the navigation of landing ships enters the shoal waters, it will adversely affect the navigation of ships, including the activities of ships.

Second, the climatic environment of the landing combat area

It is also common for landing operations to be affected by the climatic environment, especially monsoons, typhoons, rain, and fog have a great impact on landing operations. For example, in the southeast coast of China and near the Taiwan Strait, the climate is mostly a subtropical monsoon climate, mainly the northeast monsoon and the southwest monsoon, and the wind is large all year round. From November to March of the following year, the northeast monsoon prevails, and the winds are strong and persistent. Tropical cyclones are in full swing from July to September. Every year, there is a typhoon period of nearly half a year, a monsoon period of 3 or 4 months; In the East China Sea, cold air with winds of 7 to 8 or more occurs about 30 times a year. It can cause the ship to deviate from the predetermined course, change the speed of the ship, make it difficult for the landing formation to maintain the formation of the voyage, and even cause navigation accidents. If the wind is too strong, the landing transport ship will not be able to set sail and carry out the crossing, and the aircraft and helicopters will not be able to take off and fly. During the Normandy Landings of 1944, a rare sea storm destroyed all the facilities of the man-made port that the Allies had spent heavily on the United States and Britain, and more than 800 ships were swept onto the shore, more than 20,000 vehicles, 10 More than 10,000 tons of material could not be unloaded as planned.

The impact of sea fog on landing operations is also enormous, especially the complex fog has a greater impact on combat operations. For example, the fog situation in China's Taiwan Strait area is very complicated. In the strait, fog can occur 24 hours a day. The fog is mostly from April to May as the peak season, with more on both sides than in the middle, more on the west bank than on the east bank, and more on the north mouth than at the south mouth. Most of the fog forms in the second half of the night, the most concentrated at 5 to 7 a.m., most of which disappears around the 9th, and the sea fog in the northern part of the strait sometimes does not disappear throughout the day.

Inland on the west coast, north of the central region, the average annual fog day is about 10 days; In the area south of the central region, the average annual fog day is about 10 to 30 days. In the southeast coastal area, the annual fog day is more than 20 days. Sea fog can greatly reduce visibility at sea, causing serious difficulties for transport ship crossings and aircraft cover crossings. It can make it difficult for ships to locate, communicate, observe, shoot, and easily deviate from course, hit a reef, run aground or collide with each other. In the Anglo-Argentine War, it was precisely because of the influence of the vast sea fog that 1 Helicopter of the British Army fell into the sea, 23 Man died at the bottom of the sea without a fight. However, the seabird also has a favorable side to the landing operation, it is conducive to the concealment of the landing operation attempt, to achieve the suddenness of the landing operation. It was also in this war that the British army benefited from the thick sea fog as a cover to achieve the suddenness of the landing operation. For the party carrying out the landing operation, it is necessary to take effective measures to strive to overcome the adverse effects caused by the sea fog, and at the same time to be good at using foggy days to carry out landing operations and strive to achieve the suddenness of the landing operation. In addition, low-cloudy weather in some areas can also have a negative impact on landing operations, mainly rainy weather. The Taiwan Strait is one of the regions with the most low clouds in China, with more low clouds from October to June of the following year, with an average of 15 to 20 days per month. The rainy season begins in April every year, often rainy continuously, with only 2 to 8 sunny days per month, with an average annual rainfall of 2500 mm and torrential rains of 10-12 days. The temperature is mild all year round, there is no heat, no severe cold, the average annual maximum temperature is 25 °C ~ 28 °C, and the average annual minimum temperature is not less than 10 °C, which also affects the choice of landing day and landing action.

Third, the topographic environment of the port area

The influence of the topographic environment of the port area on the port landing operation is mainly to objectively analyze the impact of the topographic characteristics of the port area on the landing side and the anti-landing side. In terms of the general topographical characteristics of the port area, it is generally easy to defend and difficult to attack.

First, the port is built according to the coastal town and is integrated with the town. From the perspective of geographical characteristics, because the port has to carry out a large number of loading and unloading, out of the need for convenience, most of its location is selected in the place where the terrain is relatively flat and the traffic is more convenient, even in the mountainous and hilly areas, it is also selected in the back of the hilly and mountainous place. Due to the hub effect of the port, the port and the city are inseparable, from the perspective of the internal construction of the port, it is artificially built in accordance with the town plan, and all kinds of facilities and institutions are readily available. Usually has a perfect ship navigation, berthing conditions and a certain number of passenger and freight facilities. There are generally waterways, harbors, anchorages, wharves, warehouse yards, rear transport equipment, repair equipment and necessary management and service institutions. On the other hand, the economic dependence on the lips of the city has made the port and the coastal town more closely linked, and there has been a trend of economic interdependence and spatial integration. The continuous growth of urban population and the development of the port economy, the scale of towns and cities has been further expanded, resulting in the trend of spatial integration of ports and towns becoming more and more obvious, forming a special geographical environment of "port city integration". For most port cities, they basically have ports first and then gradually develop into cities, especially port cities on islands, which have ports first and then cities.

This is also due to the special geographical environment of the island. For example, Taiwan Island in China, its western and eastern plains, longitudinal valleys, is a relatively typical central barrier type of regional structure. It is precisely because of this typical geographical structure that Most of Taiwan's political, economic, and military centers, as well as transportation and communication networks, are deployed in the western region. Therefore, the western region is densely populated and economically more developed. 90% of the province's population is distributed in the plains, basins and hilly areas below 100 altitudes in the west and north, and the population distribution is extremely uneven. The uneven distribution of the population and the objective limitations of the geographical environment have accelerated the development of cities and towns in the western coastal areas. Surrounded by the sea on all sides, the western coastline is relatively straight, and the plains and hills of its west coast are scattered with many large and small towns and towns connected to the shore beach. Due to the obvious characteristics of urban settlements in the port area, it is convenient for the anti-landing side to use the residents near the port to carry out anti-landing operations in the operation, while it is difficult for the party carrying out the port landing operation.

Second, the port in the hilly and mountainous areas can use the surrounding terrain to form a view of the port. For example, in the coastal areas of southeast China, the terrain within the shallow and deep coast is mainly hilly and mountainous, and the distribution characteristics of this terrain play an important and special role in port defense. Most of these hills and mountains are close to the coast and have higher terrain. When defending against the landing side, it can give full play to its geographical advantages, choose a good commanding height on it as an observation post, command post and firing position for important firearms, and can also use it as a key point for controlling coastal, plain, and deep transportation hubs, and exert its important overlook. The terrain in the outskirts of the port town is not undulating, the soil quality is better, and it is convenient for engineering operations during defense, and positions and key fortifications are constructed.

In addition, in order to prevent natural disasters such as typhoons, most of the areas around the port are planted with a large number of windbreaks, which has a strong hidden camouflage effect for the anti-landing side.

The third is the port in the water network rice field, which can use the water system as a natural obstacle to prevent the landing side from attacking. Most of the ports in the water network rice fields are scattered with many shore beach dwellings, and these shore beach dwellers and port towns are in a state of star-studded moon, and due to the geographical interrelatedness of the two, the interdependence between the implementation of port defenses is determined. In wartime, the two will also form a closely linked and mutually echoing whole, which can effectively overlook the waters of the port area, the shore beaches on both wings of the port, and the outer areas of the port town. The water network in the port area is densely packed with rice fields and ditches, and most of the time there is water in the fields and the silt is deep, which will have a certain impact on the land mobility of the landing force, especially the difficulty of the armored mechanized troops to leave the road. In addition, the water network rice field generally has many rivers distributed among them, which has a certain impact on land transportation. A large number of large and small rivers are the main obstacles to land traffic, if the anti-landing side destroys or controls these bridges and roads before the landing party occupies the port, it can play the role of the natural barrier of the river, effectively blocking the other side's mobility and splitting the opponent's combat formation. Due to the large and small number of rivers and the narrow size of the watershed, land transportation needs to rely too much on roads and bridges. For the landing side, once the bridges and roads in the port area are effectively controlled, the connection between the port anti-landing side and its reinforcements can be effectively severed, and the strength of its port defense can be isolated to the greatest extent.

Fourth, the port battlefield is relatively limited, and it is difficult for the landing side to invest more troops. The front of small and medium-sized ports is mostly 1 to 5 kilometers, the depth is 2 to 3 kilometers, and the battlefield capacity is relatively small. In such a narrow combat area, it is difficult for the landing side to invest more troops and weapons in the first surprise attack, and it is more difficult to quickly aggregate combat strength and form a superiority in forces and weapons against the landing side. It is mainly manifested in the following aspects: First, the terrain is narrow, resulting in the landing side's combat forces being delivered in batches, and in the course of the operation, the anti-landing side may also carry out layers of recoil teeth and counterattacks on the port, and it is difficult for the landing side to take advantage of the surrender of forces to the port area within a unit time. Second, in the process of troop mobility, the combat capability of the landing troops on the landing side is in a potential state and cannot play a role, and only after the troops are projected to the predetermined target area can the combat capability be brought into play. Third, the defense system of the port area of the anti-landing side is relatively strict, and the troops of the landing side are vulnerable to being hit and blocked by the other side in the process of maneuvering, and once they are accurately attacked by the other side, most of them will lead to the loss of the whole vehicle and the whole ship, and the probability of casualties will be greatly increased. Fourth, there are many targets in the port and the locations are relatively scattered, and judging from the division of tasks of the landing forces on the landing side, the attack detachments mostly fight in small groups and multiple ways, and it is difficult to effectively support each other.

Fourth, the cultural environment of the port area

First, most of the population is relatively dense and has many sensitive targets, which has great restrictions on the means and methods of attack. Port areas are usually more economically developed and densely populated, and with the development of ports and the continuous improvement of the modernization of towns, various types of facilities in port towns are correspondingly complete.

Sensitive targets such as hospitals, schools, shopping malls, tall homes, etc. are increasing. Therefore, in the port area, for the landing side, if the choice of strike methods is improper and the means of strike are not restricted, it is easy to produce collateral damage, causing a large number of civilian casualties and the damage of a large number of civilian facilities, which is not conducive to the landing side to strive for the initiative in economic, political and diplomatic terms. Because the means and methods of strike are greatly restricted, the offensive nature of the landing side in seizing the port has been relatively increased. As far as landing operations are concerned, landing operations can generally be carried out only after destroying or injuring about 60% of the other side, and the landing operation of seizing the port is to lay the foundation for the subsequent use of the port by seizing the port in advance, the main purpose is to be used by the other side, and it is necessary to retain the important facilities in the port, so it cannot be like fighting in non-port areas, and a large area of fire coverage can be implemented on the target Shooting and carpet bombing will be replaced by "point-to-point" precision strikes, and there are many military targets in the port area, and the targets are relatively concentrated, and the early joint fire assault stage is not enough to carry out precision strikes on all targets, so it is difficult to achieve more than 60% of the effective forces and fortifications of the other side in the port area, especially in the port, thus disguisedly retaining the living forces of the anti-landing side, thus increasing the offensive and annihilating nature of the landing side to seize the port task. Second, the people's sentiments and social conditions are relatively complex, and most of them are not highly exploitable. Landing operations are conducted in the areas controlled by the opposing side and are very different from those on their own. As far as the anti-landing side is concerned, in wartime, all available forces will be mobilized to carry out joint defense, and in addition to the participation of its army, navy, and air force units, the party, government organs, police organs, and militia organizations in the port area will also devote their forces to cooperate in the operation and implement the "army, police, and civilian" joint operations.

At the same time, under the encouragement of political opinion on the anti-landing side, it will receive the support of a certain number of people, who may directly participate in and assist their own armies in the defense of the port area. For example, in port town operations, non-combatants can rely on buildings to release "cold guns" and "cold cannons" to attack landing troops; To create incidents in important areas seized and controlled by the landing side, to undermine social stability, and to cooperate with its own army in carrying out counterattack operations. There are also some people who may be neutral and look at it coldly. Therefore, the people's sentiments and social conditions in the port area are more complicated.

Fifth, the electromagnetic environment in the port area

There are many sources of electromagnetic signals in the port area, including landing parties, landing-resistant parties, civilian and natural generation, and various electromagnetic waves are intertwined to form a complex electromagnetic environment on the battlefield (see Figure 1). First, there are many frequency equipment, which is prone to self-disturbance, mutual disturbance, and civil disturbance. Usually, the port area is relatively densely populated, and there are a large number of sources of electromagnetic radiation. In wartime, in the port area, there will also be a variety of frequency equipment used by both landing and anti-landing sides in the air, at sea and on land, and a large number of electromagnetic resources will be gathered in a relatively small tactical space, and strong electromagnetic radiation will bring more serious self-disturbance and mutual disturbance problems to the landing side. In addition, the civilian high-power electronic equipment in the port area will also interfere with military electromagnetic equipment when starting up, which will aggravate the complexity of the electromagnetic environment. Second, the fierce electronic confrontation in the whole process of operation has aggravated the deterioration of the electromagnetic environment.

In combat, the anti-landing side will use a variety of electronic warfare equipment in a multi-dimensional space to electronically interfere with and suppress the landing party throughout the process. In short, the extremely harsh electromagnetic environment in the port area can easily cause poor communication, command interruption, and inconvenience to the landing party, which increases the difficulty of commanding and controlling troops. In addition, the complex electromagnetic environment in the port area also has a serious impact and restrictive effect on the performance of informationized weapons and equipment.

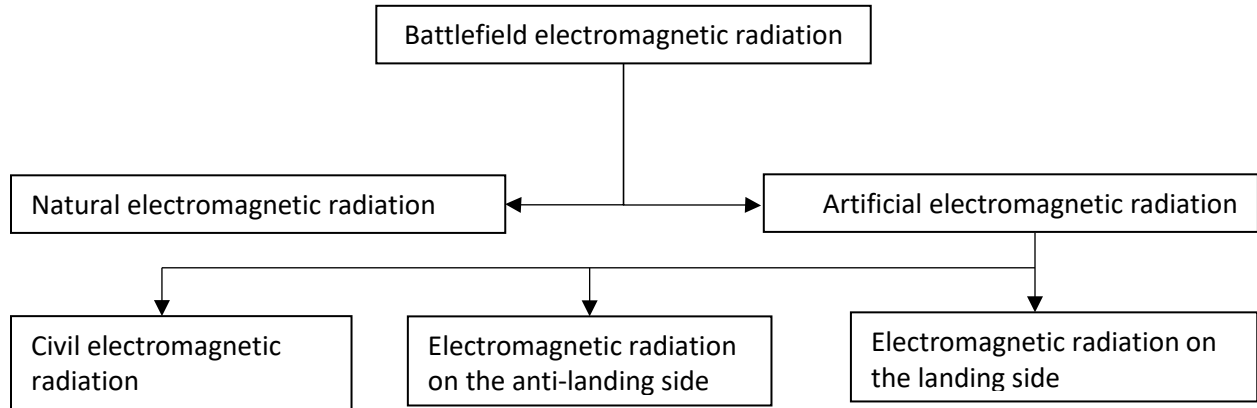


Figure 1 Battlefield electromagnetic radiation composition

Section 2: The Impact of Informationized Weapons and Equipment on Port Landing Operations

The development of high-tech groups with information technology as the core and their comprehensive penetration into the military field have brought about a qualitative leap forward in modern weapons and equipment systems. In the field of landing operations, the use of various advanced landing delivery tools, the extensive use of precision-guided weapons, and the information network system support system operations have had a comprehensive and profound impact on landing operations, greatly changed the methods and methods of landing operations, and then had a far-reaching impact on port landing operations.

First, the extensive use of new cross-sea transport tools has made the combat methods of port landing operations more diverse

Traditional landing ships, landing craft, amphibious tanks and amphibious infantry fighting vehicles, due to their slow speed, are dependent on geographical and hydrological conditions, and the landing method is single, which is difficult to play a full role. Coupled with the complex loading, going into formation and debarkation, the conveying speed is further reduced, and it is inconvenient to achieve suddenness. The new type of landing combat ships and amphibious combat vehicles are based on improving the landing tools on the water, land speed and obstacle crossing ability, to adapt to "vertical landing" operations and "ultra-horizon landing" In the needs of combat, we have adopted and used the technologies we have mastered, such as gas-plastic technology, hydrofoil technology, water jet technology, high-thrust engine technology, and new materials, so that the landing delivery tools will further develop in the direction of lightness, high strength, high speed, and stealth. For example, the use of FRP to manufacture small landing craft, speed boat, due to its light weight, high strength, construction costs and maintenance costs are only equivalent to one-third to one-fifth of the steel or wooden hull, and has good stealth performance, is the ideal material for the construction of small landing craft and amphibious combat vehicles. Kevlar materials, "aramid" series with ultra-high-strength fibers, invisible materials and other excellent performance of new composite materials, used in the manufacture of landing combat ships, can make the landing combat ships further to the direction of light, high speed, high strength, corrosion resistance, wear resistance, stealth.

If the "aramid-14" ultra-high-strength fiber is used to make a hull, the weight can be reduced by more than 30%, the speed can be increased by more than 54%, and it has excellent corrosion resistance, fatigue resistance, vibration resistance, and the strength is 5 times that of steel. For another example, the use of fine ceramics to manufacture engines, can withstand high temperatures of 1350 ° C, compared with traditional metal engines can increase the power by 45%, save 30% of fuel, greatly reduce weight, thermal radiation characteristics are significantly reduced. After the comprehensive use of the above technology, the speed of various landing ships will be greatly improved, and it can reach 30 to 50 knots; The speed of the landing craft will be qualitatively improved, especially the speed of the small landing craft and the speed of the amphibious combat vehicle on the water will reach more than 50 knots, and the seaworthiness, comfort, flexibility, maneuverability, corrosion resistance, and obstacle crossing will be greatly improved. At present, the large and medium-sized landing ships, speed boats, and amphibious assault combat vehicles recently developed by the armed forces of various countries in the world have greatly improved their performance than before, especially the extensive use of carrier-based helicopters, hovercraft, and ground effect aircraft, so that the three-dimensionality of the plane landing tools will gradually be enhanced, and the amphibious combat capability will also be greatly improved. At the same time, landing combat ships and amphibious combat vehicles will integrate a large number of electronic equipment and information equipment, and their reconnaissance, communication, command, coordination, electronic warfare, and information warfare capabilities will be comprehensively enhanced. It is not difficult to see that the revolutionary changes in the new type of conveying tools will inevitably abandon the traditional landing operation mode and adopt the long-distance (super-visual distance) impact and ultra-high-speed and three-dimensional landing combat mode.

Second, the use of precision-guided weapons has made the damage efficiency of port landing operations more efficient

Precision guidance weapon is a high-tech flying attack weapon, which can overcome certain obstacles and resistance, accurately fly to the target point, and accurately hit the target.

Because of its unique advantages that cannot be matched by conventional weapons, such as flexible flight routes, short task transformation time, strong cooperative combat capability, and accuracy of hitting targets, it has become a very important combat force on the modern battlefield. Precision-guided weapons accounted for only 8 percent of the gulf war, but it destroyed 80 percent of Iraq's targets. In NATO's air strikes against the Federal Republic of Yugoslavia, the use rate of precision-guided weapons reached 35 percent. In the U.S. wars against Afghanistan and Iraq, precision-guided weapons are as high as 56 percent and more than 67 percent. In the Iraq War that broke out in 2003, the US military used 70% to 80% of precision-guided weapons. Because conventional ballistic missiles, cruise missiles, airborne missiles, and so on have the characteristics of long strike distances, great power, and direct combat objectives, the use of these weapons can often have a major impact on the course and outcome of operations. The improvement of the quality of precision-guided weapons has undoubtedly created conditions for accurately attacking targets, participating in important combat operations in a timely manner, and then conducting joint operations. This makes landing operation decisions more accurate, troop projection more accurate, combat command and coordination more accurate, combat operations more accurate, and various combat support more accurate. The new operational guiding ideology is often based on a certain new technical foundation, and it also reflects the basic requirements of the new technical foundation for operations. Today's technological weapons and equipment are constantly developing, the accuracy of all kinds of weapons is constantly improving, precision combat has become the main combat style of local warfare under the conditions of informationization, and the guiding ideology of precision operations will become an important idea of modern landing operations.

In future port landing operations, the combat strength of the Air Force, the Navy, and the conventional missile units of tactical missiles in the campaign will be greatly increased, and they can undertake more combat tasks, fight side by side with the landing units of the army, and jointly organize and implement port landing operations throughout the process. At present, the development of combat weapons in campaigns of various services and arms has taken the improvement of the ability to attack the ground as one of the key points, for example, fighter-bombers that have both excellent air combat performance and strong ground (sea) attack capability have become the main aircraft of the Air Force and Naval Aviation, carrying more bombs than bombers in the 1950s, reaching 6 to 10 tons, and equipped with advanced digital navigation and fire control systems, which can accurately attack various tactical targets from medium and low altitudes to guided bombs, air-launched missiles or conventional bombs and rockets. For another example, the range of ground-to-ground short-range conventional ballistic missiles has reached more than 600 kilometers, the accuracy of hits has also been greatly improved, and the types of warheads are increasing, which can effectively attack important tactical targets such as the enemy's strong support points, cluster armored targets, command posts, artillery positions, and missile positions, and jointly carry out firepower warfare tasks with long-range artillery, attack helicopters, and aviation. Tactics are determined by technology, and the development of technology and the breadth of operations inevitably require tactics corresponding to them. The continuous improvement of the precision strike capability of weapons against important operational targets has created a favorable advantage for all branches of the armed forces to directly participate in port landing operations more and more extensively, and is also an important technical and material basis for the emergence and development of new operational methods for port landing operations.

Third, the integration of the command information system has made the combat capability of the port landing combat system more powerful

Information networking technology is an important driving factor in the eventual development of joint landing operations.

Through information and network technology, the functions of the command information system on the landing battlefield have been greatly improved, the unified command and control of multiple services has become possible, and the real-time sharing of battlefield information between various branches of the armed forces and between the various units of the armed forces has been realized through the Internet of the three services. On the multi-dimensional and three-dimensional landing battlefield, we can not only understand our own local battlefield situation, but also take charge of the overall situation of the battlefield, and according to the changes in the battlefield situation, we can use computer artificial intelligence systems to quickly judge, make decisions and take action, and realize real-time and active coordination of combat actions between each other.

With the continuous progress of information technology, the command automation system that meets the needs of joint operations has developed to a certain extent. Through extensive use of information technology, computer network technology, and satellite communication technology, the operational command system has transitioned from the traditional "hierarchical" to "interconnected, and the "two integrations" of the information network system have created conditions for establishing a joint landing operation command structure and implementing effective joint command of various services and arms. That is to say, the integration of strategy, campaign and tactics is realized vertically, and the strategic and campaign command levels can directly control the situation of landing operations through the network, and landing operation commanders can also timely understand the situation of the entire landing campaign through the network and enhance the initiative of operational command; It is necessary to realize the integration of all services and arms horizontally, to achieve information exchange and sharing among the three services, and joint operations commanders can directly grasp the combat situation of various services and arms through the network, and carry out joint combat command in accordance with the predetermined command relationship, so that the various services and arms can directly and carefully coordinate operations in landing operations.

The amphibious mechanized units are equipped with new-type armored combat vehicles equipped with satellite navigators, and the armored command vehicles are also equipped with satellite navigation, tracking and surveillance, and advanced communication equipment, and the command and control capabilities have been greatly improved. The combination of high-quality precision strike weapons and an efficient command automation system will enable all branches of the armed forces to truly glue together in port landing operations, form a powerful joint combat force, and under the unified plan and command, use various means to counter the landing side to carry out coordinated overall strikes, and promote the port landing combat system combat capability to become more powerful.

Section 3: The Impact of the Anti-Landing Side's Combat Methods on Port Landing Operations

Landing and anti-landing are a contradiction, in order to destroy the other side's landing operations, the anti-landing side often do its utmost to take all means to prevent or smash the other side's landing operations, and the anti-landing side's combat means will have a direct impact on the implementation of the landing operations of the landing side. Under the conditions of informationization, due to the development and changes in weapons and equipment, the combat methods of the anti-landing operation side have also undergone considerable changes, and at the same time, many new problems have been brought to the landing operations of the landing side.

First, the anti-landing side attaches importance to strengthening sea and air reconnaissance and early warning, and strives to detect the actions of the other side as soon as possible

Most of the island defenses have the natural defects of "shallow depth and short warning", so strengthening sea and air reconnaissance and early warning and obtaining intelligence information from the other side as soon as possible is the most basic pursuit of the anti-landing side.

Due to the rapid progress of modern science and technology, the reconnaissance and early warning capabilities have made a qualitative leap, and all countries are constantly upgrading airborne early warning aircraft, developing military reconnaissance satellites, and making every effort to build a "three-in-one" reconnaissance and early warning system composed of ground, air, and sea, and the reconnaissance and early warning capabilities have become farther, higher, and faster. For example, in the loading and embarking stage, due to the large number of services and arms participating in the war on the landing side, the types and quantities of ships, aircraft, and landing tools used are large, and the preparation time for combat is long, the links are many, and the procedures are complicated, and it is necessary to have a long time to make pre-war preparations. The anti-landing party may exercise all-weather surveillance on the landing party within a depth of several hundred kilometers, the assembly, maneuvering, loading and other actions of the landing party are easily exposed, and the reconnaissance, early warning, command and control systems are greatly threatened by the anti-landing side. In addition, the party carrying out island defense can make full use of the advantages of some satellite islands and reefs, and deploy some reconnaissance and early warning systems in advance to seize the opportunity in time and space, such as using the "barrier" role of the outer islands, vigorously enhancing the early warning forces in the outer islands, and alerting the navy and air force Radars are deployed on outer islands to share information with the island's command network to achieve the purpose of early warning. In addition, some countries have linked the air force and naval reconnaissance and surveillance system with the air force, missile cross-field and air defense center to form a sound command, control, communication and intelligence system, which realizes the integrated command and pre-warning of aircraft, missiles and anti-aircraft artillery. For example, Japan's monitoring of China's East China Sea region is to use the reconnaissance and early warning system of the outer islands to carry out large-scale and large-scale time and space monitoring of China's eastern and southern China regions, including the monitoring of the Taiwan Strait.

Second, most of the anti-landing parties emphasize preemptive countermeasures and full-blow attacks, which are a great threat to the loading, crossing, and debarkation operations of the landing side

The first is to pay attention to the information system. Once it is found that the other side has an attempt to land, the anti-landing party often first uses its own information equipment to suppress the information of the landing party. For example, the use of electronic warfare aircraft and combat aircraft carrying electronic warfare compartments to carry out "electronic air raids" on the landing party and electronic suppression of its command information system. When landing on one side's voyage, the anti-landing party may dispatch electronic warfare aircraft to interfere with the landing party's landing formation command and communication network, destroy the command, control, communication, and intelligence systems of the landing party's aircraft crossing formation, and make it difficult to implement effective unified command. When intercepting at sea, the navy of the anti-landing side may be equipped with ship-borne radar jammers and other equipment to interfere with the ground carrier-based radar of the landing side; To drive and protect the ship-borne automated electronic warfare system and jamming rockets, interfere with the landing side's anti-ship missile guidance system and radar seeker; The anti-landing side may dispatch small ships to use electronic warfare equipment in non-main combat areas to carry out "electronic forgery" and deception, so that the landing party will make mistakes in judgment and disperse troops. The second is to carry out air raids to strike at key targets and crossing formations on the landing side. In order to sabotage the landing preparations of the landing side and destroy the operational capability of the landing side, the anti-landing side will often use advanced combat aircraft, carry precision-guided munitions, adopt electronic suppression as the guide, and use tactics such as small units, multiple batches, and ultra-low altitude to suddenly land on important targets such as important cities, airports, ports, radar stations, C4ISR systems, missile positions, bridges, ships, logistics supply bases, and transportation hubs within the depth of one side.

In the voyage stage, the focus is on attacking amphibious ships, destroying, killing, and delaying the landing forces in the crossing, disrupting the ferry formation of the landing side, and the survivability of the landing side will face a serious threat. The third is to carry out special sabotage operations on the anti-landing side and sabotage the landing preparations of the landing side. In order to sabotage the other side's landing operations, while carrying out information and firepower surprise attacks, the anti-landing side will also dispatch special combat forces to carry out sabotage and terrorist activities against the deep cities and important targets of the landing side by means of airborne raids, amphibious assaults, underwater blasting, and latent special agent sabotage, and to destroy important targets such as airports, ports, docks, transportation hubs, radar stations, and command posts of the landing side, create tension, and maneuver, load, and ship on the landing side. Rear support and other operations were disrupted and destroyed. The fourth is to carry out sea raids and disturbances, delay the assembly and navigation of the landing side, and usually use speedboat attacks, offensive mines, submarine ambushes, anti-ship missile firepower assaults, and other means to surprise and ambush the past ships of the landing side, and wait for the opportunity to lay mines on important coastal harbors and waterways that the landing side must pass through, prevent the mobile assembly of the landing party's ships, obstruct the landing party's fleet's sea crossing, and carry out early fire strikes. Fifth, carry out artillery and missile attacks and make counter-fire preparations. For example, in the stage of "pre-emptive" operations, the anti-landing side will use the near-shore islands to surprise the landing side's large airfields, port terminals, artillery positions, radar stations, communication hubs, and other military targets with artillery and missile fire, which will pose a direct threat to the landing side's assembly operations and loading on board. When the debarkation of the landing party is launched, the shore-based missiles, shore artillery, and long-range artillery are used to carry out concentrated fire, and the shore-based missiles are used to strike important targets and landing forces in the debarkation area;

Shore artillery and artillery are concentrating on the landing tools of the assault that are offloading and going into formation, disrupting the deployment and debarkation of the landing side and preventing the landing side from landing on the surprise landing.

Third, the anti-landing side often implements coastal entrenchment and forms a three-dimensional circular fortress defense system, and the landing side is difficult after landing

As an important part of the coastal defense of the anti-landing side, the port defense position usually emphasizes the basic operational guidance of holding the main points, controlling the beach, and sealing the port with firepower as the basic operational guidance, often with the port as the center, and in the outer areas of the port town, usually relying on the terrain of the two shore beaches of the port, the production point, the forward protrusion, the traffic artery, etc., most of them set up fortifications of the solid position of the company and row support points. The fortifications and underground solid facilities in the town were divided into pieces, and actively used the streets, alleys, and underground passages to gather and maneuver troops to carry out encirclement, detours, and other actions, severing the connection between the attacking teams of the landing side, and achieving the purpose of encircling and treachery in pieces. The distance between the key points on the outskirts of the port and the fortifications of the port town is close, and the firepower of the troops can support each other, and the advance can be attacked and retreated, thus forming a relatively hard defensive shell. At the same time, most of the anti-landing parties attach importance to the use of the port and the surrounding terrain, integrate the port with its coastal defense, implement the defense of port, shore and city integration, and rely on port buildings to form a fortress defense. It has formed a three-dimensional ring defense system with both urban defense characteristics and coastal defense characteristics, and more solid fortification defense characteristics. In the periphery of the port, the anti-landing party usually deploys near the port on the basis of a reserved channel

There are large areas, large depths, and various types of marine and shore obstacles. For example, most of the main waterways of ports and military ports will be equipped with anti-submarine, lightning-proof or underwater surveillance devices. In the course of combat, random barriers will be imposed on reserved waterways and ports will be closed. At the same time, we will make full use of the favorable terrain of the shore beach around the port and set up beachhead outposts on both wings of the shore beach. It is mainly composed of bunkers and beachhead support points, which mainly control the key points of the shore and make up for the lack of exposure of the port flanks. In the port town block, the anti-landing side will make full use of the cover and shelter conditions of town buildings and natural features, and form a stronghold position with strong buildings as the core. At the same time, through the transformation of other town buildings, the construction of indoor and outdoor fortifications, core fortifications, roof observation stations and blocking fortifications, anti-aircraft (air) landing fortifications, the use of roads and underground facilities to maneuver troops, weapons, the establishment of company and platoon support point-type defensive positions. There are usually anti-tank positions, anti-airborne positions, ambush positions, reserve positions, etc. The positions are closely integrated, relatively strong, and able to support each other, and have a strong ability to resist. In the important target areas of the port, such as docks, command and control facilities, communication hubs, etc., it is an area heavily defended by the anti-landing side. Shelters and underground facilities in the port area are usually used to construct fortifications around important targets. Concentrate on the deployment of anti-aircraft firepower, shore artillery fire and artillery fire to ensure their safety.

Fourth, the anti-landing side obstacles are completely equipped, the hysteresis barrier ability is strong, and the landing side is difficult to land on the plane

In port defense, the anti-landing side will attach great importance to the use of obstacles in order to make up for the lack of troops, fortifications and firepower. First, mines and rails will be set up

A variety of obstacles such as strips, steel fences, steel hedgehogs, nutcrackers, filled stone fences, log biagonal piles, and fire seas form a relatively complete obstacle system. Among them, anti-tank obstacles mainly include mines, barrier trenches, steep walls, anti-tank blocking walls, traps, etc.; Anti-infantry obstacles include mines, barbed wire, explosives, iron hedges, glass knife mountains, iron nail piles, artificial steep walls, water barriers, poisoned areas, Qiongma, Taima, sisal, etc.; There are also obstacles such as anti-airborne triangular forks and high and low cement piles in the anti-airborne lot. Second, in the setting and application of obstacles, we strive to combine fortifications with obstacles, obstacles with firepower, artificial obstacles with natural obstacles, and pre-settings with temporary settings. The third is to take the port as the center, and set up a variety of obstacle belts from the periphery of the port area to the shallow and near-depth, which are the obstacles in the water near the port, and there are sunken mines and suspended mines to prevent ships from approaching the port area; The two wings of the port are watery and beachhead obstacles, equipped with successful mines (surface explosives converted from large gasoline barrels), mines, etc., to prevent the landing party from being encircled by the two wings of the port; The water barrier in the port area is equipped with an oil pond and a sea of fire, that is, the oil is released to the port area, ignited by artillery fire, and an isolation zone is formed in the port area to kill and injure personnel and block the combat operations of the other side to cause chaos; The obstacles around the towns in the port area are widely laid with conventional land barriers to delay the other side's complete control of the port area.

Fifth, most of the firepower distribution is a combination of light and dark, the lethality is large, the air interception ability is strong, and the anti-landing side is vulnerable to killing

In the use of firepower allocation, the anti-landing side will make full use of the favorable terrain and immediate fortifications in the outer areas of the port town to form a flat, three-dimensional and dense firepower network, and flexibly use firepower to achieve fire control over the port area.

The first is to pay attention to the division of labor and cooperation among the branches of the armed forces. In the periphery of the port, for targets in the waters farther from the port area, the air force aviation fire, the naval gun fire, and the superior artillery fire in depth are mainly responsible; For the forward targets from the debarkation zone to the port area, the air force aviation corps and the shore artillery fire in the port area are mainly responsible; For targets that have already entered the port area, the firepower of the sticking detachment and the counterattack detachment in the port area is mainly responsible, and if necessary, it can receive support from the superior. Second, the plane and three-dimensional complement each other. The plane firepower is mainly composed of three layers of fire nets: far, medium and near. The front-facing direct-sighted artillery maintains density, thereby achieving a larger sea depth and enhancing the intensity of near-shore firepower; Anti-aircraft weapons are usually deployed on top of tall buildings in port towns and near command posts and important targets to protect important targets. According to the configuration and range of various firearms, a firepower network combined from near to far and three-dimensional plane is formed, and the fire density gradually increases from far and near. The third is to pay attention to the formation of a crossfire network, and there is no dead angle in firepower. Usually, most direct-fire firearms and some light and heavy machine guns are arranged in the protrusion of the front to form a direct-fire and flank-fire control of the sea surface outside the port; In the port area, it is often emphasized to cover the gap and the joint with side fire and cross according to the natural direction, the number of shelters and the number of shooting dead angles; The formation of direct, sideways, reverse and crossfire, with both light and dark firepower, has a huge impact on the landing side's operation to seize control of the port.

Chapter 3: The main methods and basic requirements for port landing and control of ports

In port landing operations, according to different landing styles and attack methods, they can be divided into different ways of seizing control ports, and various ways of seizing control ports have their own advantages and disadvantages, and we need to conduct objective analysis in order to find a regular understanding from them, so as to lay a solid foundation for establishing the basic requirements of port landing operations and be targeted.

Section 1: The main way for port landing to seize control of the port

The way the port lands and seizes control of the port refers to the methods and methods adopted by different force entities to seize and control the port based on the natural environment of the battlefield in the port area and the situation of the enemy in the face. Due to the different requirements for the composition of forces, the timing of operations, the means of operation, and the requirements for organizing operations, various methods of seizing control have their own characteristics. Whether the joint landing forces of the landing side can achieve the operational objective of seizing the port and controlling the port area is the correct method of action.

First, Forcibly landing along the port channel to seize control

Forcible landing and seizure of control along the waterway refers to the joint landing force of the landing side, under the transport of the landing transport formation, using the open port channel passage to forcibly land at the port (wharf) to counter the offensive operation carried out by the landing party according to the port troops, and the task is to seize the port area, the town, and control the outer area of the port town.

It is usually a method of seizing control when the port forces are seriously damaged by the fire of the landing side or the garrison is weak. The force composition of the landing force is mainly based on motorized infantry.

Advantages: First, the motorized troops are convenient for directly using ports (terminals) to quickly unload and land, reducing casualties. In joint landing operations, armored mechanized units have higher requirements for the conditions of the shore beach in the landing area (point), usually requiring a bottom beach with a certain hardness and slope. However, the water level of the port pool is deep, and there is a certain height difference between the water level of the wharf and the port pool, and there is no area extending from the water to the shore, which is not conducive to the direct assault landing of the armored mechanized troops along the channel by launching into the water and going into formation. Motorized units can be transported by the Navy's transport formation (landing transport team) and carry landing ships and landing craft directly to the landing. On the one hand, landing ships and landing craft can be directly transported from ship to dock, eliminating the adverse impact of the water level difference between the dock and the port pool, and helping the landing troops to use the port (wharf) to quickly unload and land; On the other hand, landing ships and landing craft directly arrive at the port, shortening the range of landing troops wading into the water and the time of stay in the water, which can prevent the front-line intensive firepower of the anti-landing side of the port from inflicting a large number of casualties on the landing troops of the landing side, and maximize the survivability of the battlefield. Second, the important goal of directly seizing control and resisting the landing side has a great psychological shock to it. The port area goal is an important target for the anti-landing side defense. Forcibly landing along the waterway to seize control of the port can directly threaten important targets such as its port area docks and command and control facilities, directly act on the defensive center of gravity of the anti-landing side, threaten the stability of its defense system, and thus produce a huge shock force against the morale of the landing side and the psychology of the people.

The third is to facilitate the landing party to carry out rapid and continuous attacks. The port area control group quickly seized the port terminal, and the in-depth attack group used the port (wharf) to quickly unload and land, continuously releasing combat energy, and convenient for the rapid and continuous attack of the opposing landing side.

Disadvantages: First, the dependence on the waterway is strong. A waterway is a passageway for ships to enter and exit the port, with a certain length, width and corresponding water depth, usually built by hand. Opening up channels is the prerequisite guarantee for landing troops to forcibly land along the waterways and seize control of ports. The anti-landing side will usually lay a large number of mines in the port waters on the basis of the reserved channel, and use the oil pipeline in the port to set up various fire barriers. In the course of operations, special attention was also paid to the erection of obstacles on the spot, and the use of means such as air laying, artillery catapults, and the sinking of merchant ships and containers to seal the harbor channels in a timely manner. Once the port channel is closed by the anti-landing side, it is bound to slow down the impact speed of the landing side, disrupt the combat formation of the landing side, and cause congestion in the channel. The second is to throw people in sequence, the full depth of the simultaneous attack capability is limited, because of the impact of the width and length of the channel, it is not convenient to simultaneously deploy a relatively large number of troops in front of the port, and the ability to carry out a full depth simultaneous attack on the port is very limited. Therefore, this method of seizing control belongs to the method of first concentrating elite forces to open a breakthrough in the front of the port, and then landing in depth and entering the operation in turn, which belongs to the method of seizing control while landing and consolidating.

Third, the characteristics of the offensive nature of combat are outstanding. Forcibly landing on the front of the port is a "weak attack" attack method, and in the process of forcibly landing on the landing side, the port anti-landing side will receive fire support from the superior aviation and artillery, as well as mobile reinforcements from the depth reserve and mobile strike force. Therefore, in the process of landing and consolidation on the landing side, it will be hit by the firepower of the anti-landing side and continuous counter-shock and counterattack, and the task is more offensive.

Second, the weak landing of the two wings of the pincer to seize control

The seizure of control by the two wings of the weak landing refers to the joint landing force of the landing side under the transport of the navy transport formation (landing transport formation) under the transport of the navy transport formation (landing transport formation), and the two wings carry out a pincer attack on the troops of the anti-landing side on the outskirts of the port town, open the passage to the town and port area, and then seize the port. It is usually a method of seizing control when the strength of the anti-landing side of the port is less damaged by the firepower of the landing side, the garrison of the port area of the anti-landing side is stronger, and the terrain conditions on both sides of the port are better and the shore beaches on both sides of the port are better and convenient for the surprise landing. The force composition is dominated by amphibious armored mechanized units.

Advantages: First, avoid its sharp edge and open the knife at the weak point. Usually the frontal defense of the port is strong, and the defense of the two wings of the port is relatively weak. If the joint landing force can take advantage of its defensive weaknesses and find out its relatively weak points, it will be able to effectively avoid its sharp edges and make full use of its strengths and avoid its weaknesses. The main weak parts are: the combination of the port garrison of the anti-landing side and the coastal garrison of the two wings of the port;

Areas with fewer troops, weaker firepower, and poor fortifications; Depth of the disorder is short-sighted and may be less supported in the area. Second, the problem of landing and foothold of landing troops can be resolved as soon as possible. Amphibious armored mechanized units, mainly composed of amphibious tanks, infantry fighting vehicles, and armored transport vehicles, have rapid firepower and strong amphibious assault power, and can directly grab the beach to land through floating/launching into water and going into formation in the weak parts of the defense of the landing side on both flanks of the port, establish beachhead positions, guide the follow-up echelons to land, and solve the problem of landing troops landing and gaining a foothold as soon as possible. Third, it is conducive to forcing the other side to abandon resistance. The armored mechanized unit has rapid mobility, strong firepower assault, good protection capabilities, and has an advantage that cannot be compared with other branches of the army. Surprise landing on both wings of the port, exert its powerful machine power, and quickly seize important tactical points in the outskirts of the port town with some troops, so as to prevent the mobile reinforcement of the reserves and mobile strike forces on the anti-landing side. The main force quickly forms a siege from the two wings against the port defense forces of the landing side, forms an internal and external frontal, and attacks at the same time at its full depth, so as to maintain a strong internal and external pressure against the landing side, which can produce a strong psychological shock on it, facilitate the weakening of its will to resist, and achieve the purpose of surrendering without a war or a small battle.

Disadvantages: One is the dependence on the road. Because the two wings of the port are dominated by plain terrain and have more water networks, although the armored mechanized troops have strong mobility capabilities, their main battle equipment is less adaptable and their dependence on roads is too high. In wartime, the anti-landing side usually sets up a large number of obstacles or destroys important roads according to the needs of the opportunity, which poses a threat to the landing side to carry out battlefield maneuvers in depth after the landing side suddenly lands, so it needs a strong engineering support force.

Second, after landing, most of them are plain terrain, and there is no better terrain as a support, which is convenient for the anti-landing side to use armored mechanized troops to carry out counterattacks, and the threat to the landing side is greater. Third, it is impossible to attack the key targets in the port area of the landing side as soon as possible and quickly seize the port (wharf), and the speed of the battle formation into the inner second echelon to use the port is affected to a certain extent.

Third, the maneuver of skimming the sea should be surprised and seized control

The choice of sea-skimming maneuvers to surprise and seize control refers to the use of advanced transportation tools such as land aviation helicopters, hovercraft, and ground effect aircraft by the joint landing forces, and the use of helicopters, ground effect aircraft as the mainstay, supplemented by standard ship transportation, from ultra-low altitude and low altitude to covertly enter the port area, to carry out all-depth and key attacks against the port docks, towns, and peripheral key points on the landing side, and then annihilate the offensive operations in the port area against the landing side's defensive forces to seize the port. It is usually a method of seizing control used when the anti-landing side is greatly damaged by its own fire assault or its defensive strength is relatively weak.

Advantages: First, it is less limited by geographical conditions such as terrain and hydrology. Hovercraft, ground effect aircraft and other tools to implement force projection usually have a certain degree of ultra-low altitude flight capabilities, can fly normally under more complex weather and sea conditions and other conditions, compared with the traditional flat transport tools, by terrain, hydrology and other geographical conditions are less limited, maneuvering more flexible and free. Second, it can increase the first wave of assault force and significantly increase the landing speed. The front of the small and medium-sized port is narrow and the depth is relatively short, and it is difficult for the traditional flat transport tools to throw a large number of troops and weapons into the predetermined combat area at one time.

And in order to send troops to the enemy shore through the plane landing tool, it is necessary to overcome various obstacles on the water surface and the waterfront beachhead, and its landing speed is difficult to exceed the speed of the land maneuvering tools of the anti-landing side, and the ratio of this force gathering speed is difficult to eliminate. However, the sea-skimming maneuver chooses the way to surprise and seize control, due to the high speed of the conveying tools, not only can cross the various obstacles set up by the anti-landing side, but also ensure the rapid gathering of forces at the predetermined landing site and increase the first wave of assault power. The third is to increase the suddenness of operations. Land aviation helicopters, ground effect aircraft and other transport tools can use the night darkness and bad weather to covertly skim the sea from low altitude and ultra-low altitude to multiple routes to quickly maneuver, and the landing party is also more flexible in the choice of the timing, landing site, and attack target of the operation, which is easier to achieve tactical deception and increase the suddenness of the operation. Fourth, it is possible to achieve full-depth simultaneous attacks. The sea-skimming maneuver has a great advantage over the flat control port. Due to the limitation of the conveying tool, the plane grab control is mainly in a sequential way of putting force into force, while landing, seizing and consolidating, which belongs to the first-line flat push control method. The sea-skimming maneuver, on the other hand, chooses to surprise and seize control, and because it is not limited by the means of transport, it can be attacked at the same time in the full depth of the port area of the anti-landing side.

Disadvantages: Command and coordination are difficult. There are many types of troops participating in the war, the types of conveying tools used are numerous, the number is large, and the technical and tactical performance is quite different, and it is difficult for the air and air to coordinate when the air formation and the sea formation are maneuvered in the air and at sea.

Fourth, the airborne landing reverse assault to seize control

Reverse surprise attack and seizure of control by airborne landing refers to the method by which the joint landing force uses helicopters to drop the tactical corps from the air to the depth of the port defense area, lands in the depth of the anti-landing side in the form of airborne landing, first controls the favorable terrain and tactical points outside the port town, isolates the defensive forces of the port area and the anti-landing side of the town, and then reverses the raid to seize the port.

It is usually used when the air defense force in the port area of the anti-landing side is relatively weak and the depth terrain is relatively flat.

Advantages: First, it is easy to achieve the suddenness of the battle. Since the airborne assault force has a large choice in terms of low-altitude penetration timing, air routes, landing points, deployment areas, and targets, it is difficult for the anti-landing port defense forces to make accurate judgments on this before the war or even if they have been determined, they can come and react, which is convenient for achieving and comprehensively improving the suddenness of the airborne assault operation. The second is to avoid the hard defensive shell of the anti-landing side. After a long period of battlefield preparation, the coastal defense of the anti-landing side is relatively complete in the direction of convenient landing and the defense system in important areas, and it is more difficult to fight in the form of a flat landing and control port. However, the battlefield construction of the depth defense zone is relatively weak, and by adopting the method of airborne landing reverse assault and control, the spearhead of the attack can be directed at the depth of the relatively weak defense of its port, so as to avoid its hard defensive shell, overcome the slow speed of traditional drainage landing craft, amphibious assault vehicles, and the attack line is close to the shore, resulting in the landing troops and tools being vulnerable to the intensive shore fire protection force of the anti-landing side, and many other deficiencies, effectively preventing our casualties. Third, it can speed up the operational process. All airborne assault groups (teams) landed and attacked deeply in the harbor on the anti-landing side, and cooperated with the plane landing forces to achieve simultaneous attacks in full depth and in multiple directions in the port area, which was convenient for quickly annihilating their living forces and breaking their defense system.

Fourth, it is landed in groups according to the structure, which is easy to form an overall sharp momentum. In the rapidly changing battlefield, maintaining the integrity of one's own troops and giving full play to their overall advantages is the most direct way to achieve tactical objectives. Judging from the experience of airborne assault operations, airborne assault units should try their best to maintain the tactical integrity and unity of the landing forces in the same assault wave and the same landing field, so that the maximum power of the airborne assault can be brought into play. Therefore, when the landing force organizes a surprise attack on airborne landing in the port area, it usually lands in groups according to the organizational structure (at the size of battalions and companies), which is more conducive to the command and coordination after the landing of the airborne landing, and quickly forms combat effectiveness.

Disadvantages: First, it is one of the main targets of the anti-landing side. From the comparison of plane landing and vertical landing operations, vertical landing operations are the most threatening to the entire anti-landing defense system, far greater than the threat from sea landing troops. Therefore, most of the anti-landing side emphasizes that when facing landing troops from the sea and in their shallow and near depth at the same time, in accordance with the principle of hitting the airborne troops first and then hitting the landing troops, in the course of operations, they will quickly mobilize reserve forces at all levels to form local superiority and focus on annihilating the airborne landing troops. Second, the anti-landing side has a strong timeliness of anti-aircraft reduction operations. Anti-airborne operations are offensive actions in coastal defense defensive operations, and their success or failure lies in a quick battle, striving for rapid reaction and rapid strikes, and annihilating the other side on an unstable footing. When conducting anti-airborne operations, commanders at all levels should, on the basis of fully preparing the plan in peacetime, quickly collect and prejudge real-time intelligence, promptly revise and improve the operational plan, quickly make up their operational determination, quickly maneuver their forces to the area where the anti-aircraft planes are scheduled to land, and carry out resolute strikes with firepower while the other side is unstable and their formation is chaotic, and strive to quickly eliminate the airborne enemy within a short period of time.

Third, it is more difficult to implement airborne assaults without air superiority or local air superiority. Because the helicopter's protection ability is very weak during air maneuvering, it must have air superiority to guarantee it, otherwise it will be extremely vulnerable to the killing of the ground and air three-dimensional firepower of the landing side. Therefore, under the premise of no air superiority or no partial air superiority, it is very difficult to implement an airborne assault in the port area, and the landing party is likely to be annihilated by the anti-landing side in the air maneuver or suffer serious losses after reaching the target.

The port area is usually divided into three areas: the port area, the port town, and the outer part of the port town. Therefore, when carrying out airborne assault operations, there are three operational sequences, the first of which is to forcibly surrender in the port area, in the order of seizing the port - port town - port town peripheral points; The second is to land in the port town, first seize the port town and then take the town as the center to capture the port and the peripheral tactical points; The third is to land in the peripheral area of the port town, first seize the key points outside the port town, and then reverse the occupation of the port town and port area. Based on the battlefield environment and the defensive characteristics of the anti-landing side, in the implementation of airborne assault to seize control of the port, it is easy to take the attack sequence of first seizing the periphery of the port town, then occupying the port town in reverse, and finally seizing the port. It is mainly based on the following considerations: First, focus on the topographic conditions in the port area. The area of a battalion-sized airborne landing field for the implementation of airborne assault is 2 square kilometers, the port area and port towns have limited terrain, the tactical capacity is small, and it does not have the topographical conditions for implementing a battalion-scale airborne landing at the same time. The areas outside the port towns are large, the terrain is flat, and there are relatively few buildings, which have the corresponding conditions. The second is to focus on facilitating resistance.

Capturing the key points of peripheral tactics first can cut off the connection between the port defense force of the anti-landing side and the depth of the troops, and isolate the port defense force to the greatest extent. At the same time, controlling the key points of peripheral tactics also facilitates the use of key points by the landing side to play an important role in resisting the mobile reinforcement counterattack of the anti-landing side. The third is to focus on avoiding the strong and attacking the weak. Port areas and towns are relatively complete in terms of firepower distribution, position organization, and obstacle setting. The landing side can not only effectively avoid the killing and damage of personnel and equipment in the process of landing of its own helicopters and airborne landings by various firepower, but also preserve combat strength and improve the battlefield survivability to the greatest extent, but also focus on the reality that its in-depth defensive strength is relatively weak, reverse the shell, and speed up the course of operations. The fourth is to focus on increasing the elasticity (space) of anti-reaction. If a forced airborne landing in the port area is adopted to assault the port defensive forces, once the deep reserve team of the anti-landing side discovers the landing side's attempt to seize the port, it is bound to carry out mobile reinforcements to the port defense forces along the passage connecting the port, compressing the combat space into the port area, causing the landing side to attack and annihilate the situation of the landing side, and increasing the difficulty of seizing the port. However, by first capturing the key points of the peripheral tactics, and then controlling the key points with some of the troops, the main points can be fully utilized when the deep troops of the anti-landing side carry out mobile reinforcements. On the one hand, the crackdown on reinforcements reduced the pressure on the troops seizing Hong Kong; On the other hand, it has increased the space for its own resistance. Even if the strength of the anti-landing side is relatively strong, and the losses of the landing side's troops holding the peripheral key points are relatively large, they can retreat to the port town and take advantage of the terrain of the town to organize layers of resistance.

Fifth, rely on the landing field to roll horizontally to seize control

Relying on the landing field to roll horizontally and seize control refers to the tactical corps of the joint landing force organized into the second echelon of the campaign, in the first echelon division to attack the initial or complete capture of the landing field or open a breakthrough in the enemy's coastal defense, and use the landing field or breakthrough to land to carry out horizontal rolling attack on the enemy in the port defense. It is advisable to form a force of armored mechanized troops.

Advantages: First, it is conducive to the formation of a rapid assault force on the island. Using the landing field established by friendly neighbors or opening a breakthrough to land is conducive to the rapid surrender of one's own tactical corps, the expansion of the results of the battle, and the mutual cooperation with other forces to form a powerful assault force that rapidly advances deep into the anti-landing side, pointing the attack sharp point to its depth as soon as possible, and is conducive to the landing side quickly shaking the enemy's defense system in the port area. Second, it is conducive to reaching an attempt to seize control. In island warfare, combat operations are mainly manifested as rapid mobility, and combat styles are mainly mobile attacks. Armored mechanized units can make full use of the effect of the early joint firepower assault and the early combat effect of friendly and neighboring units, and with the support of other combat forces, give full play to the advantages of the armored mechanized units themselves, launch an impact between marches, and carry out continuous and uninterrupted firepower assaults and force surprise attacks on the defensive forces in the port area, quickly annihilate the defensive forces in the port area, and achieve the attempt to seize the port. At the same time, in the control and defense stage, the armored mechanized unit has strong anti-armor capabilities and suppression capabilities, which can effectively resist the counterattack actions of the deep armored mechanized troops of the anti-landing side in various forms and consolidate the main points and key areas of port areas. Third, it is easy to achieve rapid determination in combat. Armored mechanized units, with strong firepower, rapid mobility and good protection capabilities, are the "fist" forces in joint island landing operations. The use of armored mechanized troops to use the landing field to carry out horizontal rolling attacks on the defensive forces in the port area is conducive to giving full play to their combat effectiveness, shaking the defense system of the anti-landing side, and achieving a quick decision in combat.

Disadvantages: On the one hand, it will encounter the stubborn resistance of the defensive forces of the anti-landing side of the oblique cutting position. The diagonal positions are usually set on both sides of the terrain that is convenient for the landing troops to expand to the two wings after landing, diagonally between the first and second line defensive positions, relying on river embankments, highlands and communication arteries, and consisting of infantry fortifications, artillery positions or fortress fortifications. When there are important ports in the defensive area of the garrison, because the frontal firepower, troop strength, and fortification density of the anti-landing side are much stronger than its wing flanks and depth, the diagonal cutting position will become an important barrier to protect the flank of the port. When the landing direction is close to the port to launch and launch an attack, the anti-landing side will use the oblique cutting position to carry out tenacious resistance in a timely manner, and do its best to protect the flank safety of the port defense force. On the other hand, the anti-landing side is under great threat from the anti-armor forces. In anti-landing operations, blocking and destroying armored targets in the landing force is important for stabilizing and restoring the defense system. Thus, usually in an important defensive direction, depending on the level of threat, the anti-landing side will form 24 anti-armor teams. The anti-armor team is organized with demolition groups, demolition groups and cover groups, mainly equipped with automatic rifles, bazookas, anti-tank missiles and so on. When the landing party uses the landing field or opened breakthrough established by an echelon to carry out a lateral roll attack on the port defense force of the anti-landing side, the anti-landing side will invest anti-armor forces in a timely manner with the support of superior firepower, kill a large number of armored targets on the landing side with anti-armor fire, and prevent its armored mechanized troops from attacking the flanks of its port garrison.

The anti-landing side of the anti-armor team usually adopts the following tactical means: First, ambush. When the landing side embarks on the landing side and maneuvers toward the port, the anti-armor team will adopt the method of combining advance and temporary aircraft on the favorable terrain near the road through which its armored vehicles must pass, set up anti-armor ambush positions in accordance with the requirements of facilitating the development of firepower and rapid maneuvering, and when the armored vehicles of the landing side pass, concentrate their firepower on destroying our armored vehicles in accordance with the requirements of "hitting the head, truncating, and tapping the abdomen and back.". The second is the forward attack. When the armored vehicles of the landing side use the initially established landing field or the open breakthrough to land and assemble and approach the port, and the anti-landing side's firepower strike attack is frustrated, blocked by obstacles, or the offensive passage is relatively narrow and the formation is congested, the anti-armor team will go forward at an appropriate time and use weapons and equipment such as bazookas and anti-tank missiles to attack the armored vehicles of the landing side. The third is infiltration and sneak attack. Taking advantage of the darkness of the night or bad weather, quickly and covertly infiltrate from the gaps and joints of the landing side's combat formation, infiltrate to the designated position, and strike its armored targets by means of hitting, bombing, disturbing, and attacking, destroying its logistical supply lines, creating chaos, and delaying the time for the landing side to seize the port.

Sixth, secret infiltration of special attacks to seize control

Secret infiltration of special attacks and seizures of control refers to a kind of unconventional mode of operation in which the special offensive and control forces of the landing side infiltrate the port area in an early stage of reconnaissance to comprehensively obtain intelligence information on the anti-landing side in the port area, and the multidimensional and multi-method methods secretly infiltrate the port area to attack and seize key points such as bridges, roads, and docks in the port area, and carry out key defenses within a certain period of time, and then control the port area.

Advantages: First, it is conducive to improving combat effectiveness. Special operations is an effective means of combat, and special operations is a newly added form of operation. The practice of several recent local wars has shown that in combat activities under the conditions of informationization, special forces, as a special combat force, can also play an important role, and their participation can greatly improve the overall combat effectiveness. First of all, the operation of secretly infiltrating the special attack on the port itself belongs to the category of special operations, and there are not many forces participating in the war, and the scale of the operation is not large, but its combat target directly refers to the anti-landing side and the port, and the port, as an important base for the transit of troops and materials, plays a huge role in the joint landing operation. In this sense, the operation itself has a high operational efficiency. Secondly, the special attack on the control of the anti-landing side of the port has a great deterrent effect. Because of unconventional combat operations, they are often unexpected and unprepared to attack the enemy, and they also have the characteristics of concealment, suddenness, rapidness and resoluteness. Once the port of the anti-landing side is seized, it can not only effectively achieve the attempt to "occupy the land", but also quickly weaken the other party's will to resist and achieve the purpose of "seizing the will". Third, it can produce a collateral combat effect, and by cooperating with other combat operations, it can play the role of a "combat force multiplier". Second, it is conducive to reducing combat losses. Secret infiltration of special attacks on seized ports can effectively reduce collateral damage, avoid causing large combat casualties and losses, and also benefit the retention and reuse of port facilities. In addition, by reducing collateral damage, the intensity of the international community's response to war can be minimized and diplomatic initiatives can be gained.

Third, the characteristics of initiative are outstanding. Secret infiltration of special raids on controlled ports is an unconventional form of warfare. Its operations are usually carried out in the harbor depth defense zone of the anti-landing side, and the special control forces are always in the dark before the operation, and the time, place, and method of launching the operation make it elusive, which also creates favorable conditions for the special forces to take the initiative to attack against the port defense forces of the landing side.

Disadvantages: First, it is more difficult to penetrate the force. The infiltration of special forces is a key link in the special attack on the port of control, and is an important guarantee for striving for the initiative in combat, forming a favorable situation, and successfully completing the task of seizing control of the port. Special forces are required to cross the enemy's forward defense line in the form of sea, air, and underwater troop projection, break through the enemy's blockade, and enter the deep defense zone of the anti-landing side to complete the task of seizing control of the port. Action sensitivity is strong, and special forces are often the focus of attention of the anti-landing side. Under the all-round, all-weather, and multi-level reconnaissance and surveillance of various reconnaissance means such as aerospace, aviation, ground, and sea on the anti-landing side, it will be more difficult for special forces to choose the method of infiltration and grasp the timing of infiltration, and it will be even more difficult for special forces to infiltrate. Second, the ability to continue to fight is not strong. Secret infiltration of special raids on seizing control of ports does not require the complete destruction of important targets in the port defense zone, such as docks, lifting facilities, and transportation hubs near the port area, but focuses on capturing and controlling these targets. Generally speaking, targets like ports are usually the focus of the anti-landing side and the target of heavy defense, the defense force is relatively strong, and the special forces, out of rapid, concealed, and sudden needs, usually carry light armor, and fight deep in the hinterland behind them, the enemy's situation is of great concern, the degree of threat from the enemy is high, the points are widespread, the logistics and equipment support capabilities are very limited, they cannot withstand sustained consumption, it is difficult to continue to fight for a long time, and the ability to continue to fight is limited. U.S. Military

There were bitter lessons in this regard: In 1965, the Vietnamese road from Quy Nhon to Polagu was cut off by the Vietnamese army, and U.S. field commanders ordered special forces to open this important line of communication. Special forces believe that their weapons are light, their commands are scattered, and they cannot | The task of engaging in head-to-head confrontation with large units of troops, the task of seizing roads, is not suitable for special forces and should be completed by conventional forces. But the field commanders acted obstinately, which eventually led to the total annihilation of this special forces. Third, the scope of support is wide. The secret infiltration of special attacks on the seized ports, the content of combat support, the high time limit requirements, and the complexity of organization and coordination, coupled with the dynamic changes in the battlefield situation and the complexity and strangeness of the battlefield environment, make it more difficult for the special control forces to support and support. It is mainly reflected in the low stability of communication support. The electromagnetic environment in the port area is extremely harsh, and in addition to the impact of civil disturbances and tall buildings, it is also extremely vulnerable to enemy electronic interference and suppression, causing communication interruptions and affecting the command and control of combat activities; Firepower combat effectiveness is limited. The particularity of special operations determines that it is impossible to carry heavy firearms and too many combat materials, and the effectiveness of firepower combat is relatively limited, and it is necessary to obtain reliable fire support and timely support for various combat materials.

Section 2: Basic requirements for port landing and control of ports

Port landing operations, due to the constraints of various factors in the battlefield environment, coupled with the fact that port landing operations in informationized conditions are facing many new characteristics and new problems, for the landing side, how to face these new situations and new challenges, and find an effective way to defeat the enemy is very important.

First, it is necessary to make comprehensive and focused preparations for combat and ensure that nothing goes wrong

Since the port landing operation is aimed at seizing the port to cover the follow-up troops to use the facilities of the port terminal to quickly land and attack the defense depth of the anti-landing side, the status of the port landing operation is very important, and for the landing side, it is necessary to make comprehensive and focused operational preparations. The first is to gather intelligence extensively. In the preparatory stage of operations, the commanders of the landing side should comprehensively collect, verify, understand, and grasp the enemy's situation, terrain, meteorology, hydrology, social conditions, port information, and other information on the battlefield through various means, so as to make sure that they are in their hearts. Second, it is necessary to formulate a good plan. On the basis of comprehensively gathering intelligence, we should focus on the specific arrangements of the anti-landing side, and on the basis of correctly understanding the intentions of our superiors and in light of the tasks we are undertaking, we must formulate a rational combat plan, and make preparations for multiple cases, select the best and the worst, and distinguish between the key points. Third, it is necessary to fully prepare combat equipment. In the preparatory stage of the operation, the landing troops of the landing side should do a good job in requesting, overhauling, and replenishing all kinds of equipment, and materials, so as to "prepare enough grain and grass." Fourth, it is necessary to establish and improve the command structure. It is necessary to establish and improve the corresponding command and control organs in order to exercise comprehensive control over the battlefield. Fifth, it is necessary to do a good job in training in the face of battle. Organizing combat training is an important guarantee for generating the combat strength of the troops, and organizing the troops to conduct pre-war training on similar terrain can comprehensively wrestle, run into, and train the troops, and can carry out the necessary practical demonstration of the combat plan, so that the combat plan will become more scientific.

Second, it is necessary to quickly project forces and form a strength advantage as soon as possible

Port defense, especially in some important large and medium-sized port defenses, the anti-landing side usually adopts fortification defense, and there are heavy troops in the garrison, and having a perfect defense system is the basic feature of this defense. In combat, the anti-landing side may also carry out layers of counter-shocks and counterattacks on the port. In view of this characteristic, in port landing operations, the landing side must focus on rapidly releasing combat capabilities, forming an advantage over the enemy as soon as possible, and quickly winning victories in operations. First, whether the port landing operation can be won, the key lies in the balance of forces sent by the two opposing sides to the port in a unit time, and the more landing forces that land on one side in a unit time, the faster the advantage is formed, and the greater the certainty of victory. Second, the landing force is on the ship, the combat capability is in a potential state, can not play a role, only to the shore, can form combat capability, can give play to the overall strength of the landing force, quickly change the battlefield situation, speed up the process of landing operations. Third, it can effectively reduce casualties. In the port landing, the anti-landing side will use shore-mounted firearms, naval ships, and air force firepower to carry out surprise attacks on the landing troops of the landing side, and there are mines laid by the anti-landing side in the port that have not been swept away. Since most of the landing forces are on the ships, once a landing ship, landing craft or other ship is sunk, the strength of the whole ship, the whole boat, and the whole ship will be lost, and once the landing force is deployed, the probability of loss will be greatly reduced.

Therefore, in port landing operations, it is necessary to concentrate on the use of various elite forces established and strengthened to the greatest extent, condense and release in the shortest possible time the assault force far greater than that of the anti-landing side, form an absolute advantage, ensure the success of the first assault in one fell swoop, and quickly implement effective control and protection of port terminals and facilities. It is necessary to make full use of the limited tactical space of the other side's port docks, concentrate on the use of advanced landing equipment and tools such as transport helicopters, hovercraft, amphibious tanks, and standard landing ships, and carry out surprise attacks from the air and sea at the same time, so as to ensure the strength of the first assault and trap the defensive forces of the port docks in an all-dimensional attack. Concentrate on the use of electronic warfare forces to cut off the electronic connection between the defensive forces of the port docks on the anti-landing side and the depth of the troops; Concentrate on the use of waterburst engineers, ground explosive detachments and other barrier-breaking forces, sweep away various types of obstacles in the waterway and port areas, and quickly overcome obstacles that affect the landing troops' tasks, follow-up troops, and heavy equipment to land.

Third, it is necessary to carry out three-dimensional strikes of effective and precise firepower and strive to take the lead in the first place

In port landing operations, the landing side must not only give full play to the comprehensive destructive power of various firepower, but also appropriately control the intensity of the firepower assault, counter some important targets held by the landing side, and use precision-guided weapons such as aviation, naval ships, ship-borne artillery, land aviation units, campaign tactical missiles, and precision strike firepower such as direct-aim artillery as much as possible to carry out effective and precise strike firepower against them to reduce collateral damage. Before carrying out a precision strike, the various branches of the armed forces participating in the battle on the landing side should closely coordinate, carefully select and determine the targets that need to be attacked, and rationally determine the firepower to be used, the part of the strike, and the intensity of the strike according to the distribution of the target, the surrounding terrain, and the strength of the opponent's defense.

It is necessary to rationally distinguish and group the aircraft, attack helicopters, artillery, tanks, and other firearms detachments that support combat operations, appropriately assign tasks, achieve unified planning, unify the use of firepower, and form a multi-level precision firepower strike system of far, medium, near, medium, low, and ultra-low altitude according to the performance of the weapon, so as to form a precision strike network against the enemy. In the port defense, the anti-landing side will use high-rise buildings to deploy troops and firepower on multiple levels, thus forming a three-dimensional defense. When the landing side carries out landing operations, the landing forces should give full play to the advantages of the coordinated operations of the various services and services, and strive to carry out three-dimensional strikes against the landing side in the entire area of the port. The first is a three-dimensional strike of firepower. It is to concentrate on the use of the firepower of various branches of the armed forces, such as aviation units, naval guns, ship-borne artillery, attack helicopters, and campaign tactical missiles participating in the war, to form a multi-layer three-dimensional firepower assault against the targets of the landing side, weaken its defensive capabilities through three-dimensional firepower strikes, and maximize the killing and injury of the defensive forces of the anti-landing side. The second is a three-dimensional strike of troop strength. It is necessary to give full play to the role of the transport helicopters, powered delta wing aircraft, hovercraft and other cushion lifting tools, carry (ride) landing troops, adopt vertical landing, sea skimming landing, and carry out multi-dimensional assault against the enemy with landing troops carrying standard landing ships, thus constituting a three-dimensional attack trend in the whole region. The first point is to direct the attack directly at the tactical points that can shock and disintegrate the overall defensive situation of the landing side and its military command organs, and the weapons control system, automated command system, communication hub, radar station and other targets in the defense system. On the basis of firepower assault, use special operations detachments to directly attack key enemy targets; After landing from a weak place in the enemy, the landing troops should form a key point in the use of troops in the course of maneuvering as soon as possible, concentrate the main forces, firepower, and equipment, carry out surprise attacks on important targets on the anti-landing side, and direct the main direction of attack to their important targets.

Fourth, it is necessary to make a three-dimensional landing by multiple means and quickly seize the port

In the landing operation, the anti-landing side will carry out layers of counter-shock and counterattack, and strive to push the landing troops of the landing side into the sea. In anti-landing operations, the anti-landing side usually emphasizes early counter-impact and key counterattack in the use of troops, and because the port is important, it usually takes the port as the preferred target for counter-impact and counterattack. When the anti-landing side carries out a counterattack, the threat to the landing side is very large, because it poses a great threat to the stability of the landing field of the landing side, and it also directly determines the success or failure of the landing operation in the port of the landing side. In port landing operations, for the landing side, it is necessary to focus on the use of troops at the key points of the port defense of the anti-landing side, strive to subdue the enemy in one move, quickly disintegrate the defense system of the anti-landing side, seize control of the port, control the road, cover the in-depth development of the follow-up troops ashore, enhance the strength on the shore, cooperate to resist the counterattack of the anti-landing side, and ensure the consolidation and stability of the landing field. In the port scramble, the anti-landing side may also use means such as spreading mines, shipwrecks and closures, and destroying port terminal facilities in the port to prevent the landing troops of the landing side from landing and seize control of the port. In combat, the landing side should use speed to control the port quickly, adopt various means to counter the landing party to carry out a three-dimensional all-round attack, quickly seize the key points that have a control effect on the port, stop and minimize the degree of damage to the port by the anti-landing side, and create conditions for its own follow-up troops to land.

Fifth, it is necessary to combine the protection and minimize the damage to the port

In landing operations, the purpose of seizing control of ports is usually to cover the rapid landing of follow-up troops to resist the counter-attack and counterattack of the other side, consolidate the landing field or quickly unload combat materials to meet the needs of landing operations. It is therefore essential to seek to maintain the integrity of ports in combat. During the Iraq War, the Iraqi army only laid mines in the port of Mosul, resulting in the United States and Britain forces spending a long time and energy after the start of the war to clear the mines in the waters before they could safely use the port. In port landing operations, there are three factors that cause damage to the port. The first is to pre-sabotage the anti-landing party. Since the anti-landing side judged that the port was a necessary place for the landing party, it pre-sunk the ship and closed the port and destroyed the dock facilities. The second is to resist the sabotage of the landing side in the course of combat. Some facilities that were not pre-destroyed were destroyed in combat in order to prevent them from being exploited by the landing party. The third is that the offensive firepower of the landing side is destroyed during the operation. In combat, the landing party may inflict additional damage on port facilities when attacking against the landing side. Therefore, in future operations to seize ports, for the landing side, it is necessary to establish operational guidance that takes seizure as the mainstay, supplemented by protection, distinguishes between strikes, and takes into account both security, and fully considers various factors that threaten the safety of ports to ensure that they can seize the established purposes used by their own side. The first is to select targets and strike differently by multiple means. Before the war, all the targets in the port area were classified and the target levels were divided, and for the important targets that the anti-landing side must defend and the landing side must win, especially the targets that play a decisive role in the use of the port, it is necessary to formulate various protection plans, selectively concentrate on the use of various firepower, especially direct firepower and precision-guided firepower, focus on attacking the troops of the anti-landing side that threatens the safety of the port, avoid port facilities as much as possible, and avoid damage.

In order to prevent the anti-landing side from bombing the port and escaping, it should quickly cut off the anti-landing side of the port's defensive forces from contacting the outside world, cut off its escape route, and tightly wrap around the other party, making it difficult for it to escape and run; At the same time, the pace of attack was accelerated, so that the anti-landing side did not have the opportunity to bomb the harbor. The second is to combine arms and fire to quickly seize control of the main facilities of the port. For facilities that are not convenient for firepower strikes, light infantry or special operations detachments should be used to quickly seize control of them with the momentum of "lightning and no cover", so that the anti-landing side can not carry out sabotage in time to protect the safety of important facilities in the port. The third is to closely monitor and strengthen foresight and prevention. It is necessary to be good at anticipating potential factors that threaten the safety of ports, closely monitoring maritime and air movements, and preventing the anti-landing side from sealing or destroying ports in advance, or using firepower to destroy ports when counterattacking. It is necessary to have a plan for the sabotage actions that may be taken by the landing party to destroy the port in advance, and once it is discovered, it should resolutely take effective measures to stop it. To oppose the possible destruction of the port when the landing side counterattacks, on the one hand, to organize forces to block its ground attack and prevent its troops from destroying the port; On the other hand, it is necessary to organize firepower to carry out key strikes against the artillery of the anti-landing side that may participate in the destruction of the port, so that they will lose the ability to destroy the port.

Sixth, it is necessary to isolate and defend the enemy in many ways and seek breakthroughs from weak points

Ports, especially some important and large ports, are densely built, and the anti-landing side is often heavily defended, and a sound defensive facility is constructed. When the landing side carried out the attack, the heavy firearms could not be used, and could only rely on light firearms to compete with the anti-landing side building by building and street by street.

Therefore, the operation will be extremely cruel and fierce, and the process of seizing control of the port will be extremely slow. At the same time, the forces of the anti-landing side around the port will inevitably carry out continuous counter-shocks and counterattacks, and cooperate with the port defense forces to prevent the landing of the landing side, and the difficulty of the landing side will gradually increase. Therefore, in port landing operations, as far as the landing side is concerned, various means must be taken to cut off the connection between the forces of the anti-landing side. In the harbor, through interspersed segmentation, three-dimensional penetration and other means, it is expelled and surrounded in disconnected places, and then eliminated one by one; Outside the port, through means such as firepower blocking, obstacle blocking, and force blocking, it is necessary to prevent the anti-landing side and troops outside the port from supporting the port, cut off the connection between inside and outside the port, and then deplete the resistance potential of the port's anti-landing side's defensive forces. Marshal Liu Bocheng once said: "Attacking the strong is weak and strong, and attacking the weak is also strong and weak." This means that in offensive operations, if the enemy's strong point is first attacked and the attack time will last for a long time, the enemy with weakness will also become stronger after adjustment and consolidation, and the enemy of the strong point will get the screen protection of the enemy of weakness, and the enemy of the weak point will also fight stronger and stronger; If you attack the enemy's weakness first, the strong point loses the screen protection of the weak point, and it is difficult to support it, and the strong point is cut into a weak point. This sentence is a good illustration of the dialectical relationship between the strong points and weaknesses of the enemy who attacks and defends in combat. Under modern conditions, due to the wide application of high and new technologies in the military field, the range of weapons is getting longer and longer, the accuracy is getting higher and higher, and the speed of maneuvering troops is getting faster and faster; when analyzing the strong points and weaknesses, we should grasp them as a whole. When selecting weaknesses, weaknesses should be selected with an eye on the key points, and weaknesses can only have real weaknesses if they are directly or indirectly related to the key points.

Therefore, in the port landing operation, when choosing a landing point, we must aim our eyes at the defensive weakness of the anti-landing side that is conducive to the landing operation, and from this point the landing can directly threaten the core part of its defense, can shock the confidence of the anti-landing side's defense, and can quickly crush its defense system. First hit the weak point, then hit the strong point, with the weak lone strong, the strong will become weak, so as to finally win the landing operation.

Seventh, we must pay attention to psychological attacks and strive to yield soldiers without fighting

Former U.S. President Dwight Eisenhower once said that investing one dollar in propaganda is equivalent to five dollars invested in combat. This shows the important role of political offensives in combat. Under the conditions of informationization, the port landing operations have a special combat background, the social conditions in the theater are complex, and the advantages of psychological warfare are of great significance to winning victory in landing operations. The landing side should form a special psychological warfare force, closely focus on the landing combat operation to carry out psychological deterrence, use activities such as pre-line broadcasting and distribution of leaflets, break the morale of the anti-landing side in the port, destroy its will to resist, and when conditions permit, it should also strive for and force some defensive forces to give up resistance. After completing the tasks at the stage, it is necessary to widely publicize the results of victory and strive to expand the effect of psychological warfare. When organizing psychological warfare, it is necessary to target different targets and adopt different methods to enhance pertinence and improve effectiveness. It is necessary to strengthen psychological analysis of the defensive forces of the opposing landing side, seize the favorable opportunity, use advanced technological means, and adopt various effective forms to launch psychological offensives against them and shake the hearts and minds of their troops. For example, in the course of combat, radio, air drift, sea drift and other means can also be used to attack the heart; During the war, it is also possible to induce interests to the merchants on the anti-landing side around the port area, and to pass on information through them to win the hearts and minds of the other side.

At the same time, it is necessary to conscientiously educate and control the troops on the other side, to strictly control the psychological warfare products of the other side discovered, to thoroughly collect and destroy them, to closely monitor the dynamics of the anti-landing side's psychological warfare units, and to immediately interfere with and suppress the whole process once they are discovered, so that it is difficult for the anti-landing side's psychological warfare radio stations to play a selective role. It is necessary to strictly observe battlefield discipline and strictly implement the policy of preferential treatment of prisoners.

Eighth, it is necessary to organize coordination according to operational objectives and achieve coordinated action

In port landing operations, the anti-landing side often forms a fortress-type defense system, and the combat targets are relatively scattered. Therefore, when organizing operational coordination, the landing party should mainly focus on different targets, determine the corresponding playing style, and then organize coordinated actions according to the specific fighting style to ensure the smooth implementation of the playing method. For fortress-type pure military targets that rely on highlands or tall buildings near the port to form a commanding height to overlook the port, they may be destroyed by firepower, attacked hard, and continuously attacked by means of firepower attack, explosion, assault, etc., and annihilated each. The focus of coordination is on continuous strong strikes, and coordinated actions are organized according to the order of action according to the target. As for the defensive forces of the anti-landing-side that rely on the facilities of the port to resist, they can adopt the method of strong sealing and weak fighting, fight without destruction, and focus on attacking and searching and suppressing troops, combining capture and protection, and hitting with limited attacks. In terms of coordination, it mainly highlights the coordination of actions between troops and strives to implement multi-directional sieges. For the oil depots, flammable warehouses, hydropower systems and other infrastructure targets in the port that will be used by the side, they can be encircled and not attacked, and they can be forced to surrender by means of encirclement, blockade, siege, military strike and political disintegration.

Chapter IV: The Use of Forces in Port Landing Operations

The use of forces in port landing operations refers to the process of scientifically combining the forces of various services and arms participating in port landing operations to complete operational organization, so that they can form an organic combat whole and give them different combat tasks according to the specific organization. Combat strength is the material basis of combat, and its scientific and rational organic combination will improve its overall combat effectiveness; On the contrary, they will interfere with each other and form internal friction, affecting combat effectiveness. In port landing operations, for the landing side, it is usually necessary to cross the sea far away from its own homeland, and carry out surprise landing and land offensive operations on the coastal defense positions of the anti-landing side. Therefore, as far as the party carrying out the port landing operation is concerned, the use of combat forces should proceed from the actual conditions of the landing operation, the battlefield environment, and the combat object, scientifically and rationally combine it, and form the optimal force structure and scale, so as to form a confrontation advantage with the anti-landing combat object to the greatest extent.

Section 1: Participating Forces and Tasks

In port landing operations, for the party carrying out port landing operations, the implementation of integrated joint operations should be the standard for the use of port landing combat forces. In terms of scale, it should be able to form a relatively large overall advantage over the landing side, and in terms of structure, it should adapt to the characteristics of cross-sea landing operations, and increase the proportion of the combat forces of the air force, marine corps, army aviation, and airborne troops as much as possible, so as to ensure that if you do not board, you will already be there, and if you climb, you will win; It is necessary to focus on obtaining control of the port as soon as possible, and provide strong support for the follow-up forces to use the port to land to develop an offensive on the island in depth; At the same time, we should also give full consideration to the need for counterattack reinforcements from the anti-landing side, so as to lay the necessary strength foundation for the decisive victory in the port landing operation.

First, the army's combat strength and tasks

The army's combat force is the main force in port landing operations. The main force of the landing assault is generally composed of infantry, including motorized infantry and amphibious mechanized infantry, and is usually used in joint groups with marines.

(1) Infantry

The main participants in the port landing operations were mechanized infantry and motorized infantry.

1. Possible tasks

Surprise landing and annihilate the enemy in the port; Break through the first-line defensive positions of the port and establish a landing field;

Expand and consolidate the landing field, resist the enemy's counterattack and counterattack; Ensure that follow-up troops land to enter the battle; Airborne assault to seize control of the port points; Cooperate with other forces to destroy the defense system of the paralysis-resistant landing side; To serve or assist other branches of the armed forces in completing combat, support, and service tasks; Indicate targets for air, naval, and artillery and reconnoiter damage effects.

2. Application

Infantry participation in port landing operations should be mainly used in a centralized manner, directly controlled by the commander of the joint landing group at the port, and used in an organized manner. The main way to use infantry is to concentrate on the use of infantry, the formation is complete, it is convenient to command, it is convenient to concentrate forces to form advantages, it is convenient to organize coordination and support, and it is convenient to provide effective support and support to infantry in a timely manner. According to the needs of the task, the infantry within the formation can also be dispersed, that is, the infantry within the formation can be divided into several parts, and the corresponding command authority of the divided part of the infantry is given, which is usually used to complete the airborne assault, advance barrier breaking, defense of important targets, as well as pretend attack, containment, interspersions, detour, reconnaissance, sabotage and other combat tasks. When dispersing use, the commander of the landing party should strengthen the command and control of the dispersed use of force, grasp its position and combat progress in real time, and provide necessary support and support in a timely manner. Infantry can also be assigned to other classes and used by the command of the assigned class. In port landing operations, infantry can usually be assigned to armored soldiers to carry out in-depth attack tasks, and can be assigned to engineers to assist them in completing engineering support tasks such as breaking barriers and repairing port terminals; Can be assigned to artillery for vigilance and protection tasks; Sometimes, in order to increase the strength of infantry in one direction, infantry can also be assigned to infantry in other directions.

Commanders should give full play to the characteristics of infantry with strong close combat capability, strong combat adaptability, and flexible combat operations, focus on centralized use, proceed from reality, flexibly use troops, appropriately assign them tasks, and carefully organize coordination with other branches of the armed forces.

(2) Armored troops

1. Possible tasks

Assault the landing in coordination with the infantry or in coordination with the infantry, and annihilate the defensive forces in front of the port of the anti-landing side; Enhance the strength of the assault and expand the results of the battle; Coordinate with the landing force to resist and annihilate the enemy who counterattacked, counter-landed, and airborne, and consolidated and expanded the landing field; Carry out rapid assaults, seize important targets in the depth of defense of the anti-landing side of the port, and so on.

2. Application

The formed and strengthened armored corps should be mainly used in a concentrated manner, and should be mainly used in directions and areas that are of decisive significance to the operation.

The armored divisions (brigades) within the formation are usually organized as rapid assault groups or second echelons. When organized as a rapid assault group, it is mainly to use the breakthrough results of the first echelon to forcibly wedge into the defense depth of the port on the anti-landing side, and with the cooperation of the air, airborne and special operations department (detachment) team, to seize important targets. If the rapid assault group is equipped with amphibious tanks and the situation permits, it can also maneuver along the estuary river with a small force while forcibly attacking the depth, seize the favorable terrain of the depth, divide the deployment of the anti-landing side, and coordinate with the main force to seize important targets of the anti-landing side or ensure the safety of its wings.

When organized as the second echelon, it is mainly used to develop the victory of the first echelon, coordinate with the first echelon to resist and smash the counterattack, reverse landing, airborne and other actions of the anti-landing side, capture its second-line defensive positions, and consolidate and expand the landing field. Sometimes, it is also possible to form a force into a composite reserve. Usually, the attached amphibious tank regiments are assigned to the first echelon division, which is used to guide or support the landing troops to make a surprise landing, cooperate with the landing troops to resist and crush the counter-attack of the anti-landing side, capture their outpost positions and first-line defensive positions, and ensure that the subsequent echelons land and enter the engagement. Sometimes, it can also be assigned only to the main direction division of the first echelon. Commanders should give full play to the strong surprise capabilities of armored troops, mainly for centralized use, and use them on terrain where the main landing direction of the port is convenient for action; Armored troops have higher requirements for terrain, should proceed from reality, flexibly use troops, appropriately assign them tasks, and carefully organize coordination with other branches of the armed forces; Choose the boarding area with hidden terrain, hard soil on the shore and harbor wharf, and carefully organize various guarantees for loading and boarding; According to the progress of the port landing operation, the tank division (brigade) organized into the rapid assault group or the second echelon was timely commanded to land and enter the engagement.

(3) Special warfare soldiers

1. Possible tasks

Obtain special intelligence; Break through important targets in the port; Conduct raiding operations; Seizure of control points; Implement guided strikes; Carry out special rescues.

2. Application

Special operations units are usually used uniformly to be used in the main direction and key seasons of port landing operations. Special operations are important combat operations, and their operational objectives are of an overall nature, their combat tasks and means are special, their organization is relatively complex, and success or failure has a bearing on the overall situation of operations. Therefore, in port landing operations, it is necessary to concentrate on mastering and use them in a focused manner according to the operational objectives, operational processes, and tasks, so that special combatants can really play a key role in the main direction and key seasons of port landing operations. In general, special reconnaissance detachments, special attack detachments, target guidance detachments, special psychological warfare detachments, etc. can be organized, and special operations groups can also be organized when performing comprehensive tasks.

(4) Artillery

1. Possible tasks

Participate in the seizure of information rights and carry out hard strikes against the electronic warfare system of the landing party; Participate in the seizure of air and sea supremacy, and strike the docks and other facilities of the anti-landing side within range with long-range artillery; Participate in the comprehensive firepower assault and direct fire preparation jointly carried out by all branches of the armed forces; Support for all phases of the landing force's combat operations; Independently carry out firepower warfare missions.

2. Application

Usually, most of the strength of the formed and subordinate suppressed artillery and anti-tank artillery is strengthened downwards, and some of the troops are directly controlled. According to the needs of port landing operations, shipborne artillery groups, land support artillery groups, artillery reserves and anti-tank reserves can be formed.

The ship carries a group of artillery, which can be organized into several groups. It is mainly used to participate in direct fire preparation, destroy the port defense front of the anti-landing side and the enemy's fortifications and engineering obstacles in shallow and deep depth, suppress its artillery, and support the combat operations of infantry and armored troops.

The artillery group can be supported by the land, and several can be organized according to the situation. Launch at the right time to support the combat operations of the landing troops with firepower and support the second echelon to enter the engagement.

Anti-tank reserves, which can be organized several. It is mainly used to enhance the anti-tank force in the main direction, perform temporary tasks, replenish the heavily damaged anti-tank detachment, and deal with unexpected situations.

Commanders on the landing side should properly grasp issues such as the deployment of artillery and the organization and use of firepower in important combat seasons, which have a major impact on the overall situation. Shipboard artillery groups should use large-caliber artillery more than half of the formation, and strive to achieve a certain fire density of frontal artillery per kilometer of the main landing breakthrough area; Comprehensive use of a variety of different performance of artillery, play their own strengths; Carefully plan and organize the coordination of artillery fire and naval artillery fire, aviation fire and second artillery [*ed. now the PLA Rocket Force*] fire and the coordination of combat operations with the landing force, and clarify the position of the shipboard artillery group in the naval gun fire support team, the position of the shooting, the tasks undertaken and the composition of the firepower; Clarify the deployment position of the land artillery group and the method of coordinating with the naval gun fire. In addition, it is also necessary to organize coordination within the artillery, organize the conversion of direct fire preparation and fire support, and strike at the other side in a coordinated manner.

(5) Air defense

1. Possible tasks

Port landing operations, the subordinate air defense units and air and naval aviation in coordination, jointly responsible for the air safety of the port landing area of the Joint Landing Corps, its basic tasks are:

Participation in air defense operations to seize "air supremacy"; Cover air safety during the assembly, loading and crossing of landing troops; Cover the landing force to land suddenly; Cover the capture of the port by the landing force, consolidate the landing field and crush the counter-impact, counterattack, reverse landing and airborne landing of the anti-landing side; Cover the air safety of the second echelon and the reserve team in the event of a battle.

2. Application

Port landing operations usually strengthen the strength of the first unit of the air defense force to the first echelon, and most of the troops are directly controlled and used by the current level.

The air defense units within the formation are usually organized in stages: the loading stage can be partially deployed as needed, and the air safety of the loading area can be covered with the superior air defense forces; During the voyage phase, several ship-borne mobile cover air defense groups and several ship-borne accompanying cover air defense teams are usually formed; At the stage of seizing the landing field, several direct cover air defense groups are usually organized, and if necessary, several mobile cover air defense groups and air defense reserves can also be formed, and regional cover air defense groups can be established in a timely manner.

The ship-borne mobile cover air defense group, composed of low- and medium-altitude air defense missiles and small-caliber anti-aircraft guns, is responsible for the mobile cover of the landing formation. The shipboard is accompanied by a cover air defense team, which is composed of small-caliber anti-aircraft guns and low- and medium-altitude air defense missiles, which are used to carry out follow-up cover for the landing formation.

The direct cover air defense group is composed of light low- and medium-altitude air defense forces, which is responsible for the cover task of major targets such as the upper-land support artillery group.

Mobile cover air defense groups, usually formed by air defense units with good maneuverability, mainly use mobile cover to carry out mobile operations in the port landing area.

The Air Defense Reserve is used to replace or replenish air defense detachments with large losses, or to cover the second echelon into engagement and deal with unexpected situations.

The regional cover air defense group is usually composed of medium and high altitude air defense missiles and medium-caliber anti-aircraft guns as the backbone, mixed with medium and low altitude air defense missiles and small-caliber anti-aircraft guns, and mainly covers the anti-air security of the main combat deployment of the port landing group.

The commander of the landing party shall adjust the deployment of air defense troops in a timely manner according to the change of combat stages, and alternately transfer air defense forces; In the main landing direction and lot, the air defense forces are mainly concentrated command, and centralized command and decentralized command are organically combined; We should carefully organize the coordination of air defense units with the air defense forces of other services to form an air defense combat system and give full play to the overall power of air defense operations.

(6) Army Aviation

1. Possible tasks

Participate in direct fire preparation; Implement close air fire support and deep air assaults; Support the vertical landing of the landing force; Participate in electronic warfare and special operations; Battlefield service, etc.

2. Application

In port landing operations, the formed and strengthened army aviation units are usually concentrated and used, and the attack helicopter unit (sub-unit) is organized into a helicopter fire assault group, and the transport helicopter (sub-unit) is organized into a mobile support group.

Sometimes, at a certain stage of operation, part of the force can also be strengthened downwards in the form of allocation.

The commander of the landing side shall focus on the main landing direction and important seasons to support the landing breakthrough of the first echelon and the rapid development of the follow-up troops to attack in depth; Give full play to its ability to carry out missions under complex terrain and meteorological conditions, and strive for and maintain the concealment and suddenness of operations; Coordinate with other branches of the armed forces and provide logistical and technical support should be carefully organized.

(7) Electronic countermeasures

1. Possible tasks

Reconnoiter the electromagnetic radiation signals of the anti-landing side and identify their types, working methods, technical parameters and deployments; Jamming and suppressing radio communications, radar, weapon control and guidance systems of the anti-landing side and reducing its combat effectiveness; Destroy, in coordination with relevant ministries (detachments) against the command, control, communications and intelligence systems of the landing party and its electronic equipment; Organize the implementation of electronic camouflage and pretense, cover the safety of important targets and major combat operations; Participate in electronic countermeasures by superior organizations.

2. Application

The established and strengthened electronic countermeasure forces should be uniformly grasped and used centrally. It is usually grouped into nearshore groups, far shore groups and electronic countermeasure reserves. It can also be divided into communication jamming groups, radar jamming groups, photoelectric jamming groups, and electronic reconnaissance groups according to the object of action.

The nearshore group is composed of ultra-short wave communication countermeasure reconnaissance stations, direction finding stations, jamming stations, and ground-to-ground radar countermeasure reconnaissance stations and jamming stations.

Sail with the first echelon to support its capture of the port landing field.

The far-shore group is composed of a ground-to-air radar reconnaissance station, a target indication radar station, a radar jamming station, and a communication countermeasure reconnaissance station, a direction finding station, and an interference station. Deployed in the embarkation area, cooperate with the air defense forces to cover the air safety in the area, and participate in other combat operations as appropriate.

The electronic countermeasure reserve consists of an ultra-shortwave communication jamming station and a ground-to-ground radar jamming station. Deployed near the far shore group, ready to support the main direction of operations and to deal with unexpected situations.

The commander of the landing party shall concentrate the main forces and weapons of the electronic confrontation in the main landing direction, and concentrate his forces on interfering with and suppressing the electronic targets of the other side that have an important impact on the course of the operation according to the operational needs of different seasons; Unified command of electronic countermeasures operations, with professional electronic countermeasures forces as the mainstay, giving full play to the effectiveness of combat forces related to them, so as to combine electronic interference suppression with firepower strikes, electronic deception with firepower and force deception, and electronic offensive with electronic defense; Formulate strict regulations on the use of electronic countermeasure equipment, strictly control electromagnetic radiation, and organize electronic camouflage and deception according to the situation, concealing the true and revealing the false; Make full use of the weaknesses and mistakes of the anti-landing side, and carry out sudden electronic suppression and destruction in its unexpected direction, time and place.

Second, Air Force Participation and Tasks

The combat forces of the Air Force are an important force that directly participates in the operation of seizing control of ports, seizing and maintaining air supremacy in the battlefield of landing ports, opening up channels for the projection of air forces, participating in air delivery, and supporting the landing of ground ports.

When determining the air force's combat strength, the landing party should pay attention to improving its early warning command and electronic countermeasure capabilities, increase the proportion of bombing aviation, annihilation bombing aviation, and strong strike aviation in the air combat force, and enhance its air-to-ground attack capability to meet the needs of air offensive operations. The number of transport aviation units shall meet the operational needs of transporting airborne troops with the cooperation of civil aviation aircraft.

(1) Possible tasks

The main tasks of the participating forces of the Air Force are: to seize and maintain air supremacy in the landing port battlefield; Participate in the seizure of information rights and sea powers; Cover the assembly, boarding, crossing and air flight of troops at the landing port; Cover and support landing forces to seize control of the port operation; Implement campaign tactical airborne operations; Perform airlift, airdrop and battlefield services; Organization of joint air defense operations; Participate in military intervention operations against third-party forces.

(2) Application requirements

1. Grasp the characteristics and use it correctly

Air Force aviation units have the advantages of wide range of activities, fast maneuver speed, and fierce firepower, but their combat operations are constrained by meteorological conditions, dispatch methods, dispatch intensity, and other factors. Therefore, when the commander of the landing side uses the support aviation unit, on the basis of giving full play to his special strengths, he should also consider the meteorological conditions over the aviation station and the battlefield, and properly determine the timing of the use of the aviation force; Note that different dispatch methods have a direct impact on the combat effectiveness of aviation units, so it should be mainly based on dispatching according to the plan, supplemented by listening to the dispatch;

According to the intensity of each aviation force, the use plan is reasonably determined.

2. Careful planning and reasonable differentiation of tasks

The commander of the landing party shall carefully plan the firepower preparation and fire support tasks of the aviation force according to the characteristics and specific sorties of the supporting aviation aircraft types, and reasonably distinguish the use of troops. Bombardment aviation should usually be used to assault strong support points, fighter-bombing aviation to assault opposing command posts, artillery positions, marching reserves, and waterfront beachheads; When vertical landing forces need aviation fire cover, they can use fighter bombers and strong strike aircraft to carry out cover.

3. Concentrate forces and highlight key points

In port landing operations, air force aviation support operations have limited troops and heavy tasks. When planning aviation firepower, commanders should highlight the key points and concentrate aviation firepower on the key periods and directions of operations. Direct firepower preparation, mainly to affect the opponent's key targets in their own landing operations, eliminate important targets that are inconvenient to destroy by ship (ship > artillery fire, and support the landing troops to surprise the landing; Fire support during the capture and consolidation of the landing field phase was mainly used to crush the opposing counterattack operation. In addition, the necessary aviation sorties must be retained to ensure that the landing results are amplified or unforeseen at critical junctures.

Third, Naval forces and tasks

The naval combat force is an important force for seizing and maintaining sea supremacy and supporting port landing operations. The main naval forces directly involved in port grab operations are surface ship strength and marine corps, and naval aviation and submarine forces generally participate in operations as support forces.

The strength of naval surface ships participating in port landing operations is generally used in centralized formations, usually with landing transport teams, direct cover teams, minesweeper fleets, ship fire support teams, control fleets, and water area vigilance Teams, etc.; Marine Corps is usually used in a joint formation with the Landing Force of the Army, mainly as the advance assault force of the landing port, as the landing assault task of the main direction of attack, to capture the front-line positions of the anti-landing side of the port, to establish a landing field, and to ensure the rapid landing of the main force to attack in depth. Naval forces supporting operations are generally not directly integrated into port landing operation groups, and the number and scale are mainly determined according to the specific needs of the port landing.

(1) Naval surface ships

1. Possible tasks

Seizure and maintenance of sea supremacy; Participate in integrated firepower assaults; Participate in the seizure and maintenance of information and air supremacy; Participate in fire preparation and organization of pre-clearance; Capture control of port terminals with fire support; Organizing maritime defense operations; Participate in military intervention operations against third parties.

2. Application

The first is to grasp the characteristics of troop strength and reasonably assign tasks. The combat tasks of each unit of a surface ship should be consistent with the performance and characteristics of their troop strength to ensure that the operational objectives are effectively achieved. Usually, the first echelon should be transported by landing ships (boats) that can directly reach the shore to grab the beach or dock; Use transport ships with strong carrying capacity to transport subsequent echelons or undertake tasks such as maritime transport; Use hovercraft capable of amphibious driving, strong obstacle crossing ability and high speed to transport the landing advance team to land, or serve as a straight forward minesweeper, sea rescue and other tasks;

Surface combat ships with strong combat capabilities, good mobility, and ability to carry out various combat tasks at sea are responsible for maritime vigilance, cover, mine clearance, direct fire preparation, and fire support.

Second, according to natural conditions, scientific use of military strength. The quality of the natural conditions in the sea area has a direct impact on the actions of the landing and transportation group. To this end, we must accurately grasp the natural conditions of the sea area, fully consider the impact on combat operations, in view of the performance of our own ships and the actual use of a large number of civilian ship transport tools, we should pay attention to grasping the sea situation when sailing and using weapons, and when grabbing beaches or docks, we should grasp the slope of the seabed and the wind flow around the docks.

The third is to focus on the overall situation of combat and give play to the overall power. The main combat forces of the landing transport group should meet the needs of accomplishing the main combat tasks, especially the limited high-tech weapons and equipment, first concentrated on the main landing direction, the first echelon voyage, and the surprise landing stage, and then ensure the completion of other tasks according to the situation. At the same time, when organizing the landing and transportation groups to carry out combat tasks, they should comprehensively use various combat forces and means to give full play to their overall combat effectiveness.

(b) Marine Corps

1. Possible tasks

Participate in port landing operations, independently complete or cooperate with the landing of army units, and seize the port landing field; Attack important targets on the anti-landing side in shallow and near depth and perform special operations missions.

2. Application

The first is to concentrate superior forces in the main direction of operations. In port landing operations, the marines with the squadrons are usually concentrated in the main direction of the operation in brigades, and if necessary, they can also be dispersed as battalions. The Marine Corps should be good at using its own advantages in a certain space and time under the condition of inferior equipment to deal with the inferiority of the enemy in a certain time and space with superior equipment, so as to achieve combat victory.

The second is to take various measures to achieve the suddenness of action. If the Marine Corps lost its concealed suddenness, it was equivalent to losing the initiative. The commander's use of the Marine Corps is to adopt unexpected methods to carry out surprise attacks at unexpected times and places, and to make extensive use of strategy, to carry out pretense, to create illusions, to deceive and mobilize the other side.

The third is to strictly organize coordination and guarantees. Commanders must fully organize coordination with the Marine Corps and ensure that other branches of the armed forces are closely linked to their combat operations in order to give full play to the overall combat power. Strengthen the support and support for marine combat operations and enhance their ability to fight continuously.

Fourth, Combat tactical missile combat forces and tasks

The combatant tactical missile participation force is an important force for the landing side to carry out long-range firepower strikes, seize and maintain control of the battlefield against the landing side, and support the port landing operation. When determining the combatant and tactical missile participation forces to support operations, a sufficient number of conventional ballistic missile units and cruise missile units should be concentrated to meet the operational needs of the port landing combat firepower assault. Most of the campaign tactical missile forces that support operations do not directly form joint port landing combat groups, and their number and scale depend on the specific assault targets in the port.

(1) Possible tasks

The main tasks of the participating forces of the Second Artillery Corps were: to participate in the operation of seizing control of the battlefield and to prepare for advance firepower; Fire support port landing force in-depth operations; Participate in military intervention operations against third parties.

(2) Application

1. Around the main body, quick transfer

The operational planning and preparation of conventional missile forces must always be coordinated and coordinated around the core of port landing operations. In specific operations, different stages of operations will also have different operational centers of gravity. When carrying out joint fire strikes in the early stages of operations, it is mainly coordinated with the Air Force to seize control of the battlefield; When carrying out loading and crossing, it is mainly coordinated with the Navy, and fire support is organized in a timely manner according to needs and capabilities; When the landing force lands, it mainly coordinates with the landing force to support its combat operations.

2. Be aggressive and make sure you take the initiative

Conventional missile units must actively seek out, take the initiative to create, and grasp at an appropriate time favorable fighter planes, adopt various technical measures and tactical means, and through sustained, concentrated, and concealed firepower assaults, actively and proactively seek out and annihilate the main troops and weapons of the other side in anti-landing operations and important targets on the islands, and strive to win the first battle and the victory in key operations in port landing operations, so as to improve the situation on the battlefield of landing operations and ensure the operational safety of their own landing forces, so as to firmly grasp the initiative on the battlefield.

3. Concentrate firepower and attack the focus

Conventional missile units must, in accordance with the battlefield conditions and operational processes of port landing operations, give play to the advantages of long-range attack and strong surprise of missile weapons in their main operational direction and key timing, concentrate their firepower to form a firepower superiority in local space and time, and carry out a fierce blow to the center of gravity of the anti-landing party's combat system, and strive to destroy or paralyze it. By focusing on attacking its key targets, we should coordinate with the air and navy to seize the right to control the electromagnetic, air, and sea, and clear the obstacles to landing operations.

Fifth, Armed police forces and militias participating in the war forces and their tasks

According to the actual needs of the operation, a certain amount of armed police forces and militia combat forces may be incorporated into the port landing combat forces, and the armed police forces and militias may be mobilized within the combat area as needed, and when necessary, they can also be mobilized nationwide.

The main tasks of the armed police forces participating in the war are: to undertake the vigilance and defense of important targets, to participate in counter-attack and anti-air raid operations, to maintain and repair important engineering facilities, to complete designated support and service, to undertake the task of maintaining stability in the port areas that have been seized control, and to participate in landing and control operations when necessary.

Section 2: Basic Principles of The Use of Force

The basic principle of the use of port landing combat forces is the law and standard that must be followed when carrying out port landing combat operations for the use of participating forces, is a reflection of the basic laws of port landing operations, concretely embodies the basic guiding ideology of the use of port landing combat forces, and to a certain extent reveals the law and essence of the use of port landing combat forces.

The basic principles for the use of port landing combat forces have an important position and role in the theory of port landing operations, and in port landing operations, for the landing party, we must pay attention to following the following basic principles:

First, the task is traction, and the scale is moderate

Port landing operations are relatively independent offensive combat operations with clear and specific tasks. Depending on the tasks, the combat opponents, scale, purpose, style and battlefield environment are different, and the requirements for combat strength are not the same. Therefore, we should flexibly determine the scale of use of combat forces according to the actual situation, and we must avoid using combat forces at will, causing unnecessary waste of forces or difficulty in carrying out combat tasks. On the whole, the scale of use of force in port landing operations must meet the needs of two aspects: First, the strength must not be too large, and it is necessary to have the overall rapid mobility capability to meet the needs of seizing control of the port after landing; Second, the main force of the port landing must have the ability to fight a decisive battle and win a decisive victory. When specifically determining the scale of use of combat forces, we should adopt the method of combining qualitative analysis and quantitative demonstration according to specific tasks, and consider and determine it from the following aspects. First of all, according to the needs of the overall situation of the strategic campaign of the landing side, the overall scale of troop use is determined. The port landing operation is only a "local" relative to the overall situation of the entire island offensive campaign, and the size of the troops used in this "local" operation depends on the needs of the overall situation. Second, in view of the garrison situation of the anti-landing side, the scale of troops used is determined. Only by clarifying the structure and quantity of the combat forces of the anti-landing side and judging its operational organization, weapons and equipment, combat characteristics, combat capabilities, and combat attempts can we flexibly determine its own combat strength in a targeted and flexible manner.

When fighting against the anti-landing side, which is organized into a larger operation, has a higher level of equipment, and may be reinforced, the landing side should use elite divisions and larger combat forces, and vice versa should use relatively superior forces. Third, according to the objective environment of the battlefield, the combat force should be flexibly determined. In the landing port combat area, different landing areas and depths of physical geography, politics, economy, and human environment are quite different, and only by using combat forces around the needs of the specific environment of the battlefield can they be targeted. Fourth, according to the quality of combat troops, combat forces should be used. The spiritual outlook, training level, equipment level and combat capability of the landing troops are different

The same, so it needs to be used according to the strength of the people.

Second, the structure is reasonable and the efficiency is concentrated

Structure determines function, and the same force scale adopts different structural styles, which will produce different combat capabilities. Therefore, after determining the scale of use of combat forces, the landing party should implement a scientific combination of combat forces, so that all kinds of combat forces can form an organic whole with complementary advantages and close coordination around the unified operational purpose, and give full play to the overall combat effectiveness. First of all, the proportion of each force element is appropriate, and the overall structure is reasonable. That is to say, in the organization of combat forces, the various elements of combat forces must maintain quantitative balance and appropriate proportions. In port landing operations, the movement of landing forces to targets must rely on sea and air delivery channels, sea and air drop forces, and sea and air cover forces, so these forces must coordinate with each other and achieve a moderate proportion match.

For example, in modern combat, the role of firepower surprise is getting bigger and bigger, and the victory or defeat of the battle depends to a large extent on the superiority of firepower, and the strength of firepower operations can be appropriately increased when the force is formed. However, the increased firepower combat force must be adapted to the army's surprise capability and must match the support force of the ammunition; otherwise, not only will it not achieve the purpose of enhancing the firepower assault, but it will cause waste and unnecessary burdens, and affect the normal play of other combat effectiveness. Therefore, when organizing combat forces, we should highlight the key points, rationally coordinate, and coordinate with each other in accordance with the battlefield environment in the landing port area, and combine various forces and elements into an organic whole to form an organic whole of soft strikes and hard destruction, strike force and protective force, combat force and support force, and ground force and air force organically combined. Secondly, the combination form is flexible and adjustable, and the adaptability is strong. According to the different terrain and meteorological conditions in the landing port area, different forms of force structure should be flexibly adopted, such as: mechanized infantry and armored troops have relatively high requirements for the terrain environment, and can be used relatively independently on hilly terraces with relatively flat terrain, if the terrain conditions near the port are relatively poor, it is necessary to increase the support and support forces such as motorized infantry and engineering troops, and if the terrain is worse, the armored troops cannot be used. Third, try to maintain the integrity of the system and pay attention to the formation of the system. Units that have formed a structure have formed a certain tacit understanding in the long-term training and combat practice, and when conducting operational organization, they should try their best not to disrupt the formation and reorganize it. Operational grouping should pay attention to the formation of a system, port landing operations are a confrontation between the whole and the whole, system and system, in the formation of combat forces, the allocation of various forces should have a strong comprehensiveness and parallel nature, each combat force is not only an independent combat body, but also an integral part of the entire combat system, mutual influence, complementary application.

Only by coupling each other in quality, equilibrium in quantity, and interconnection in function can the optimal combination of combat forces be guaranteed.

Third, match the tactics, lean and flexible

Recent practice in local wars has proved that whatever basic methods of warfare there are, there will be whatever kind of compilations there are. In the Gulf War, the basic tactics of the multinational forces were to combine joint air strikes with ground attacks, and as a result, the multinational forces established a joint offensive operation with air raids and ground attacks as the mainstay, and a ground formation with the "left hook fist" operation as the core. In the Kosovo War, the core method of operation of NATO forces was joint air strikes, and a combat structure with joint air strikes as the core was established. In the War in Afghanistan, the US military took air strikes and land-based special operations as its basic methods of operations, and established a joint raid operation with air strikes as the mainstay. In the Iraq War, the US and British coalition forces implemented air strikes and land raids on Baghdad as the basic method of operation, and established a joint raid operation that combined air strikes and land raids. In the informationized local war, the port landing operation method drives the system integration and efficiency release of the port landing operation organization, and restricts the formation and function of the port landing operation organization. To this end, the landing side should establish a port landing operation organization that is consistent with the tactics, match the elements, rational structure, and overall coordination, give play to the overall effectiveness of the combat forces of various services, and become one of the material bases for winning the victory in the port landing operation.

Fourth, the guarantee is sufficient and durable

First of all, the forces participating in port landing operations are composed of multiple components, the boundaries of the organization of various services tend to be blurred, and the organization of various materials, weapons and equipment is becoming more and more generalized, standardized, and synthesized.

The diversity of the forces participating in the war and the diversity of weapons and equipment determine the diversity of the composition of the support forces. The support force for port landing operations includes both support forces within the establishment, strengthened by superiors, and local support, as well as non-professional support forces temporarily transferred; There are both combat support forces and support forces to support equipment; There are not only the support forces for the supply of weapons, ammunition, materials and equipment, but also the support forces for equipment rescue, emergency repair, monitoring and testing, and so on. These support forces are not simply superimposed, but integrated on a unified information system platform. This requires that the support forces must make unified plans, establish joint support institutions, determine support relations, organically integrate various support forces into a whole, and implement joint support for various services in order to improve the overall support efficiency and meet the needs of port landing operations. Second, under the conditions of informationization, the port landing operation is an offensive operation that crosses the sea and attacks the strongholds against the water, and the resoluteness of the purpose of the operation and the difficulty of the combat operation require the port landing operation group to carry out continuous and effective surprise operations. At the same time, the great destructiveness of the campaign has also caused a sharp increase in the consumption of various equipment and equipment, coupled with various anti-landing obstacles and the blockade and blows of the anti-landing side on the landing side's rear loading and supply line, which seriously affected the replenishment of materials and equipment. All these factors require that the landing party must have the ability to continuously support the troop allocation, materials, equipment, and technical preparation to ensure the continuity of combat operations. In addition, port landing operations include a variety of combat styles at different stages, and each combat style includes multiple combat operations. The various stages of operations are closely linked, and the rapid pace of change in different combat styles and combat operations will objectively cause frequent changes in the center of gravity of operations, so that the support operations will have a strong randomness and uncertainty, and the center of gravity of support must be rapidly adjusted with the transformation of combat tasks.

In order to rapidly form corresponding support capabilities in all operational styles, operational stages, operational directions, and combat units, it is necessary to flexibly and scientifically establish the support levels and support relations, so as to better adapt to the different requirements for support put forward by different styles, different stages, different directions, different levels, different categories, and other situations, and enhance the timeliness, accuracy, and flexibility of support. Therefore, in order to improve the independent combat and sustained combat capabilities of port landing operations, it is necessary to formulate landing combat forces and allocate sufficient comprehensive support forces.

Section 3: The Main Modes of Operational Formation

The method of organizing the port landing combat forces refers to the method and form of integrating the various forces participating in the landing operations into the combat force system. Under the conditions of informationization, port landing operations have a complex combat background, a special combat environment, a limited scale of operations, a plurality of combat forces, and a variety of combat operations. When organizing combat forces, they should flexibly adopt various forms of organization according to different situations. There are several common ways to compile:

First, the type of military

The form of organization of services and arms refers to maintaining the original structure of the forces of the various services participating in the port landing operations unchanged, basing themselves on the formed units of the various services and arms, and forming the operational clusters of the various services with the direction or stage of the operation as the editor-in-chief.

This form of organization, because of the integration of peacetime and wartime and the smooth command relationship and relatively strong coordination ability, is conducive to giving play to the operational advantages of various branches of the armed forces and is convenient for the implementation of command and support, but the combat capabilities, tasks, and actions of the various services and arms are sometimes relatively overlapping, and it is more difficult to form a system of combat capabilities in wartime. According to the actual composition of the forces participating in the port landing operation, all branches of the armed forces can be organized into tactical corps of the service. Usually, it is organized into a landing corps, a naval landing transport formation, an air (aircraft) landing combat group, an air transport group, and a sea and air support cover group. In addition, local armed forces and logistics force organizations should be organized. According to the purpose, tasks, and force organization of port landing operations, the scale and structure of the operational organization of each service should be flexibly determined.

Second, the task type

The form of task-based organization refers to breaking the boundaries of the establishment of various services and arms according to the needs of port landing operations, and organizing the combat forces of various services and arms into several interrelated and interactive combat groups according to operational needs, which is one of the main forms of formation of port landing operations. In this form of organization, each combat organization is organized by the "joint" forces of multiple services and arms, which can more thoroughly optimize and combine the forces of joint operations and enhance the comprehensive combat capability of the operational organization, and the port landing force system will have greater flexibility and adaptability, and improve the combat capability of the system. However, since each operational organization is a consortium, its command and support will be more complex and higher requirements will be put forward. According to the needs of port landing combat tasks, the task-type organization form is usually organized into joint landing combat groups, joint fire support cover groups, joint projection operation groups, joint air defense combat groups, joint air (aircraft) landing operation groups, combat support groups, rear service groups, etc., and some large groups may be composed of several smaller groups.

Third, the battlefield space type

The form of battlefield air-question organization refers to the operational organization carried out in accordance with the combat deployment and operational space of the combat forces of various services and arms, and is one of the important forms of the formation of the port landing combat forces. This form of organization is conducive to the organic coordination of the combat forces of various services and arms in different battlefield spaces and improves the integrity of combat operations and joint protection capabilities, but the combat tasks and actions of various services and arms sometimes overlap relatively, and it is more difficult to form a system of combat capabilities. According to the battlefield environment of port landing operations, the form of spatial organization is usually organized into information combat groups, land combat groups, air combat groups, and maritime combat groups. In the port landing operation on large and medium-sized islands on the sea, the combat space involved in landing in different ports is different, which also requires the establishment of different operational arrangements and scientific and rational space allocation, so that the space structure of the port landing combat force is scientific, and then the maximum overall function is produced.

Fourth, comprehensive

The form of integrated organization is a form of comprehensive application of various forms of organization, the establishment of the deployment of joint combat forces, and the form of organization that is widely used in joint operations. In view of the actual use of joint combat forces, mission-based organization can be adopted in one operational direction of port landing operations, while spatial organization or service-type organization may be adopted in other operational directions; Service-style or spatial organization can be used in general, while mission organization can be used within groups;

Mission-based formations can be adopted in one operational phase and other forms of formation in another operational phase. The comprehensive form of organization integrates many advantages and strengths of various forms of combat organization, and is more suitable for the requirements of the port landing combat tasks, styles, tactics, and environment for the use of combat forces, and has stronger flexibility. Since the relationship between the combat forces of the various branches of the armed forces constructed by the comprehensive organization form is more complicated, the difficulty of operational command, coordination, and support will also increase.

Section 4: Establish a landing deployment with the ability to fight quickly and make quick decisions

The port landing force needs to cross the sea and quickly approach the target from a long distance, so having the ability to move quickly is the basic requirement of the port landing operation for the landing force. When determining landing deployment, it is necessary to combine the size of the battlefield capacity and the comprehensive support capability of joint operations on the island, closely follow the needs of the port landing combat task, and flexibly determine the size of the port landing combat unit.

First, establish a multi-habitat three-dimensional landing group

Since the port is an important transportation hub on the anti-landing side, the transportation near the port is developed, especially the port in the economically developed area, which is closely connected with the surrounding nearby cities and has a good grade of highway connection with each other, thus providing an objective basis for the landing force mainly mechanized troops to carry out ground offensive operations.

At the same time, for medium-sized and large islands with many rivers and dense water networks on the island, the landing party should establish a multi-habitat landing group and make full use of these water systems for covert landing. Taking the central to northern region of Taiwan Island as an example, there are nearly 10 major rivers flowing through the area with tributaries of more than 19 kilometers, with a total length of nearly 700 kilometers. These water systems will bring certain difficulties to the landing troops of the landing side from both flanks and the centripetal attack, but if the landing side uses these water systems for breakthrough defense, the concealment of the landing can also be achieved. Therefore, it can be seen from this case analysis that while establishing a landing group at sea, the landing party can also take advantage of the characteristics of the dense water network on the island to organize the landing corps with amphibious mechanized troops as the backbone to carry out landing operations along the water system in depth and depth. In addition, according to the increase in the proportion of helicopter forces in future operations, and the continuous improvement of the combat capability and equipment performance of the land aviation units, the landing party can form a landing group of aircraft landing in a timely manner, directly insert and quickly seize the key points of the depth of the port, and cooperate with the main landing force to fight, so as to speed up the process of seizing the port. In port landing operations, the landing party should combine the sea, air, and water system deep landings according to the specific battlefield conditions to form a three-dimensional three-amphibious landing group.

Second, appropriately increase the proportion of support forces

The German general Guderian once pointed out: "The speed of an armored force is determined by its support units." This idea fully demonstrates the importance of rapid support in offensive operations with armored forces as the mainstay, and without the necessary rapid support capabilities, the rapid mobility capabilities of landing forces cannot be discussed.

In World War II, the German army on the Soviet battlefield was interrupted by fuel supply, forcing its armored mechanized campaign corps to stagnate, thus creating an opportunity for the Soviet army to breathe and counterattack, and providing favorable conditions for the Soviet army to seize the initiative on the battlefield. Therefore, in terms of force organization, it is necessary to reasonably determine the proportion of combat strength and support forces in the landing forces, and appropriately focus on increasing the proportion of support forces, especially in the main direction of action, so that they have a strong ability to continuously support themselves. During the Gulf War, the only combat division of the multinational force that did not need to be resupplied was the British First Panzer Division, whose ratio of support troops to combat units was as high as 10:1. At the same time, it is also necessary to give prominence to strengthening barrier-breaking and road support forces. Due to the complex terrain near the island's ports, the crisscrossing of water systems, and the anti-landing side in the counterattack operation, attaches great importance to the setting of obstacles and the destruction of communication lines. To this end, it is necessary to allocate sufficient obstacle-breaking and road support forces for the landing troops, establish a support force system composed of joint obstacle-breaking, road support, technical support, and readjustment of service work, and make full use of advanced operating machinery to quickly repair the wounded and disabled road sections and bridges in accordance with the principle of first passing through and then consolidating, and first making easy and then difficult.

Third, in the course of maneuvering, a deployment with a strong first-strike and continuous assault capability should be formed

Proceeding from the fact that the use of combat forces needs to be delivered over long distances and for a long time at sea, in view of the threat posed by the anti-landing side's emphasis on using comprehensive forces to carry out anti-blockade and anti-strike operations on the landing side, and in the face of the need for the anti-landing side to defend the fortified positions in the harbor and the landing side's backwater offensive and surprise landing, it is necessary to change the traditional practice of "static" concentrating forces and forming an advantageous combat deployment, and strive to form an advantageous combat deployment with firepower as the mainstay in mobility.

It is necessary to scientifically organize the established and strengthened forces and closely integrate them with the landing and delivery tools to establish a firepower main battle deployment that can not only quickly seize the port but also hold firm. It is necessary to optimize the combination of the forces participating in the battle, so that the first batch of surprise landings and continuous surprise landings, force assaults and firepower assaults, and surprise operations and support operations are coordinated to form an organic whole of combat deployment. According to the carrying capacity of different landing transport vehicles, amphibious tanks and amphibious armored transport vehicles should be grouped into small synthetic combat groups, so that each ship is a synthetic assault, support, and support unit, and the overall deployment and force structure of the landing battle will not be destroyed because a certain ship is sunk by the other side. When sending combat forces to the enemy's shores, it is necessary to establish a multi-batch, small-scale formation, and a navigational formation that is convenient for gathering excellence in movement, and in accordance with the order of surprise landing, the formation of the navigation and crossing formation should be formed, and the order of deployment, floating/launching into water and going into formation should be determined, as well as the area of land configuration. With the shore-to-shore transportation mode as the mainstay, supplemented by sea-skimming transportation, the landing area is fully frontal, fully deep, and multi-point three-dimensional assault landing. It is necessary to rationally assign the tasks of each combat formation, and the terrain of the ports seized by each attack detachment and the number of annihilated enemies should be appropriate, and it should be guaranteed that they can be attacked and can be defended, and can effectively resist the enemy's counterattack and counterattack. Each combat group should also have a variety of functions accordingly, which can replace each other with combat tasks, so as to facilitate coping with complex and changeable battlefield and sea area conditions. According to the impact of the natural conditions of the sea area on combat operations and the situation on the battlefield, we should promptly and rapidly invest new forces in the direction of smooth development, form an advantage over the enemy, continue to expand victories, quickly change the unfavorable situation, and maintain the initiative on the battlefield.

Chapter V: Basic Tactics and Main Methods of Operations for Port Landing Operations

For the landing side, the purpose of port landing operations is to seize the port terminal as soon as possible and use it as a base for transporting troops and materials, rather than simply occupying in the general sense. In combat, if the port is destroyed by the anti-landing side, or if it is deeply damaged by its own side in the process of occupation, then the capture of the port is meaningless. Therefore, in port landing operations, we must adhere to the principle of attaching equal importance to seizing and protecting, striking differently, and reducing damage; in the application of tactics, we must ensure that ports can be quickly and smoothly occupied, and we must also ensure that the damage to port facilities is reduced as much as possible.

Section 1: Basic Tactics of Port Landing Operations

"Three-dimensional landing in weak places, sharp focus on wing flanks, and full depth division and control" is the basic method of warfare for seizing control of ports, and the basic connotation of this method of warfare is:

First, firepower point attack, the implementation of key paralysis

In port landing operations, due to the limited size of the port, the anti-landing side mostly forms a fortress-type defense when organizing defense, and its troops and weapons are arranged in the ground or underground fortifications, and if the landing party implements a large-scale fire collection assault against the landing party, it will cause greater damage to the facilities in the port, and it is difficult for the landing party to use the port after seizing the port.

In view of this, in the course of carrying out firepower strikes against the port defense forces of the landing side, the landing side must have a restrained and focused plan to use firepower. First, it is necessary to select targets for attack. It is necessary to select key targets that play a pillar role in the defensive system of the opposing landing side, play a balancing role in its defensive stability, and play a connecting role in its defensive deployment structure, especially the strong fire points deployed by the anti-landing side near the port terminal and have a fatal threat to the landing troops of the landing side, important defensive fortifications, reconnaissance and early warning equipment, command and control systems, high-tech weapon launch platforms, anti-aircraft weapons, artillery positions, reserve allocation areas and other targets. Second, it is necessary to reasonably distinguish between firepower. According to the nature and scale of the port, and in combination with the performance of various firearms and the distribution of the targets of the other side, it is necessary to rationally distinguish the use of firepower and distinguish between levels, and concentrate on attacking the key targets of the other side. Campaign tactical missiles and aviation firepower, mainly against the landing side's defensive support points, high-tech weapon launch platforms, communications command system and other important targets to carry out precision strikes, and to carry out surprise attacks on their deep troop gathering areas, artillery positions, etc., intercepting their mobile strike units and reserves that come out of the mobile front; Shipboard artillery fire is mainly used to destroy and suppress targets such as beachheads on the anti-landing side, important defensive positions in the harbor, and heavy firearm firing positions, and to block the fire of reserves that carry out counter-impact maneuvers; Direct fire from attack helicopters and artillery, offloaded amphibious tank fire focus on attacking fire points on the beachhead defense positions on the landing side, and armored targets occupying firing positions.

Second, the elite soldiers grasp the point to respond, three-dimensional vertical control

At the same time or straight forward of the port assault landing part of the landing part of the port assault, with a certain amount of troops to quickly break through the defense or infiltrate into the forward points of the opponent's defensive positions or shallow and near depth, to seize the important targets of the anti-landing side, can effectively contain the other side and cooperate with and cover the smooth seizure of the beach by the sea landing troops. Therefore, in the stage of consolidating the landing field and carrying out in-depth attacks, the landing side should use part of its troops to land in depth and land on the plane landing, seize the main points, effectively control its maneuvering, sabotage the counter-impact of the anti-landing side, and speed up the process of operation. First, the beachhead landed, and the tiger pulled out its teeth. In the stage of surprise landing, airborne detachments, special operations detachments, or attack detachments may be used to take flight equipment such as transport helicopters, ground effect aircraft, powered delta wing aircraft, and gliders, and adopt the method of skimming the sea and low altitude to overtaking flights to force defense and secret infiltration, avoid the hard defensive shell of the other side, break through its defensive positions, and quickly seize important targets from the beachhead of the anti-landing side to the shallow and near depth in the form of attack and seizure and vertical seizure. The targets they attack and seize can choose the defensive points that are a greater threat to the landing of their own landing troops from the front of the landing side, the artillery firing positions, and the deployment areas of shore artillery and missiles, so as to cover the landing troops to rush to the beach and land. The second is vertical assault, seizing points and controlling the road. Attacking the defensive forces of the defensive side that uses a solid position to implement a solid defensive anti-landing side, if only the ground attack part of the team to carry out a flat attack, it is often difficult to gnaw down this hard bone, and the ground attack part of the team continuously attacks the stronghold, which is easy to cause large casualties.

If the landing party adopts the method of vertical assault in the air in the airborne landing detachment and coordinates with the ground attack team to attack it in order to disperse its strength and make it difficult to take care of it, it can play an attack effect that doubles the effort with half the effort. Therefore, in the stage when the landing troops rush to the beach and land, the airborne troops can adopt the "baby jump" tactic at an appropriate time according to the progress of the operation, attack the key points in the defensive positions one by one, seize one place and consolidate one place, and fight steadily and steadily. It is also possible to concentrate on using airborne troops, adopt the method of simultaneous airborne landing in sub-regions, batches, and multiple points, and seize in one fell swoop the key points of defense within the shallow and near-depth depth of the anti-landing side. The third is to attack and disturb in depth and strike at its key points. In the three-dimensional assault landing stage, the landing troops should, in accordance with the needs of the operation, use the airborne assault detachments at an appropriate time to take advantage of the weak points or gaps in the opponent's defense system to quickly break through the depth of their defenses, carry out surprise attacks on important targets in the depth of their defenses, contain, delay, and consume the enemy, disrupt the overall deployment of the anti-landing side, and actively cooperate with the sea landing forces in rushing to the beach and developing attacks in depth.

Third, landing from its weak point, the wing flank focus is sharp

The first is to select the weaknesses of the anti-landing side. Judging from the deployment of troops, the organization of positions, the configuration of firepower, and the setting of obstacles in the port defense of the anti-landing side, most of the strong points of the anti-landing side's defense are mainly concentrated on the front of the port defense, while the port one is the first. The wings or flanks are usually the combined part of the port defense force and the coastal defense garrison, whose defense is relatively weak, the density of obstacles and firepower is relatively small, the fortifications are relatively weak, and the command and coordination control is also relatively weak. Therefore, in the stage of organizing operations, the landing side should extensively collect intelligence through various channels, grasp the situation of the anti-landing side's port and surrounding defenses, pinpoint its weak points, open its knives from the weak points, and strive to make the main attack of the landing force point at the weak points of the anti-landing side's defenses when it carries out the land grab, so as to ensure that the first surprise attack will achieve better results.

The second is to carry out the main attack on the weak points of the anti-landing side. After pinpointing the weak points of the anti-landing side's defenses, the commander should concentrate the formed and strengthened troops and weapons on the weak direction of his defenses, carry out key surprise attacks on them, and form the main landing direction. In terms of concentrating superiority, we must not only take into account the superiority in quantity, but also pay attention to superiority in quality; we must concentrate as much as possible a limited number of high-tech weapons for breakthroughs, organically combine quantity and quality, strength and firepower, and "hard" destruction with "soft" killing, so as to achieve partial victory over more and less victory over superiority, and to ensure rapid offensive and rapid breakthroughs. In order to ensure the effectiveness of the attack in the main landing direction, the commander should command a variety of firepower to focus on countering the living forces and fortification obstacles of the landing side's defensive position in the stage of direct fire preparation, and then concentrate on using the main force to carry out the main assault from its weak points, give full play to the three-dimensional assault capability of helicopters, hovercraft, and delta wing aircraft, coordinate with the sea landing troops, and land on the predetermined target or near the predetermined target in multiple points and in batches in multiple directions at the same time, forming a multi-way and multi-directional key attack trend.

The third is the two wings of the pincer-shaped defensive force that encircles the port. After grabbing the beach from the flank of the port defensive force, the landing troops made continuous assaults to their sides and made rapid breakthroughs, first cutting from their two ribs, and then carrying out a pincer attack to form a closed encirclement, so that on the one hand, they could quickly take advantage of the surprise effect of grabbing the beach and landing, on the other hand, they could avoid their sharp edges, and they could gain a foothold as soon as possible, so as to gain a firm foothold and create conditions for the landing of the subsequent parts of the team.

The formation of a closed siege attack can isolate the port defense force as soon as possible, cut off its contact with the outside world, and weaken its combat power.

Fourth, the three-dimensional shield is cut and split, and each strong blow is seized

First, the depth of firepower is blocked. When the landing troops of the landing side rush to land on the beach and attack the flanks of the port defense forces of the anti-landing side, the commander of the landing side should direct various firepower to provide effective fire support to the assault landing part, and focus on the defense depth of the port defense force to block the fire, so as to cut off its retreat, block its reinforcements, and counter-attack. Aviation and campaign tactical missile units mainly assault the main defensive positions on the anti-landing side in depth, artillery positions, and high-tech weapons launch platforms; Shipboard artillery mainly suppresses its defensive positions and artillery positions, and sets up blocking areas for the passages before its maneuver; Army aviation focuses on assaulting its armored targets. In the depth of the anti-landing side of the defense, "a barrier wall" is built to form a three-dimensional shield.

The second is the three-dimensional division of military strength. After the firepower of the opposing landing side is blocked, the commander of the landing side should lose no time in directing the depth attack part of the team, and the three-dimensional and multi-directional breakthrough of the anti-landing side's position is carried out, and the full depth and three-dimensional division of the landing side should be carried out. Parts of the team landing from the sea should carry out lateral rolling from the flank of the port defensive force, wedged into its positions in multiple directions, and cut them into several segments from different depths, and the three-dimensional assault detachment should fly over the obstacles of the anti-landing side in batches, blossom in the center of its position, divide its targets along the road or openly according to the natural direction of the port dock, the distribution of the port area, and the gap between the targets in the anti-landing side's defensive position, from the front to the wing and the flank, from the front to the depth, forming a multi-way and multi-directional attack trend on the port target.

The third is to seize each strong blow. After each attack team forms a split against the landing side, it should take the form of continuous strong strikes to quickly seize the target. On the one hand, it is necessary to continuously attack with super intensity. That is, with several strong strike groups integrating mobility, firepower, assault, and demolition, they will carry out continuous and non-stop fierce attacks on the fortress-type defensive forces that rely on solid facilities such as buildings and underground fortifications, and seize the targets controlled by the anti-landing side with brave and strong strikes. For the support points of low-rise small building complexes, the tank detachment can use the "collision and destruction method" to strike strongly, and the support points of the reservoir area and multi-layer multi-lane bunkers, fortifications, and walls can be broken by the "continuous blasting method" of the sapper detachment. For multi-storey and orderly building support points, large-caliber direct-fire artillery can be used to strike strongly with the "approach and destruction method", and for tall and solid support points, helicopter gunships and infantry can be used to "attack up and down" Strike hard. On the other hand, it is necessary to attack the air-ground stereoscopic attack. That is, aviation, campaign tactical missiles, artillery, air defense, and attack helicopters are used to counter the landing side to carry out three-dimensional firepower strikes, and at the same time as the ground attack, the airborne troops are used to carry out vertical assault in the harbor.

Fifth, the offensive and defensive changes in a timely manner, breaking the enemy's counterattack and counterattack

The first is to reasonably grasp the proportion of attack and resistance. In port landing operations, the anti-landing side usually concentrates its superior forces on counter-attacking the landing team of the landing party, in an attempt to eliminate the landing troops of the landing side through offensive means to restore or improve its defensive posture. When the landing side does not follow up, after countering the counter-impact forces of the landing side to carry out a concentrated fire assault and obstruction, if it still has a relatively large superiority in strength over its own landing part, the commander of the landing side should quickly organize the landing part to immediately turn to the defense and use the favorable terrain to resist the other side.

On the contrary, if the other side does not constitute an advantage, or the other side has a slight advantage, but the subsequent forces of the other side can land soon, the landed part of the team should take the way of attacking and attacking, and continuous breakthrough between actions to break its counter-impact.

The second is to switch between attack and defense in a timely manner. After the landing party's landing part of the landing team rushes to the beach and lands, when it encounters a counterattack or counterattack by the anti-landing side, the landing party should first judge the direction, strength, and action attempt of its counter-impact or counterattack, determine the comparison of troops and weapons between the two sides, and in the case of determining that its own side as a whole or partially does not have the advantage, it should command some units to quickly turn from attack to defense, and use favorable terrain on the spot to resist the other side's counter-attack or counterattack, so as to consolidate the established results of the battle and control a certain terrain, so as to create favorable conditions for the follow-up troops to land and develop their attack in depth.

The third is to use multiple methods and use them to break the opposite. When the hints of the other side's counter-impact or counterattack operation are discovered, and in the case that the firepower assault cannot be fully effective, when the counter-impact or counterattack forces of the anti-landing side move forward, the attacking team of the landing side should quickly use the space that has been seized according to the size, direction and target of its counter-impact troops, organize the troops to counter-attack or counterattack the tactical channels that the other side may pass through, seize the favorable terrain on both sides, and establish a three-dimensional crossfire network. Multiple combined explosive and non-explosive obstacles are placed along the passage to slow down its movements.

When engaged with the opposing side's short troops, the opposing part of the unit should carry out a frontal counterattack with tenacious combat action, dragging the other side to death, and the commander of the landing side should lose no time in directing various firepower to carry out a slash-and-waist fire assault on it, and direct the attack detachment or other combat detachment to attack from its flank, forcing it to divert, making it difficult to form a joint force, and then the follow-up attacking part of the team will eliminate it according to the situation. In combat, we should try to let the troops of the anti-landing side enter its own ambush position and eliminate it; we should stubbornly resist the opposing troops outside the ambush position, force them to change their course of action, and gradually introduce them into their own ambush positions.

Sixth, guard the points and control the road to consolidate, and prevent the enemy from destroying the port and destroying the port

Once the port is seized by the landing side, a large number of follow-up troops and heavy equipment and support materials will continue to be transported from the port to land, which will cause a sharp change in the comparison of troops and the offensive and defensive posture on the coast. In order to prevent the port from being used by the landing party, the port defense force of the anti-landing side will inevitably carry out large-scale destruction of the port facilities in the case of defensive failure and inability to retake it, so as to reduce the use value of the port. Therefore, in port landing operations, it is necessary to resolutely eliminate the effective forces of the other side, and also pay attention to protecting port facilities and creating conditions for the follow-up troops to land. In order to achieve this goal, after completing the division and encirclement of the opposing landing side, the landing troops of the landing side should adjust their troops in a timely manner, destroy their fortifications one by one with the main forces from near and far, from strong to weak, and eliminate the defensive forces point by point.

At the same time, the port facilities are protected with part of the troops, the other side is closely monitored, and the sabotage actions are discovered and stopped in time to protect the port facilities to the greatest extent. For port facilities that have been damaged by the other side, it is necessary to promptly organize forces to repair them so that they can be put into use as soon as possible and create conditions for the final victory in the battle.

Section 2: The main operational methods of port landing operations

The main method of action is to further deepen the activities of the law of war. The main operational method of port landing operations is the basic method for the landing party to use the combat forces and combat means, and it is the concretization of combat operations in the implementation of port landing operations. Due to the difference in landing methods, it will inevitably lead to different use of forces and the choice of combat means in the implementation of operations, so in the distinction of methods, different landing methods will have different methods of action. It is necessary to analyze the specific movement methods according to different port landing operation methods.

First, the main operational methods of forcible landing along the port channel to seize control

Forcibly landing along the waterway to seize control of the port is to use the opened port waterway passage to forcibly land on the front of the port (wharf), the threat of the other side's military firepower is relatively large, and the dependence on the port channel is large, therefore, when forcibly landing in the port along the channel, we must focus on the following points:

(1) Adopt multiple methods at the same time and comprehensively dilute the obstacle system of the other side

The system of multi-method simultaneous and comprehensively dilution of obstacles on one side of the landing means that, in view of the limitations of factors such as the establishment of equipment and the ability to break obstacles, the landing forces that forcibly land at ports along the waterway need more support from the joint barrier-breaking forces of the various services participating in the war, and take methods such as opening up from sea to port one by one and opening up backwards from port to sea to sea to comprehensively dilute the port obstacle system of the other side.

Specific methods: First of all, the air and naval aviation units use bombers and strike aircraft, carry conventional heavy bombs or precision-guided bombs, bomb and destroy obstacles set up in the depth of the harbor waterline, the two wings of the beachhead and the harbor town, and undertake the task of blocking the opponent's mobile mine-laying weapons, supporting and covering the land and navy to break obstacles. Secondly, with the assistance of aviation and landing troops, the Navy used minesweepers and mine-hunting ships to sweep away suspended obstacles such as sunken mines, anchor mines, and suspended mines in the nearshore waters of the port and in the harbor channel. Use the naval firepower of the naval fire support ships to break through the waterfront beachhead barrier and provide fire support to their own barrier-breaking detachments. Again, when breaking barriers in advance, use special operations detachments, frogmen, or trained sappers and infantry to secretly approach the port. On the one hand, in the form of manual proximity to blasting, the obstacles with strong explosive resistance, long operating hours, high technical requirements, and difficulties for the navy and air force to break are searched and cleared. On the other hand, it focused on finding out the fuel pipeline preset by the other side in the port channel, and secretly sent a "frogman" detachment to dive into the bottom of the water to block the injection port of the pipeline and make it difficult to release oil. Or secretly go ashore, destroy the oil depot facilities, and cut off its oil source. In the Fourth Middle East War, the Egyptian army dispatched a special operations detachment before the attack was launched, sneaked across the canal, blocked the pipeline mouth of the Israeli army to inject oil into the river surface of the canal with special glue cement, and destroyed the fuel tank, so that the Israeli army created a fire barrier on the water surface to prevent the Egyptian army from crossing the river. When breaking through obstacles, the barrier-breaking detachment should make full use of the surprise effect of straight forward firepower, continue to expand the passage of the port waterway, reopen the passage that was temporarily closed by the anti-landing side, and promptly remove the landing ships and landing craft that were destroyed by the anti-landing side and block the passage, as well as the air force and the navy to break the obstacles remaining in the port channel.

In short, it is necessary to comprehensively use such means as "naval sweeping, air force bombing, and sapper breaking" to comprehensively dilute the obstacle system of the anti-landing side in the port area and lay the foundation for winning victory in combat. At the same time, it should be noted that the joint barrier-breaking operation should be closely linked to the joint firepower assault operation, and strive to achieve a defensive system that is paralyzed and anti-landing on the one hand as a whole, smash its hard defensive shell, and open up a passage for the forcible landing and occupation of the port area.

(2) Combination of soft and hard, node paralysis

The combination of soft and hard, and the destruction of nodes, refers to the use of information combat forces by the landing side to carry out concentrated, continuous, and high-intensity interference at key nodes of the anti-landing party's defense system such as radar, command and control centers, and communication hubs near the port, and at the same time carry out "soft" killing and "hard" destruction of the enemy's port air defense positions, artillery positions in the depth area, shore artillery, shore guidance, and other high-tech weapon positions in the form of firepower damage.

Specific methods: First, select targets. Before the launch of the operation, in order to weaken the overall effectiveness of the anti-landing side's defense system, give full play to the role of information and firepower, and respond to key strikes on important targets in the port area. It is necessary to clarify the connection between the various targets within the anti-landing side's defense system in the port area, select the targets that have the most influence on its defense system, and analyze them according to their status and role, defense measures, and the difficulty of attacking, so as to determine the focus of the attack and the order of attack. Judging from the overall defense structure of the port area on the anti-landing side, the port area goal is the first thing to pay attention to, followed by the urban target, and the peripheral key points and sporadic residents are again;

From the perspective of the port operation mechanism, the command building, signal tower platform, and various navigation signs and other facilities that play an important command and control role are the main targets of the landing party to seize control, and should be protected to the greatest extent possible when information and firepower are assaulted, so as to prevent the use of the port from being reduced due to damage. The second is electronic "soft strike". That is, relying on its own electronic countermeasures to carry out electronic attacks against the landing party, the purpose is to reduce or inhibit the effectiveness of the anti-landing side's electromagnetic equipment in the port area. Concentrate on using jamming equipment to forcibly interfere with the other side, disrupt its electronic reconnaissance system, communication system, and command and control system, deprive it of the right to obtain information, reduce its reconnaissance, communications, and high-tech weapons' ability to strike, make the anti-landing side's information impassable, ineffective command, and self-disorder without war, and reduce its overall combat effectiveness. Third, "hard destruction" of firepower. Considering the impact of seizing the port and the collateral damage, in the stage of pre-fire assault or straight forward fire assault, it is easy to take a precise strike at important targets in port areas and towns, and behead them for surprise attack.

(3) Rapid landing and district-by-district seizure

Rapid landing and divisional seizure refers to the action of the landing side of the landing side to quickly surprise the landing along the open channel passage after jointly breaking down barriers and carrying out electromagnetic interference and fire damage to important targets in the port area, and each part of the team occupies important tactical points in the port area, the town and the port periphery in accordance with the pre-planned plan.

Specific methods: First, multi-point landfall, open up channels.

After the landing party's port area capture group arrives at the dock by landing craft (ship) along multiple waterways, the landing troops should leave the boat (ship) as quickly as possible and maintain a good formation to avoid staying in the water for too long and being killed by the shore fire of the anti-landing side. The number of waterway passages opened depends on the situation of the port terminals, if the length of the port terminals is shorter but the number is larger, the corresponding number of waterway passages should be opened according to the number of terminals; If the docks are long but the number is small, they should meet the needs of their first wave of surprise landing forces and land at the same time, and open up a corresponding number of waterway passages. In this way, on the one hand, it is convenient for the landing troops to land at multiple points, form a powerful first-time assault force, and quickly achieve the attempt to seize; On the other hand, it is convenient for the landing troops to land at the same time, reduce the time spent in the water, avoid confusion due to the small number of waterway passages, resulting in congestion, and significantly increase the landing speed. While making a surprise attack on the land, the in-depth attack group should give full play to the strike power of the direct-aiming firepower, suppress the fortifications and fire points on the front line of the other side's docks, and avoid interruptions in the firepower of the port assault group in the process of landing. After the assault group in the port area landed, each group (team) launched a rapid and fierce assault on its respective targets in a small group and multi-way manner in accordance with the pre-war tasks, and resolutely and violently attacked and destroyed the living forces, fortifications, and firepower points of the anti-landing side in the port area. At the same time, the obstacle removal team focused on clearing obstacles in its port area and opening up roads to port towns in a timely manner. The second is to transcend and quickly penetrate at an appropriate time. While the assault group in the port area landed at multiple points at the same time and carried out a rapid assault on the defensive forces of the port area on the anti-landing side, the depth attack group accelerated its navigation speed, quickly arrived at the dock, and took advantage of the breakthrough opened by the port area assault group to surpass it at the right time, and quickly penetrated along the road opened to depth, and the depth of the breakthrough was appropriate to reach the outer edge of the port town.

The streets of the port town are crisscrossed, naturally dividing the town into several blocks. Deep attack groups should take full advantage of this favorable condition and carry out a breakthrough along multiple streets to the outer edge of the town. Therefore, deep assault groups should be organized into several commando units. In the process of penetration, the town defense force on the anti-landing side is bound to take advantage of favorable conditions such as town buildings to prevent the landing side from rushing forward. If it encounters a smaller blockage, the landing side should concentrate its firepower to eliminate or annihilate it. When encountering an obstruction with a larger force, some troops should be used to occupy the favorable terrain on the spot to carry out containment, and the main force should continue to rush to the outer edge of the town, and after the deep assault group of its own side completes the breakthrough of the town, it should concentrate its forces to encircle and annihilate it. The third is to pull out points vertically and block the enemy's assistance. Vertical pulling out points and blocking the enemy's attack and reinforcements means that after the launch of the port capture operation, when the occupying group in its own port area has already annihilated or will annihilate most of the defending enemies in the port area or seize the port area, the deep strike force of the anti-landing side will inevitably carry out reinforcements to the defensive forces in the port area, and the airborne combat team of the landing side will quickly seize the key points in the outer areas of the port town by airborne helicopter under the transport of land aviation helicopters to prevent reinforcements from the anti-landing side. Airborne combat teams, at the same time as the launch of the operation or later, take a helicopter to carry out airborne landing near the main point or around the target. The opening of the airborne landing field is determined by the depth of the terrain, such as when the depth terrain is relatively flat and the area is large, and the landing is simultaneously in the form of multi-point airborne landing. If the deep terrain is not conducive to the landing of one's own helicopters, it may take the method of opening up the aircraft landing field with firepower and implement the sub-wave landing. After the planes of the combat detachment descended, they quickly gathered their personnel and rapidly unfolded to confront the landing side's defensive points, fortifications, and other means of combat, such as hitting, bombing, burning, and suppressing, destroying the other side fort by fort and point by point, and making preparations for resisting the mobile reinforcements of the other side.

(4) External resistance and internal annihilation, divisional guarding and control

External resistance and internal annihilation and divisional guarding and control refer to the combat operations of the anti-landing side that after the landing side has seized the port area, each combat group (team) uses a combination of firepower strike action and force resistance action, and the division has a focused fight against the counterattack force of the anti-landing side.

Specific method: On the one hand, set up multiple zones. After the capture of the port, according to the topographical characteristics of the port area, it is planned to set up a firepower annihilation area, a force ambush area, and an anti-aircraft fire area in the passage, airborne landing, and counter-landing area where the anti-landing side may carry out counterattacks. The firepower annihilation area should be set up in the area close to the port in the direction of the anti-landing on the outskirts of the port town and the area where the other side in the port area may carry out airborne landing; The ambush area should be mainly set up in the port town and the area where the anti-landing side of the port area may carry out reverse landing. When setting up a troop ambush area in the outer area of the port town, it should be as close as possible to the fire fighter area, and the distance should be moderate, so as to avoid accidental injury in combat. The anti-aircraft fire zone should be mainly set up on the anti-landing side helicopter air maneuver route, on the tall buildings of port towns, and around key targets in the port area. On the other hand, the focus is on anti-reaction. In the process of resisting the counterattack of the other side, the key areas of resistance should be the outer areas of the port towns and the port areas. Therefore, the groups on the landing side should actively make preparations for anti-reaction in accordance with the pre-war or temporary deployment plan. In the peripheral areas, the armored assault detachment of the police station in time supports the early airborne combat team to carry out peripheral operations, flexibly adopts the method of tank support infantry operation or infantry coordinated tank operation according to the battlefield situation, makes full use of the strong points and complements the weaknesses, and uses resolute offensive actions to thwart the counterattack action of the other side.

To resist rebellion in the port area, on the one hand, it is necessary to promptly search and suppress the remnants of the enemy, strengthen the vigilance and protection of important facilities, and prevent the other side from destroying; On the other hand, be prepared. Once it is discovered that the anti-landing side has attempted to land in the port area or to reverse the landing, it is necessary to organize the anti-air firepower and the anti-sea firepower to eliminate the air mobility or sea maneuvering forces of the anti-landing side. If the other side successfully lands or lands by plane, it is necessary to quickly organize the forces in the port area and adopt tactical means such as counter-resistance and side attack, division and encirclement, and annihilate them at a time when their foothold is unstable.

Second, the main operational method of landing on the weak landing of the two wings of the pincer to seize the control port

Weak landing two wings clamp to seize the control of the port, mainly in the port front channel is destroyed or it is not convenient to attack from the channel against the landing side, while the port defense side of the two wings of the defense is relatively weak, and the terrain is convenient for the landing side to implement a rapid land grab on the beach, and take a landing method. Using this landing method to seize control of the port, the landing party must do the following:

(1) Floating-arrival combination, multi-point landing, and rapid beach grabbing

"Floating-arrival combination, multi-point landing, and rapid beach grabbing" means that after receiving the order (signal) launched by the impact, the landing troops on the landing side make full use of the surprise effect of supporting aviation firepower, naval artillery firepower, and shipborne artillery firepower, and the surprise landing group flexibly adopts the method of combining offload and float attack with landing ship directly on the beach according to the actual situation, and makes a multi-point surprise landing in the designated area of the two wings of the port to quickly seize the beachhead position, and direct deep attack groups to land combat operations.

Specific method: First, the floating-arrival combination. Floating (flooding) refers to amphibious combat vehicles and conveying tools such as amphibious combat vehicles and conveying tools such as amphibious tanks, land and water armored transport vehicles, hovercraft, and assault boats leaving the transport mother ship and directly launching into the water. Floating-arrival combination, that is, the combination of floating assault on land and direct landing to the beach on land. When the various firepower on both flanks of the coast of the port of the anti-landing side is effectively suppressed by the landing side, the obstacle is broken more thoroughly in advance, and the shore beach is convenient for the landing ship of the landing side to directly arrive at the beach, each wave can be directly reached the beach under the transport of the landing ship. When the various firepowers on the two flanks of the coast of the port of the anti-landing side pose a greater threat to the landing ship directly reaching the beach, the amphibious armored mechanized unit can, after the crossing formation reaches the flooding waters, according to the operational formation, the first wave of assault landing groups, with the good water mobility of the amphibious tanks, disembark and launch into the water and go into formation. The follow-up echelon can wait for the first wave of assault groups to grab the beach and seize the beachhead position, and then send it directly to the shore beach by the landing ship, or it can launch into water and then land. In the process of flooding and going into formation, it is necessary to focus on the following aspects: First, determine the position of flooding and going into formation. The determination of the flood line should be determined according to the firepower of the anti-landing side in the port area, the flooding performance of the amphibious armored vehicles on the other side, the shore beach situation at the landing site, and the degree of suppression of the direct front fire of the landing party against the shore beaches on both wings of the landing party's port. The flood distance is generally selected outside the effective range of the large-caliber artillery of the anti-landing side, that is, outside the maximum range of 2/3 of its artillery. For example, amphibious armored vehicles have a faster maneuvering speed and stronger firepower on the water, and the distance of flooding can be appropriately increased. Appropriately increasing the flood water distance can avoid the destruction of a large landing ship on the landing side, resulting in a large number of casualties of multiple tanks and personnel.

If the defensive forces of the anti-landing side on both flanks of the port are effectively suppressed by the firepower of the landing side, the flood distance can be appropriately reduced and the speed of the surprise landing can be accelerated. The second is to maintain a good assault/impact direction. The first wave of assault on the land group (team) gradually unfolded the impact formation in the process of maneuvering from the flood water line to the impact line. Focusing on maintaining a good direction of assault, we can use the combat command and control system of amphibious armored mechanized units to command and control each assault group (team) in the whole process of impacting the shore beach. The Navy can also be used to set up a marker of the assault line to maintain the direction of the assault. The third is to control the formation and spacing of each wave. In order to fully develop the firepower, the first wave of assault on the land group (team) usually formed a horizontal waveform, large to parallel to the coastal beachhead. At the same time, it is necessary to maintain a good wave spacing, that is, 300 to 500 meters between waves and waves, and 50 to 100 meters between vehicles, to prevent the rush to the beach landing stage in the beachhead crowded and increase the loss. Second, set fire to point. It refers to the fire pulling action of each assault group (team) flooding by impacting the starting line, and the amphibious tank detachment adopts the method of collecting fire and shooting in the unit of the company (platoon), and pulls out the fire on the bunkers and fortifications on both wings of the port. In the process of flooding assault, the bunker (beachhead) located along the climactic line of the anti-landing side is the basic fire point of its waterfront beachhead, equipped with mortars and direct-aim artillery, which poses a greater threat to the groups (teams) of the landing side that is flooding the impact, and the landing party's impact start line is usually 2 to 5 kilometers from the coast of the anti-landing side, when approaching the shore at 2 kilometers away, amphibious tanks began firing. However, considering that the wind and waves at sea are bumpy, it will have a greater impact on the accuracy of the single vehicle, so the way of concentrated fire shooting should be adopted to improve the hit accuracy and the probability of damage. On the one hand, when organizing collective fire shooting, it should be carried out in companies (platoons).

Commanded by the company (platoon) commanders, fire was fired within 2 km of the target. On the other hand, it is necessary to distinguish between the concentrated fire strike area and the target strike sequence to avoid overlapping firepower and causing ammunition waste. Again, grab the beach more and land. Each group (team) lands quickly at multiple pre-selected landing sites. The first wave of the assault group of amphibious tank detachments took the lead in reaching the beach, occupying favorable terrain, destroying and suppressing fire points that threatened their own armored infantry, and covering the armored infantry landing. After the armored infantry landed, under the cover of amphibious tanks, the on-board fire focused on annihilating the infantry and anti-tank firearms on the anti-landing side. Approaching its front, the infantry dismounted to occupy the favorable terrain, under the cover of vehicle fire and amphibious tank fire, launched an attack on the anti-landing side, occupied the beachhead positions, and guided the deep attack group to land.

(2) Sweet breaks the shell, grabs the point to control the road, and counters the outside line

"Clamping through the shell, seizing points and controlling the road, and countering the outside line" refers to the operational action of the landing troops on the landing side after landing on both sides of the port, in view of the characteristics of the anti-landing side's port defense and counterattack operations, focusing on eliminating the defensive forces of the anti-landing side in the periphery of the port town, seizing the key tactical points and controlling (opening up) the main passage to the port area, and creating conditions for the in-depth troops to seize the port, towns, and resist the counterattack of the anti-landing side.

Specific methods: First, the clamp breaks the shell. First, firepower strikes. That is, the firepower of the artillery on the ground, the fire of the naval guns and the firepower of the supporting aviation forces, the active forces, air defense positions, artillery positions and other surface-like targets on the anti-landing side in the outer areas of the port town; Second, the force of troops is strong. After the joint firepower focus assault, the rapid mobility and powerful assault power of the amphibious armored mechanized force are brought into play, and the pincer attack is carried out from both wings to the peripheral defensive forces of the anti-landing side, forming a strong breaking and shell breaking trend.

Again, three-dimensional strong strike. For example, the formation of an organic landing combat group (team) can cooperate with the ground troops to carry out air-ground combined attacks to speed up the process of operations. The focus of airborne operations is to seize key targets with relatively complex terrain that are not convenient for the mechanized troops of the landing side to carry out the capture. The second is to seize the point and control the road. In the process of carrying out two-wing clamp attacks, each assault group (team) should adopt tactical means such as leading the side attack, circumventing and interspersing, and splitting the encirclement and annihilation, and besiege and occupy the key points on the outskirts of the port by means of continuous strong attacks point by point or continuous strong strikes at multiple points at the same time. When seizing the key targets on the periphery of the port, it is necessary to focus on the following two aspects: on the one hand, it is necessary to focus on the key links or weak parts of the anti-landing side's defense system, and select two main pincer axes to facilitate the rapid disintegration of its defense system; On the other hand, on each pincer axis, there may be a number of key targets defended by the anti-landing side, and when seizing them, it is necessary to concentrate superior forces and firepower, adopt the method of strong attack at one point at a time and continuous strong strikes at multiple points at the same time, gradually advance, and seize a little and consolidate a little. After launching an attack on the key targets in the periphery, it is necessary to promptly organize the in-depth attack units (detachments) to strike and suppress the deep artillery and reserves of the anti-landing side on both sides of the passage into the city with firepower, control multiple passages, and create favorable conditions for operations in the port area. The third is to counteract the outside line. After its own side has captured the key points outside the port, the anti-landing side will definitely organize a counterattack operation of firepower and troops. Its counterattack operations are usually led by long-range artillery fire and aviation firepower, with armored mechanized units with strong mobility as the main force, emphasizing close coordination of air-ground firepower, and carrying out multi-way and multi-directional focused force assaults on the landing side, striving to regain its key targets in a relatively short period of time.

Therefore, in view of the characteristics of the anti-landing side's counterattack, the peripheral control group should make full use of the terrain conditions, smash the first key assault of the anti-landing side, and continuously improve the defense system in resisting its first counterattack. First of all, it is necessary to evacuate the ring configuration and reduce the damage caused to the opponent by the fire counterattack of the anti-landing side. The circular evacuation configuration is mainly achieved by expanding the area of troops and weapons, reducing the density of troops in the unit area, and increasing the spacing of each control and guard detachment. When evacuating the configuration, it is necessary to take the principle of moderate distance, convenient command and rapid concentration. Second, it is necessary to carry out multiple methods at the same time and consume the enemy one by one. After the firepower counterattack of the anti-landing side, the landing side will be launched a multi-way and multi-directional focused force assault, and the peripheral control group on the landing side must adopt various methods to consume the other side one by one. For the troops of the anti-landing side that are close to the defense zone of the enemy, the firepower of the supporting fire within the formation or at the higher level is used to block the firepower, break its coordination, and split its combat formation; For the enemy who enters the annihilation zone of his own side, all kinds of distant and near fire, light and heavy firearms are fired at the same time, and strive to annihilate the opponent with the greatest fire density; For the opposing forces in the assault formation, it is necessary to block the front and block the rear, delay the other side with firepower consumption, and command the reserve to carry out a resolute counter-attack to annihilate them in the formation; For the opposing forces that carry out the breakthrough, we should focus on controlling its breakthrough route, and at the right time, we should take the initiative to fight with them, prevent them from developing in depth to their own side, and protect the safety of the in-depth attack group.

(3) Small groups multi-way, alternating assaults, and strong attacks

"Small groups, multiple roads, alternating assaults, and strong attacks" refers to the fact that the landing party will organize the deep attack group (team) in the form of a small group into several highly integrated, functional, independent and capable commando teams of various arms, and along the main roads of the port towns, adopt the method of alternate cover of infantry, tanks, and infantry fighting vehicles, and focus on the action of striking key targets in the towns of the landing side.

Specific methods: First, small groups of multiple roads. There are many streets in port towns, but they do not have many arterial roads like large towns or cities on the island, and generally only have 2 to 3 main streets leading to the port area. The anti-landing side port town defense forces generally fortified along the main street divisions, layer by layer of resistance. When the landing party's in-depth attack group opens the passage along the outer periphery of the control group to enter the outer edge of the town, it should adopt the form of mixed formations of infantry, tank, artillery, and engineering in accordance with the road conditions, buildings, and blocks of the town, form a number of commandos with complete arms, perfect combat functions, and strong independent combat capabilities, and form a strong pressure on the town defense forces of the landing side in an all-round way along multiple roads and directions, so as to achieve the goal of rapidly breaking through its urban defenses and making quick decisions. When the town is small and there is only one main road leading to the port area, this road should be selected as the axis of attack, as the main direction of attack to seize the port area, and a stronger force should be organized. At the same time, choose an auxiliary route to contain and disperse the opposing forces; When the size of the town is relatively large, there are 2 to 3 main roads, each commando team should adopt the method of parallel breakthrough, and choose one of them as the main direction of attack. When carrying out assaults, care should be taken that several commandos on the same main road should be properly spaced. On the one hand, it is possible to avoid the other party's heavy firearms from killing and injuring the other party at the same time; On the other hand, it is necessary to prevent the other side from implementing the tactic of "blocking the head and cutting off the tail, hitting the abdomen and knocking the back" against its own attack column, resulting in congestion and confusion in the formation of the landing side.

The second is alternating assaults. Regardless of the size of the town, urban warfare has the character of attacking the stronghold. In towns and cities, the anti-landing side usually uses underground facilities, barricades, and tall buildings to configure firepower to form a multi-layer three-dimensional firepower system, and set up a large number of complete and numerous obstacles on the main roads to form a relatively complete defense system, and stubbornly resist with the landing side in street battles and position battles. The unique geographical environment of the town makes it difficult for new tanks, infantry fighting vehicles and other direct-aiming and long-range precision strike weapons to exert their due power due to limited observation and large variations in angle of fire, and they are also vulnerable to attacks by various short-range anti-armor firearms on the landing side, making it difficult to survive. Therefore, when the commandos of the landing side carry out urban attack and annihilation operations, they must use the method of alternate cover to carry out continuous assaults against the landing side. Armored infantry should get off the car and attack at the right time, focusing on eliminating the anti-armor fire on the top of the building that poses a great threat to their tanks and infantry fighting vehicles; Tanks, infantry fighting vehicles, and self-propelled artillery detachments should provide fire support at close range, use firepower to break barriers and destroy enemy fortifications, fire points, artillery positions, and other targets that pose a greater threat to infantry, and cover the armored infantry to launch an attack. The third is to strike at the pulling point. For the anti-landing side of the street barricades and core positions in the town, it is necessary to implement the principle of the main battle of firepower and resolutely destroy them in the form of rapid fire attack and concentrated fire coverage; For the stronghold groups formed by tall buildings, the method of sealing fire and cutting forces should be adopted, first cutting off the connection between each stronghold, and then breaking each one. At this time, the follow-up commando team should overtake in time and carry out a surprise attack in the direction of the port. For the defensive forces that cling to underground facilities, the method of combining sealing and attacking should be adopted, that is, they should first strike and blockade with firepower, supplemented by methods such as spitting fire, explosion, and smoke to annihilate or force them to give up resistance.

(4) Forcibly dividing, occupying and suppressing at the same time, and combining control and repair "Forcibly dividing, occupying and suppressing at the same time, and combining control and repair" refers to the combat operation of forcibly dividing the port area into several mission areas according to the topographical direction of the port area and the target position after the port area assault group (team) arrives at the port area, seizes the key targets in the mission area, annihilates the defensive forces of the port area of the anti-landing party, controls the port, and restores the port function. Specific methods: First, divide by district. There are many targets in the port area and relatively independent, and the defensive strength of the anti-landing side is usually on the front of the port, that is, the front of the port is equipped with strong troops, firepower and obstacles. The landing of the port assault group from the port town to the port area of the method of attack, avoiding the main defensive points on the other side. In addition to the special construction of fortifications on the anti-landing side, it is generally based on docks and warehouses, using closed walls and buildings for defense, and some defensive positions are naturally divided, and there are gaps that can be used by the landing party. In view of this characteristic, after the assault group of the landing party's port area enters the port area, it should implement rapid and focused interspersing in accordance with the natural trend of the port area, the gaps in the defensive deployment of the anti-landing side, and the target position, and forcibly divide the port area into several task areas. Give full play to the advantages of the armored mechanized units in terms of fast mobility and strong firepower, adopt the longitudinal cutting and horizontal attack methods against the defensive forces in the port area, focusing on cutting, and dividing them into several pieces or isolated forces that cannot be echoed at the end and cannot be connected with each other. Focusing on the realization of the port function after the seizure, the port area can be divided into port command and control area, wharf area, lifting and unloading area, rear support area, etc.

The second is to occupy and suppress at the same time. After the commandos forcibly divide the port area and form an encirclement posture against important targets in the mission area, it is necessary to adopt the method of combining capture with annihilation of the enemy to prevent the anti-landing side from fleeing or retreating, and to reorganize the counterattack again to pose a threat to its own key points and key areas. For the key points and important targets in the peripheral areas of port towns, it is necessary to concentrate firepower and forces to forcibly encircle and suppress them, that is, to first destroy them with firepower or annihilate them in large parts, and then use military strength to clear and suppress them one by one, so as to leave no dead ends; The defensive forces of ports and towns, and the stubborn resistance forces relying on barricades, underground fortifications, and other hidden places, adopt the method of combining military strikes with political attacks, and force them to give up resistance. If the anti-landing side continues to resist stubbornly, it may adopt the methods of bombing, burning, sealing, blocking, and smoking, and resolutely annihilate it; For the opposing forces that are firmly holding tall buildings, a three-dimensional attack method can be adopted, that is, upward and downward, from bottom to top, first outside and then inside the layers of skin, room by house attack and annihilation; Therefore, in the process of seizing and clearing and suppressing important facilities, in accordance with the principle of giving priority to the action of troops and supplementing the action of firepower, we should intensify the propaganda offensive of psychological warfare, handle well the relationship between sabotage and use, and retain the port facilities to the greatest extent. The third is the combination of control and repair. Once the port is occupied by the landing party, in the case of defensive failure and inability to return to the sky, in order to prevent the port from being used by the landing party, the anti-landing party will inevitably carry out large-scale damage to the port facilities. At this time, the landing party should adjust its troops in a timely manner, protect important targets in the port with some troops, such as docks, command towers, rear warehouses, etc., closely monitor the movements of the other side, timely discover and stop its various destructive activities, and protect the port facilities to the greatest extent. For the facilities damaged in the operation to seize the port, it is necessary to promptly organize the rear loading forces to carry out emergency repairs, so that they can be put into use as soon as possible and as soon as possible.

At the same time, the wrecker detachment at this level adopts the method from port to sea to cooperate with the sea follow-up echelon to remove obstacles in the port channel and open the port in time.

Third, the sea-skimming maneuver chooses the main operational method for raiding and seizing the port

The sea-skimming maneuver is mainly a mode of action that uses land aviation helicopters, hovercraft, ground effect aircraft and other means of transport to break into the port area from ultra-low altitude and low-altitude sea skimming and seize the port. Using this method of seizing control, the landing party must do the following:

(1) Combined formations, sea and air formations, and multi-route concealed and rapid maneuvers
"Synthetic formations, naval and air formations, and multi-route concealed and rapid maneuvers" refers to the formation of maritime and air maneuver formations by the landing party in accordance with the fact that the landing party pays attention to the combined formation of the combined group, strives to form a number of sea and air maneuver routes, and quickly conceals the combat operations in the port area through the scientific arrangement of transport helicopters, hovercraft, ground effect aircraft, standard landing ships, and other means of transportation according to specific combat tasks.
Specific methods: First, synthetic grouping. Combat force is the material basis for carrying out operations, and its combination mode and application mode will directly affect and affect the success or failure of operations. The tactical corps that adopts the method of sea-skimming maneuvering and choosing to raid and seize control of ports objectively requires that all components of its combat deployment must have synthetic, lean, efficient, and relatively independent combat capabilities to meet operational needs. On the one hand, it is necessary to meet the needs of the task.

For example, when organizing the port area to seize the group, taking into account the relatively scattered targets of the anti-landing side in the port area, the relatively strong fortifications, the variety of obstacles, and the high degree of specialization of important facilities, it should be convenient to facilitate the infantry detachment carrying a variety of flexible, lightweight, and powerful direct-sighted firearms, and be equipped with the necessary engineering support detachments, port technicians, etc.; When forming a peripheral control group, focusing on the nature of the key fortifications and counterattack forces in the outer areas of the port towns on the anti-landing side, as well as the need to prejudge the signs of counterattack, construct fortifications, and set up obstacles, it should be assigned to the anti-tank missile detachment, the special reconnaissance detachment, and the engineering detachment. On the other hand, the role of firepower is maximized. When seizing the port area, the assault group should be given a variety of direct-aim firearms with higher combat effectiveness and large damage to the strong fortifications, bunkers and bunkers of the landing side; When fighting against counter-attacks on the periphery, in view of the characteristics of the opposing side's counterattack forces, most of them are armored mechanized units, and they should be equipped with more anti-tank missiles and other anti-armor firearms. The second is the sea and air formation. The groups (squads) that are to be organized are organized into maritime mobile formations and air mobile formations according to the task distinction. Maneuvering formations at sea can be organized into hovercraft, ground effect aircraft formations, and landing ship (boat) formations. The air mobile formation mainly uses transport helicopters as transport tools, and is equipped with reconnaissance helicopters and attack helicopters. During the maneuver in the air, each wave is timed at appropriate intervals. Reconnaissance guidance helicopters usually take off 1 to 2 minutes before the transport helicopter formation, and are responsible for reconnaissance of the enemy situation on the route and in the airborne landing area, and guiding the air formation to the predetermined combat area; The attack helicopter formation takes off at the same time as the transport helicopter formation, implements escort on both wings and the front of the transport helicopter formation, assists the fire support group in opening the airborne landing field with firepower and carrying out ground attacks.

The third is multi-route concealed and rapid maneuvering. Route, a collective term for routes on the water and air. Whether it is a maneuver at sea or in the air, the commander of the landing party before the operation is launched should, on the basis of a comprehensive analysis of the air conditions and sea conditions in the combat area, reasonably select multiple routes, so as to carefully organize sea and air maneuvers in case of emergency. The choice of maritime maneuver routes should follow the principle of short and straight distance from the port, easy navigation, less threat to the other side from the shore fire, and convenience for each group (team) to surprise landing. After the basic route is determined, the reserve route should also be selected. The selection of air mobility routes should follow the principle of selecting the blind spots of the opposing air defense system, the weak parts of the deployment of troops, and the convenience of rapid penetration of air mobile formations. After selecting 1 basic route, 1 to 2 reserve routes are determined. After the sea and air maneuver routes are determined, the sea and air formations should move rapidly in strict accordance with their respective routes. In the course of maneuvering, in order to prevent the other side from reconnaissance and surveillance of its own side, the voyage formation should flexibly use means such as electronic interference, radio silence, and electronic deception to disturb its audio-visual, conceal its attempts, and speed up the maneuver as much as possible. Helicopters, hovercraft and other means of transport can use the low-altitude blind spots and observation blind spots caused by sea surface and ground level curvature and sea surface clutter to air defense radars, and ultra-low altitude skimming maneuvers below 30 meters above sea level, reduce the probability of discovery of the anti-landing party's air defense system, and weaken the detection and identification capabilities of its electronic equipment to achieve concealed and rapid maneuvers. In addition, it is necessary to pay attention to the time difference between the air transport tools and the sea transport tools due to the different maneuver speeds caused by the technical performance, and the commander should command and control in a timely manner according to the actual situation to ensure that the combat operation is carried out in an orderly manner.

(2) Three-dimensional landing, rapid assault, and multi-regional selection of annihilation and occupation

"Three-dimensional landing, rapid assault, multi-regional selection of annihilation and occupation" refers to the landing of one side of the sea, air mobile formation maneuver to the predetermined sea area and airspace, with the help of the early fire assault and the effect of the straight forward fire assault, give full play to the ability of helicopters, hovercraft and other means of transport to cross the obstacles of the dock waters of the landing party at low altitude, send the force to the predetermined area or near the target in batches and waves, launch a rapid assault in multiple ways, and take the key points of different regions to resist the landing party's defensive forces as the main targets. In turn, the operational operation of seizing the port was achieved.

Specific methods: First, three-dimensional landing. On the one hand, the group of harbor areas in the air mobile formation should focus on the size of the port area and the degree of dispersion of key targets, and reasonably determine the landing method. When the port area has a large ground area and the target is relatively concentrated, which is convenient for the landing party to implement a simultaneous landing, the port area capture group should land at the same time at multiple points, and each commando team should quickly land, unfold while landing, and launch a surprise attack on the intended target; When the terrain of the port area is small and the targets are relatively scattered, and it is not convenient for the landing side to carry out a one-time airborne landing, the port area capture group should implement the airborne landing in the form of a split-wave airborne landing around the target, and each landing should be based on 1 company of troops. Peripheral seizure groups should implement airborne landings around or near key targets in the peripheral areas of port towns to resist landing. The area near or around its peripheral key points is usually an important area to resist the anti-air (aircraft) landing of the landing side, and a large number of anti-airborne landing obstacles are set up and corresponding mobile forces are configured to carry out anti-airborne landing operations, so when the airborne landings in the peripheral areas of the port town, the airborne landing field should be opened up in a timely manner according to the terrain situation of the landing area and the setting of obstacles.

The airborne landing field is mainly based on the naval artillery of the same class and the naval gun fire and air force aviation firepower supported by superiors, supplemented by the firepower of the accompanying land aviation attack helicopters. After opening the landing field, ensure that the commando units can land at multiple points at the same time. In addition, considering that when the aircraft descends, the various fire points in the anti-landing fortifications and the anti-aircraft landing forces are a greater threat to the own side, therefore, in the whole process of landing and landing, the accompanying attack helicopters give full play to the role of fire support to the ground and cover the implementation of the airborne operation. On the other hand, the maritime maneuver formation was carried by the pad lifting tool, and used the advantage of the pad lifting tool to overcome the opponent's waterfront beachhead obstacle and land on the shore beach on both wings of the port. If it is not carried by a cushion lifting tool, it can use its dock to land and try to reach the port to land. Amphibious combat vehicles disembark from the ship and flooded the water, directly on the shore beaches on both wings of the harbor. The second is flexible, rapid, and sudden assault. After landing in three dimensions, the mobile formation of the sea and air should make a rapid and rapid assault in various ways according to the nature of the targets in the port area, the geographical location, the degree of importance, the interrelationship between the targets, and the defensive strength of the anti-landing side, so as to achieve the goal of quickly destroying the enemy. The more isolated and scattered targets on both flanks of the port should adopt the methods of multi-point landing, landing, and various surprise attacks. The relatively concentrated targets in the port area and the port town, due to the high importance of the targets in the port area and the town, the targets are more closely linked, so the anti-landing side will focus on defense, and the overall defensive ability is stronger. For such targets, a diversionary attack should be carried out with part of the troops, and the interspersed and detoured with some forces should be used to forcibly penetrate, cut off the port area and the town defense force, cut off the connection between the targets, and then break through each one. Targets in the outer areas of port towns, because the outer areas of port towns are the key defensive areas of the anti-landing side, they are usually equipped with artillery positions, defense points, air defense positions and other targets.

Moreover, its position facilities are relatively perfect, the firepower is tightly matched, and the reserve force is relatively strong. For such targets, a surprise attack with focused firepower and a strong attack by flank or overhead forces should be adopted. Third, the region should be annihilated and occupied. The seizure of ports for their own use is the basic purpose of the seizure of control. There are many targets in the port area, and some targets play a joint and pillar role in the defense system of the anti-landing side in the port area, and capturing these targets is convenient for the landing side to quickly disintegrate the defense system of the anti-landing side, speed up the combat process, and achieve the attempt to seize the port. Therefore, in the operational implementation stage, each group (team) on the landing side should focus on quickly annihilating the opponent's important target forces and capturing these important targets first. First of all, the important goal of the port area. There are usually port terminal targets, command and control facilities, etc. Methods of seizing the docks: The docks are usually built around the harbor, and the anti-landing side usually temporarily builds simple fortifications on it before the war, and the weapons are relatively limited. And the location of the dock is relatively independent, the gap between the dock and the dock is large, the connection is not close, it is difficult to form effective support and countermeasures between each other, so when capturing the dock, it should be supplemented by firepower strikes and mainly attacked by troops, annihilating the defensive forces of the dock with the scale of the platoon, and minimizing the damage to the dock in combat, so that the side can quickly repair and follow up the use. The method of seizing command and control facilities: after annihilating the peripheral defensive forces of such targets, the remnants of the troops trapped in them are surrounded and not fought, and they are forced to give up resistance through psychological warfare and other means. If this does not work, the assigned special detachments will adopt strong offensive tactics to seize it. Secondly, the two wings of the port are important targets. There are usually key targets overlooking the port area, beachhead fire points that control the port waters, and so on.

Such targets should be resolutely destroyed and forcibly removed with firepower in order to ensure the safety of the seizure groups in the port area and the clearance team of the waterway, and to cover the safety of the landing ships on their own side in and out of the channel. Again, port town targets. It is mainly important roads in the outer areas of the port that lead to the port area through the town and tall buildings that overlook the roads. For the capture of tall buildings in the town, take a bottom-up approach to annihilating the opposing defenses. First, the reinforcement of firearms was used to suppress the strength on the top floor of the tall building, and then the ground troops annihilated the entrenched troops from bottom to top, house by house, and house by house, and seized them. Finally, the port town outlying area targets. It is usually to overlook the main roads leading to the port area and the favorable terrain, as well as the roads and bridges that may carry out counterattacks. With regard to the strength of the opposing landing side defending such targets, the peripheral control group should be annihilated by means of interspersed division and annihilation one by one. The roads, bridges, etc. that may be counterattacked should be controlled or blown up, and the opponent's in-depth counterattack force should be delayed.

(3) Unfold on the spot, respond to each other, and flexibly resist counterattacks with multiple means "Unfolding on the spot, responding to each other, and flexibly resisting counterattacks by multiple means" refers to the combat operation of landing on the spot after each group (team) of one side seizes the key points of the outer areas of port towns, port towns, and port areas, and then carries out on the spot to ensure that a defensive deployment is formed in a short period of time, and gives play to the advantages of each group (team) in mutual coordination, and flexibly resists the counterattack of the other side in multiple areas with various means.

Specific methods: First, unfold in situ. Local deployment is an action carried out by the landing side in the vicinity and on the spot in order to effectively resist the counterattack of the anti-landing side after seizing the key points of each region.

The landing troops of the landing side have changed from capture to the stage of control and defense, and they have the characteristics of short organizational preparation time, synchronization with the counterattack operation of the other side, few fortifications of solid positions that can be relied on, weak obstacles and blocking effects, and difficulty in forming a perfect defense system. Therefore, when each group (team) on the landing side changes from the operation of seizing the key point to the main point of control and holding the main point of operation, it must be rapidly deployed in the form of local deployment according to the situation and the situation to ensure that the defensive deployment is completed in a short period of time. When unfolding, the commander of the landing party should clarify the tasks and time limit requirements of each group (team), strengthen the command and control of each group (team) in the process of local deployment, and avoid the occurrence of organizational confusion and failure to carry out according to the requirements and time limits. After each group (team) is deployed in place, it should make full use of the terrain or camouflage measures for camouflage, and at the same time strengthen the vigilance of the ground and sea surface and the observation of the air, prevent the counterattack of the opposing force and ground and air fire, and make preparations for resistance. Ground vigilance shall be undertaken by detachments dispatched by the peripheral control groups; Sea surface vigilance shall be undertaken by a detachment dispatched by the Seizure Control Group of the Port Area; Air observation is dispatched by each group (team) on its own. The second is mutual response. Mutual policy is that after each group (team) is deployed in situ, it gives full play to the links between the regions, and through effective fire support and force support, forms an overall superiority to resist the counterattack. The landing forces have changed from seizure to control and defense; due to the imperfect defense system and the incompleteness of various configurations, there are problems in which the defensive gaps are easily divided and encircled by the anti-landing side, and the early troop losses are not strong in controlling and defending. Therefore, the various groups (teams) on the landing side should closely coordinate, strengthen the links between the groups (teams) and each defense zone, overcome the adverse effects of defense instability caused by imperfect defense systems, and maximize the overall synergy to effectively resist counterattacks.

After the landing side's beachhead support group has seized these points in advance, it can quickly occupy a favorable position by the formed land tank detachments, conduct operations with fire support for the peripheral control groups, and carry out fire strikes against the near-unfolded forces of the landing side, making up for the disadvantage of the short firepower arm of the peripheral control group. At the same time, part of the troops are deployed in the port towns as a mobile force, and once the peripheral points of the own side are tight or the direction of the port area is threatened by the other side's reverse landing, the mobile force can go forward or reinforce the port area in a timely manner to increase the defensive elasticity. The third is to flexibly resist counterattacks with multiple means. When the tactical corps of its own side seizes the port area, the anti-landing side will certainly carry out counter-shock and local counterattacks on its own side in various forms. For the anti-landing side, the non-linear characteristics of combat operations are prominent and time-sensitive, and they are usually three-dimensional counterattacks carried out by land, sea and air. When the anti-landing side carries out air and ground fire counterattacks on the landing side, on the one hand, after the landing craft side is deployed on the spot, each group (team) on the landing craft side must promptly dispatch air observation posts, try to be as far ahead (relative to their respective defense zones), appropriately increase the density of observation posts, so that the entire defense area leaves no dead ends, and improves the early warning response time. If a fighter plane attacking the other side is discovered, the situation shall be promptly reported to the anti-aircraft missile detachment and the anti-aircraft artillery detachment. On the other hand, the groups (teams) want to... Evacuation configuration, reduce the probability of killing and injuring the opponent's air-ground fire. When the anti-landing side carries out a counterattack on its own side, its troop counterattack operation is specifically divided into airborne operations and reverse landing operations. When the other side carries out a surprise airborne assault on its own side, it shall set up a fire firing zone in the area where it may carry out the airborne landing, and deploy a certain amount of mobile force to strive to annihilate it in the air and when the landing foothold is unstable;

When the other side carries out a reverse landing operation in the port area, the beachhead support group must strike at the other side's crossing force with firepower, and form a crossfire network with various firepower on the shore of the port area, and strive to annihilate it in the water in accordance with the requirements of blocking and destroying it as far as possible. In short, the stage of resisting counterattacks is a critical stage in consolidating the seized ports, which is related to the success or failure of the entire seizure operation, and each group (team) should flexibly resist each other's various counterattack actions with various means.

Fourth, the main operational methods of airborne landing reverse assault to seize control of the port

The airborne landing reverse assault to seize the control port, the speed of troop projection is fast, the action is relatively hidden, most of them can achieve the combat effect of the enemy's surprise, but this kind of combat method is more dangerous, once the aircraft descends in the opponent's position, the army fights alone, the equipment it carries is relatively light, the sustained ability of the operation is weak, and it is easy to be hit by the other side. In order to ensure the success of combat operations, we must focus on the following points:

(1) Multi-echelon synthetic deployment and relay transportation in batches

"Multi-echelon synthetic deployment and batch relay transportation" refers to the landing-side airborne assault force, according to the terrain of the port area and the characteristics of the port defense of the anti-landing side, the actual air transport capability and the needs of combat tasks, the synthesis of multiple arms, grouped into a number of fully functional and independent combat capabilities of the airborne commando team, taking the maneuver mode of multi-wave circular relay transport, and quickly delivering to the predetermined combat area of the port.

Specific methods: focus on helicopter transportation capabilities, maneuverability, and dispatch

The intensity and concealment of combat attempts, to ensure the safety of transportation and other factors are limited, air transport is more reasonable to be organized into more than two echelons, and to descend in multiple batches. Taking into account factors such as the strong electromagnetic forces and air defense forces deployed on the landing side on its own shore and the relatively small degree of threat from the enemy situation, the air transport method of the first wave should adopt the method of "from its own shore to the enemy's shore", that is, the motorized infantry is carried out on its own shore from mobile assembly, loading and boarding to taking off. Considering the continuous combat capability of the first wave of airborne forces, the time limit of the mission, the time for helicopters to be dispatched again, and the time for air maneuvering, the air transportation of the second batch should take the "ship-to-shore" approach, that is, the lightly armed motorcycle infantry uses large ships or large container civilian ships as take-off and landing platforms, and completes various loading preparations before the first batch of helicopters return. This greatly shortened the maneuvering distance of the second batch, and made it easier to quickly surrender the airborne forces to the predetermined combat area as soon as possible.

Air transport formations are organized into basic formations and support formations. The basic formation is organized by transport helicopters. The support formation is composed of helicopters that are responsible for reconnaissance, guidance, interference and cover. Support formations generally fly at the head of the basic formation. That is, 1 to 2 reconnaissance helicopters, responsible for aerial reconnaissance tasks, responsible for timely reporting the enemy situation, meteorological conditions and other conditions above the route and port area and the scheduled landing field; 3 attack helicopters, responsible for flight guidance tasks, responsible for guiding the basic formation to accurately arrive over the landing field and return; 1 to 2 jamming helicopters, responsible for the task of direct front electronic jamming.

(2) Joint paralysis, sealing and control

"Joint paralysis" refers to a joint firepower assault operation aimed at paralyzing the defense system in the port area by taking comprehensive strike means before the airborne assault and by striking and injuring important targets such as the anti-landing party's command and communication system, high-tech weapon launch positions, and key fortifications in the port area.

"Sealing and controlling fragmentation" refers to the firepower sealing and control operation of sealing the landing field and the opposing port defense force with strong firepower on the port that is scheduled to occupy the landing field, with the purpose of reducing the degree of threat of the anti-landing side's troops around the landing field to the landing side's airborne assault force, as well as isolating the port defense force and separating the anti-landing side's port defense force from the depth of the defensive force.

Specific method: First, select the target. In the selection of targets, we should follow the principle of selecting and promptly removing targets that pose a greater threat to the air mobility, landing, and reverse assault ports of our own airborne assault detachments. District by district is selected to divide the important goals of the port area into three categories of goals: port area goals, port town goals, and port town peripheral goals. The targets in the port area are relatively concentrated, and the targets related to the safety and danger of the port defense system, such as the command post of the anti-landing side, the first-line defense fortifications, the coastal defense anti-aircraft artillery, the air defense radar, the fire points that pose a greater threat to their own air mobility, and the effective forces, should be mainly selected; Port town targets, mainly anti-aircraft missiles, barricade fortifications, artillery positions, command posts, communication hubs and other targets deployed on the top floors of tall buildings; The areas outside the port towns are mainly anti-landing anti-aircraft missile positions, anti-aircraft artillery positions, anti-aircraft landing forces gathering areas, command posts, and transportation hubs. Second, joint paralysis. After selecting targets, we should rationally use strike methods according to the needs of the operation and the nature of the targets, and strike at different levels and with focus on the targets.

The supporting aviation firepower mainly attacks the anti-aircraft missile positions, anti-aircraft artillery positions, command posts, anti-aircraft landing force gathering areas, transportation hubs, etc., and when necessary, it will also undertake the task of opening up airborne landing sites on temporary aircraft as needed; With powerful and highly accurate campaign tactical missiles and precision-guided bombs to attack the core key positions in the port area, precision strikes can prevent the damage of important facilities in the port and help them quickly realize the use of the port after they have seized it. Naval gun fire and shipboard artillery fire destroy the fire points of the two wings of the port that can be used to protect the port area, the port water barriers set up by the other side, the fortifications and the surface targets exposed in the full depth of the port area. Again, the sealing is split. The main purpose of containment fire warfare is to block an occupied area or target of the other side, control its battlefield operations, and force the other side to end military operations according to its own will. In most cases, this aim is achieved by annihilating a certain number of military forces on the other side. The implementation of firepower sealing and control and splitting of the port area is mainly to carry out a surprise attack on the key targets of the whole depth of the port area through the early joint firepower assault, kill and injure a large number of living forces on the anti-landing side, cut off the connection between the peripheral areas of the port towns and the port areas and towns, divide the port areas with firepower, seal and control the peripheral aircraft landing field, isolate the port area, and the towns and the peripheral defensive forces, so as to create conditions for the smooth landing of the airborne assault forces and the reverse assault on the port area.

(3) Seek gaps and break through defenses, and fish enter through

"Gap-seeking breakthrough and fish penetration" refers to the combat operation of the airborne detachment using the effect of joint firepower assault to tear open the gap in the anti-landing side's air defense system or the blind area of the air defense system and the weak parts of the deployment of troops, in accordance with the order of the airborne combat tasks, from the relatively narrow airspace fish through the breakthrough to the deep aircraft landing field.

Specific methods: First, the establishment of air safety corridors. In the stage of assembly and loading, since the first batch adopted the "shore-to-shore" mode of transportation, it is necessary to give full play to the role of the field air defense troops within the formation of the landing side and the air defense troops of its own coastal deployments, focus on preventing and cracking down on low-altitude and ultra-low-altitude aircraft that are relatively large threats to its own air mobility on the landing side, and coordinate with the air force aviation units undertaking the task of air supremacy to ensure the air safety of loading operations and the take-off of the formation. Since the second batch adopts the "ship-to-shore" transportation method, the air-to-air protective firepower should be carried out under the unified planning of the landing troops, and some ship-based air defense units should be used to carry out fixed-point cover to ensure the air-to-air safety of the delivery formation on the sea take-off platform. The air transport stage, which is a key link in the implementation of airborne operations, is related to the success or failure of airborne operations. On the one hand, the supporting air force aviation and naval ships are responsible for air and sea protection, focusing on the anti-aircraft fire of the opposing aircraft and the opposing sea ships; On the other hand, it is necessary to give play to the role of support formations. In the support formation, the helicopter gunship implements escort, mainly destroying the land anti-aircraft fire points that pose a threat to the air transport formation of the other side when the other side flies over the other side's front; The electronic jamming helicopter is above the formation, carrying out electronic attack and electronic defense against it. The second is to find gaps and break through, and the fish will enter. First of all, we must strive to form artificial "gaps". Before the airborne force breaks through in the air, the combined firepower should focus on attacking the other side's radar positions, air defense positions, ground-to-air missile positions, and other high-tech weapon positions in the port area, so that the air defense system in the port area will fail in function and form an artificial "gap."

Second, find the natural "gap". Although the air defense system of the anti-landing side is relatively strict, there are more targets in the port area that need to be protected, and there are more weak parts in the air defense system for its own use. From the perspective of the deployment of the opposing force, the air defense capability of the main defensive direction is strong, and the defense of the secondary defensive direction is weak; From the perspective of weapon performance, due to the impact of the technical weapons such as the firing boundary and the angle of fire of the anti-aircraft weapons and the geographical characteristics, such as the curvature of the sea surface and the ground plane and the clutter on the sea surface, the radar can form a low-altitude blind area and a dead angle for observation, and the ultra-low-altitude flight method can effectively reduce the probability of discovery of the anti-landing party's air defense system, greatly weakening the identification ability of the other party's electronic detection equipment, so as to achieve the purpose of penetration; From the perspective of combat readiness, there are usually places with strong air defense capabilities, and where there are unprepared places with weak air defense capabilities. Third, since the weak parts in the air defense system of the anti-landing side are usually the parts where its air defense forces are incapacitated, the airspace is relatively small. When making a breakthrough, the air transport formation should change its formation in a timely manner and adopt a "column" formation. At the same time, the appropriate distance between the aircraft and waves is maintained to avoid confusion due to the narrow airspace.

(4) Multi-point machine landing, grabbing to lock the throat

"Multi-point machine landing, seizing the throat" refers to the pre-selection of multiple aircraft landing fields in the peripheral areas of port towns, the implementation of multi-point simultaneous airborne landing, the first capture and control of aircraft landing fields, to ensure the subsequent batch of airborne landing; After that, against the core points of the landing side, strong fortifications, roads and bridges and other important targets, a variety of tactical means were used to capture them one by one and clear the troops defending the periphery of the other side's port towns.

In addition, relying on the main points, adhering to the main points, and resisting the enemy's mobile reinforcements, the combat operations were carried out.

Specific methods: First, correctly select the position and quantity of the airborne field. Combined with combat tasks and meeting actual needs, for the capture of a medium-sized port target, it is usually necessary to open 1 to 2 battalion-size basic aircraft landing fields and 1 to 2 reserve aircraft landing fields. Each landing field usually contains 3 to 5 airborne landing points, and each landing point ensures that 5 to 6 transport helicopters land at the same time to ensure that each aircraft landing point can simultaneously drop a company-sized force. The position of the airborne landing field should be as close as possible to the expected capture of the peripheral tactical points of the anti-landing side. After the landing of the first batch of airborne forces, the transport helicopters immediately returned to the ship and prepared to carry the second batch of airborne forces. The second is to focus on the landing of the control machine. After the aircraft landing detachment landed, according to the pre-defined combat tasks and attack priorities, it gathered and unfolded at the same time, eliminated the core points of the other side, the troops in the aboveground and underground fortifications, and seized the favorable terrain around the airborne landing field for aerial use, so as to achieve the purpose of consolidating and expanding the airborne landing field and ensuring the implementation of the airborne landing in subsequent batches. The third is to resolutely hold the main points and resist counterattacks. When the landing detachment of the landing side seizes the main points and consolidates and expands the landing field, it will inevitably be hit by the mobile strike forces within the depth of the anti-landing side and the reserve team of the port town. Therefore, the advance aircraft descending detachment should give full play to the advantages of the terrain of the peripheral key points, focus on controlling the counterattack channels of the other side, set up thunder barriers on its necessary roads, delay its mobility, and use positive actions and flexible tactical means to kill and injure the effective forces of the other side.

It is necessary to predict the direction of the other side's counterattack in a timely manner, guide the aviation firepower, naval gun firepower, and carrier-based artillery groups that support the operation to continuously extend the artillery suppression area, block and shoot at the advance detachment of the opposing side's deep mobile reinforcements, block the firepower of its main force, and follow the principle of main control of troop strength and main firepower to effectively resist the counterattack of the other side.

(5) Reverse assault and rapid seizure

"Reverse assault and rapid seizure" refers to the action of combining the forces of the second batch of airborne troops to land on the front of the port after landing, combining the frontal assault and reverse assault to form a pinch attack against the port defense forces of the landing side, quickly seize important facilities in the port, and achieve the purpose of seizing the port.

Specific methods: On the one hand, the plane landing group should launch an impact in a timely manner. When implementing the vertical landing, the US military also emphasized close cooperation with the flat landing and annihilated the enemy in various ways. It is also believed that the use of the landing method of "flat" and "vertical" in front and behind objectively formed the basic form of front and rear attack, and finally reached a synchronous and coordinated encirclement attack. Therefore, the landing side plane landing group can land on the shore beach on both wings of the port or in front of the port after the landing of the second batch of airborne combat groups. On the other hand, it is necessary to adopt the method of small groups and multiple roads and cross-point assaults. That is, after the landing of the second batch of airborne forces, it unfolded and formed a combat formation, using the first batch of airborne forces to seize the key points outside the port towns, open the passage to the port towns and port areas, and launch a surprise attack on the port area in the form of small groups and multiple roads. The detachment that first receives the enemy in the town and launches the attack should focus on opening the passage to the port area, so as to facilitate the rapid movement of the subsequent echelons and carry out a cross-point attack on the port area.

If you encounter too much resistance from the other side in the port town, you can use the continuous cross-point attack method. After the follow-up echelon arrives at the port area, it should first eliminate the other side's sea fire points, such as front-line fortifications, pillboxes, coastal defense artillery, coastal defense missiles, artillery positions, etc., and receive the plane landing group to land in time. At this time, the plane landing group should concentrate all kinds of firepower to rapidly attack the coastal targets in the port area of the landing side, speed up the landing speed, and form a confrontational trend with the airborne assault force in order to achieve the attempt to seize the port.

Fifth, relying on the landing field to roll horizontally to seize the main action method of the control port

Relying on the landing field to roll horizontally and seize control is a way for the landing force of the second echelon of the landing side to use the landing field or breakthrough that the landing force of the first echelon has opened, and after landing, attack and annihilate the defensive forces of the anti-landing side of the port, and then seize control of the port. In applying this method, the main methods of action of the landing party are as follows:

(1) Comprehensive assault, breaking the enemy's blockade, and rapid breakthrough

"Comprehensive assault, breaking through enemy blockade, and rapid breakthrough" refers to the use of electronic countermeasures by the landing side to focus on suppressing, interfering, and blinding the electronic countermeasure forces of the anti-landing side in the port area, and at the same time, using artillery firepower, aviation firepower, and naval gun firepower to comprehensively attack the defensive forces of the anti-landing side in the port area, and forming a local "shielding" corridor in the direction of its own entry and combat, and adopting various methods to break the resistance of the anti-landing side. Cover the combat operations of the various attack groups (teams) of the other side to quickly break into the predetermined area of deployment.

First of all, focus on the key points and make a comprehensive assault. Under the unified planning, joint firepower and information assault are carried out by using campaign, tactical missile firepower, air force aviation firepower, naval gun firepower, shipboard artillery firepower, and electronic countermeasure forces to defend the anti-landing side in the port area. The selection of assault targets should focus on key targets or important nodes in the anti-landing party's defense system, such as command structures at all levels, reconnaissance early warning facilities, large communication hubs, tactical points, etc. Seek to damage or damage such targets, resulting in an imbalance in its defense architecture and a decline in overall function, in order to form a favorable situation for oneself. Electronic countermeasures, through the use of various technical and tactical means, to prevent the other side's information acquisition and transmission capabilities, cut off the communication link between the defensive forces of the anti-landing side of the port and the towns and peripheral defensive forces, and maintain the right to communicate freely on the other side, thereby effectively weakening and disintegrating the other side's information combat capability, and seizing the right to control electromagnetics in the local space and within a certain period of time in the port area; The joint fire assault group shall carry out joint fire assault in the order from depth to front, that is, first use shipboard artillery fire and naval guns to suppress and damage the fortifications, reserve assembly areas, artillery positions, anti-aircraft positions and other point-and-surface targets in the enemy's defensive points on the outskirts of the port town; To counter fortifications and firearms firing positions in the port towns of the landing party, the precision fire assault is carried out with tactical missiles in the campaign. The order of assault should follow the order of assault from the periphery to the port area, on the one hand, it is convenient to organize fire coordination and distinguish tasks, and to ensure the orderly conduct of joint fire assault and the effect of joint fire assault. On the other hand, it is conducive to reducing collateral damage and combat accidental injuries. Second, local blocking and breaking the enemy's block. On the one hand, it is necessary to form a partially blocked corridor.

In the course of the maneuver in the planned area in its own direction, the enemy landing side will organize various counterattack operations to prevent us from developing an attack on the port. Therefore, in order to ensure the smooth implementation of the horizontal rolling of the port by the tactical corps of the side, it is necessary to form a partially blocked corridor in various ways. The first is to resist neighbors. If the landing troops of the own side use the landing field established by friendly neighboring troops or open the breakthrough point of the other side's coastal defense, the anti-landing side will organize continuous counter-shocks and counterattacks at this time, posing a greater threat to the other side. After seizing the landing field or beachhead position, the friendly and neighboring troops should use resolute actions to break the continuous counter-shock and counterattack of the anti-landing side, so as to reduce the threat of the anti-landing side to its own landing. The second is to call for fire support from higher levels in a timely manner. In the course of the maneuvering of the landing forces of their own side to the predetermined deployment area, the reserves of the anti-landing side may go forward at the right time as needed, occupy the bridges, main roads, and residential areas leading to the port area, and prevent the movement of the landing side. Therefore, the landing side should promptly dispatch an intelligence reconnaissance detachment, which is responsible for reconnaissance of battlefield intelligence information before the main force, and promptly feedback the enemy's situation to the commander, who, on the basis of the enemy's situation and his own combat capability, calls for higher-level firepower according to the situation, and uses accurate firepower to pull out points in time to ensure the smooth flow of the offensive passage. On the other hand, it is necessary to make multiple methods at the same time to break the other side's block. During the maneuver, when encountering a small force to block the attack, it should be deployed between the marches of some troops and quickly annihilated; When encountering resistance from larger forces, part of the troops should be used to contain them, and the main force should carry out a rapid attack at its depth; When encountering an air fire assault from the anti-landing side, anti-aircraft detachments and vehicle-mounted firearms should be used to carry out anti-air fire, and the rapid breakthrough of each assault group should be covered between the marches;

When encountering obstacles and obstacles on the other side, they should quickly seize the favorable terrain nearby, adjust the deployment in a timely manner, cover the movement support team to go forward, and take various means to clear obstacles to ensure that the main force breaks into the port area. Finally, multi-way in, quick approach. According to the division of tasks, the tactical corps is organized into port attack groups, urban attack groups, and peripheral attack groups; after each group (team) lands, it uses the local security corridor formed by the previous combined firepower assault effect to select 2 to 3 main roads leading to each attack target, flexibly determines the maneuver deployment, adopts multi-group, multi-road, and multi-directional maneuvering methods, accelerates the speed of maneuvering, and adopts a series of measures such as concealing the truth and falsehood, camouflage and deception, reducing the probability of the enemy's deep and long-range firepower killing and injuring the enemy, and rapidly maneuvering to the target area.

(2) Multi-channel strong attack, multi-point splitting, and parallel seizure

"Multi-way strong attack, multi-point splitting, and parallel occupation" refers to the use of joint firepower by the landing side and the active planning of friendly and neighboring troops, along the formed partial blocking corridor, each attack group (team) according to the pre-war task distinction, give full play to the advantages of their strong mobility ability, adopt methods such as interspersing, detouring, and strong strike breakthroughs, rapidly break through to the predetermined encirclement point, forcibly divide the port area into several pieces, cut off the overall defensive chain of the anti-landing side, and form a situation of encirclement of the port defense forces. Conduct centripetal assaults from multiple directions and carry out combat operations to capture targets in the port area in parallel.

Specific methods: First, multi-way strong attack. It refers to the way in which the landing forces of the landing side move along the main road to the intended deployment area, and each group (team) launches an attack in a combat formation between the marches, and takes a multi-way and focused side-by-side assault operation against the port periphery area and the port area target.

For the first time, each assault group should invest greater strength, make full use of the natural defensive gaps formed by roads and rivers in the port area, attack multiple roads at the same time, and strive to form a strong assault force in the direction of the port. At the same time, it is necessary to pay attention to the protection of the flanks of the opposing assault group, concentrate on the use of supporting aviation and artillery firepower, set up fire annihilation areas on the flanks of each assault group, and focus on annihilating and driving the opponent's forces that are interspersed and circuitous on their own side to ensure the successful implementation of the multi-way assault. The second is multi-point separation. Multi-point splitting means that while carrying out multi-way assaults, the various assault groups on the landing side use part of their forces to forcibly cut people into important passages connecting ports, towns, and peripheral areas within the depth of the anti-landing side, or the key tactical points that play a role in carrying on the upper and lower levels between port towns and peripheral areas, forcibly dividing the troops of the anti-landing side to defend ports, towns, and deep positions, so that their defensive deployment will lose contact. First, force the person to break through, cutting horizontally. That is, interspersed with roundabout combat teams, while each assault group implements a multi-way assault, it forcibly intersperses the deep targets of the anti-landing side, cuts off its defensive deployment horizontally, and isolates the port and the deep defensive forces. For the selection of interspersed targets, we should focus on the targets that can quickly split their defensive deployment after capture and cut off the connection between the defensive forces in the port area and the peripheral defensive forces. These objectives are usually the link between the port defense area and the port perimeter defense area, which is embodied in the following ways to cross the anti-landing defense zone to enter and exit the port, and the tactical points of the combination of the port and the port perimeter defense force, such as small highlands, residential areas, etc. Second, carefully choose the timing and closely coordinate.

Careful selection of opportunities and close coordination means that the commanders of the landing side should carefully select the interspersed routes and the timing of the split according to the actual situation on the battlefield, and organize all kinds of coordination to ensure the smooth completion of the split operation. The selection of the timing of the split is usually carried out at the same time or later as a multi-way assault, emphasizing the use of the first firepower and the surprise effect of the troops, taking advantage of the other side's busy coping with the pressure of its own powerful multi-way assault, taking advantage of the chaos and taking advantage of the gap to break through its depth. At the same time, it is necessary to coordinate closely, and in the process of interspersing, it may encounter the obstruction of the other side's reserve or small force, and the interspersed combat team should pay attention to not fighting with it on the way and not taking the initiative to entangle with it. When it is really impossible to bypass or get rid of, it should be annihilated or destroyed in time by artillery fire or fire of this level, and alternate cover methods can also be used to continue interspersing to ensure that they are in place on time. Third, increase the intensity of multi-way assaults and quickly form a split situation. After the interspersed combat team is in place and the attack is launched against the predetermined target, the frontal assault group should increase the intensity of multi-way strong attack, form an offensive or centripetal attack with the interspersed combat team, and cooperate with the interspersed combat team to complete the split operation. The third is to seize in parallel. It refers to the operation of the landing party to effectively divide the defensive forces of the anti-landing side in the port area, forcibly dividing the defensive forces in the port area into two parts: the defensive forces of the port town and the defensive forces outside the port, and the assault groups are divided according to the objectives and tasks, and the operation of occupying the ports, towns and peripheral key points in parallel. First of all, in the areas outside the port, according to the deployment of troops on the anti-landing side, the troops were used according to the situation, and the tactics were used. If the other side's troops are small in scale or have been divided into small pieces or small pieces, they may adopt the tactics of encircling and cutting while committing rape and annihilation; For those whose troops are large or divided into large or large pieces, they may be encircled first, and then annihilated one by one with a focus. Secondly, port towns should focus on seizing important fortifications on the anti-landing side of the town and the buildings that overlook the main street leading to the port, so as to eliminate their firepower threat and ensure that the assault group in their own port area uses the street to quickly penetrate.

Finally, the port area should focus on quickly seizing key parts and key targets of the anti-landing side. The port area assault group can be distinguished according to the number of targets, and the dock commando team and the tower commando team can be organized to achieve control over important targets, quickly disintegrate the defense system of the other port area, and weaken their will to resist.

(3) Connecting into surfaces, internal suppression and external resistance, and zoning control

"Stringing points into surfaces, internal suppression and external resistance, and zonal control" refers to the fact that after capturing all or most of the targets in the port area, the assault groups (teams) on the landing side quickly string these key points into surfaces to form a preliminary defensive posture, the port assault groups continue to search and suppress the remnants of the enemy, and the areas outside the port are quickly prepared to resist the counterattack of the other side, and the zonal control actions are implemented in accordance with the task of seizure.

Specific methods: First, grab the point diversion and maneuver the attack. That is, in the outer areas of the port town, the core points of the anti-landing side that were seized earlier, the favorable terrain and the corresponding obstacles were set up to form the first line of defense against it. In particular, on the only way to the towns and port areas, the obstacle set up team adopted such means as mobile mine laying and comprehensive obstacle setting up to delay its movement and resolutely prevent the mobile counterattack in the direction of the port area. At the same time, each group (team) should make full use of the favorable terrain to conceal the evacuation configuration, and strive to minimize the lethality of its long-range firepower and aerial firepower. When the advance detachment of the anti-landing side enters its own defensive zone, the peripheral control group should concentrate its own firepower or call on the superior firepower as appropriate, implement three-dimensional blockade of it, cut it into two or several sections with firepower, cut off the connection between the advance detachment and its main force, and then command the reserve team to go forward at an appropriate time to annihilate the advance detachment of the opposing landing party.

When the main force of the anti-landing side enters its own defensive area, the detachments of the peripheral control group must stick to the main points, make full use of the advantages of the terrain, give play to the role of obstacles, force them to divert, and lay the foundation and create conditions for the defense of towns. Second, rely on fortifications and stubbornly resist. The second line of defense is set up in the port town. The tall buildings in the town occupy an important position in the defense of the town, and the landing party should make full use of this advantage, and after basically eliminating the remnants of the enemy in the town, actively organize the engineering support force, build fortifications on the basis of the strong buildings, form a solid core point and multi-layered allocation of troops, and strive to link the key points and fortifications with each other, support each other, and echo each other to form a relatively solid position defense system. At the same time, the air defense detachment was deployed on top of the higher buildings in the town to prepare for anti-aircraft landing operations. Finally, internally suppress the enemy and clear obstacles in time. The assault group in the port area should first search and suppress the remnants of the enemy in the port area, especially the key parts of the port, the core key points, and other important targets, so as to prevent their destruction. The obstacle removal team should clear the obstacles in the port channel in a timely manner, open the port in time, and receive the follow-up echelon. At the same time, it is necessary to set up fortifications and key points in the port area in a timely manner, and do a good job in resisting various counterattack actions of the other side.

Sixth, the main operational methods of secret infiltration of special raids on controlled ports

Secret infiltration of special attacks to seize control is a combat method in which the landing party uses special operations forces to attack key points, bridges, roads, docks and other major targets in the port area, and then control the port area. In applying this mode of warfare, the following main methods of action should be adopted:

(1) Advance reconnaissance and comprehensive acquisition of intelligence

Advance reconnaissance and comprehensive acquisition of intelligence refers to the operation of the special operations forces of the landing side to comprehensively obtain intelligence information in the port area by means of combining traditional reconnaissance and high-tech reconnaissance before the landing operation is launched in order to ensure that its commanders fully understand the intelligence information in the port area.

Specific method: First, partitioning and slicing, centralized classification. On the one hand, partitioning is sliced. As mentioned earlier, the port area is divided into port areas, port towns, and port towns. The intelligence needs of special control port operations are also mainly focused on intelligence information in these three regions. Therefore, priority should be given to identifying intelligence information in these three regions. Focal classification, on the other hand. The target characteristics of the port area are different, and can be divided into dynamic targets and static targets according to the target state; According to the purpose of reconnaissance, it can be divided into quantitative indicators and qualitative indicators. Dynamic targets mainly refer to the deployment of mobile forces of the anti-landing side in the port area, such as the deployment of the defensive forces of the anti-landing side in the port area, the nature of vehicle-mounted communication interference facilities, vehicle-mounted firearms, and vehicle-mounted viewing equipment; Maneuvers and forward movements of the reserve team of the anti-landing side of the port town; The deployment of troops at key points outside the port and the nature of the in-depth mobile reinforcement strike force. Static targets mainly refer to the relatively fixed locations of waterfront beachheads, towns and cities, and external obstacles, command posts at all levels, fortifications on the ground (below), key points, wharves, port control facilities, communication hubs, barracks, oil depots, power facilities, and logistics warehouses. Quantitative indicators refer to the acquisition of data related to these goals, such as the type and specific number of obstacles, the number of docks, the precise coordinate parameters of the target, and the materials used in the construction of various fortifications.

Qualitative indicators refer to a type of indicator that comprehensively analyzes the value of various types of objectives and the degree of relevance to combat operations. Second, a variety of reconnaissance methods should be used comprehensively. At present, the main ways for special operations forces to carry out early reconnaissance are: unmanned aerial vehicle reconnaissance, battlefield television reconnaissance, battlefield radar reconnaissance, ground battlefield remote sensor reconnaissance, and manpower approach reconnaissance. Unmanned aerial vehicle reconnaissance refers to the use of unmanned reconnaissance aircraft, the use of air cameras, television cameras, radio receivers, radar, infrared reconnaissance equipment loaded on the fuselage to fly over the target, to take pictures (photographs), receive electrical signals and other means of reconnaissance means to obtain target information. In recent local wars, the US military has gradually increased the proportion of intelligence information obtained by using unmanned aerial vehicles. Battlefield television reconnaissance refers to the reconnaissance means adopted by using battlefield video recording equipment to capture the situation of the target image. Battlefield radar reconnaissance refers to the use of radar equipment to obtain the situation of battlefield activity targets. Ground battlefield remote sensor reconnaissance refers to the use of sensors to reconnoiter ground moving targets, through the change in the physical force generated by the movement of ground targets such as personnel and vehicles, to detect and discover targets, and to obtain information such as the nature, location, quantity, and direction of movement of the targets. Manpower approach reconnaissance refers to the reconnaissance means by which reconnaissance forces secretly arrive at the target area and obtain intelligence from the other side through makeup, capture, and close observation. Therefore, in the early stage of reconnaissance, it is necessary to comprehensively use a variety of reconnaissance methods according to the needs of the task, broaden intelligence sources, smooth intelligence channels, comprehensively obtain intelligence information in port areas, and provide high-quality intelligence support for the operation of seizing control. Finally, it is necessary to make a reasonable distinction between reconnaissance tasks.

To counter the dynamic target of the landing party, mainly using unmanned aerial vehicle reconnaissance methods, adopting reciprocating and circling reconnaissance methods to determine the activities of dynamic targets; Static targets on the opposing landing side may adopt the methods of battlefield television reconnaissance and battlefield radar reconnaissance, focusing on ascertaining the allocation of front-line troops in the port area, the garrison of important facilities, the fortification of port towns, the setting of obstacles, the opening of command posts at all levels, and the firing positions of important firearms (artillery positions, air defense positions, etc.); On the one hand, it is necessary to conduct supplementary reconnaissance of areas that cannot be detected by the instrument (such as the situation of underground fortifications), leaving no reconnaissance dead ends. On the other hand, reconnaissance is carried out to verify the acquisition of various types of intelligence information to ensure the accuracy and reliability of the information obtained.

(2) Be good at grasping the opportunity and infiltrating in multiple dimensions and methods

Grasping the opportunity well and infiltrating in multiple dimensions and methods refers to the operation of the special operations forces of the landing side in accordance with the general intention of the campaign, under unified deployment and planning, combined with the task differentiation of special operations groups (teams), reasonably grasping the opportunity of infiltration, and infiltrating into the combat area in various methods and forms in the multidimensional space.

Specific methods: On the one hand, we must reasonably grasp the timing of infiltration. Timing, objective conditions with temporality. The timing of infiltration refers to the temporal and objective conditions for the special operations forces of the landing party to infiltrate into the combat area. In joint landing operations, the timing of special operations infiltration is usually pre-war infiltration, direct infiltration and war-ready infiltration. Pre-war infiltration refers to the situation that after the air force, navy, and campaign tactical missiles have carried out an early joint fire assault, and have or have basically obtained local air and sea supremacy, the special operations forces use the effect of the advance joint firepower assault to infiltrate into the combat area.

Straight forward infiltration refers to the direct front of an echelon of landing troops rushing to land on the beach, and infiltrating into the target area at the same time as the direct front fire assault.

Infiltration refers to a sudden change in the situation on the battlefield and an unexpected situation that affects the overall situation of the operation, such as the deep reserve of the anti-landing side coming out in advance, which is a greater threat to its own landing operations, and it is necessary to use special operations forces to seize the passage through which it must go out to block its movement; Another example is the discovery of the key points of the anti-landing side's defense depth tactics that hinder the second echelon of the opponent from surpassing the attack, and it is necessary to implement the forced pull-out point to seize the point. To comprehensively analyze the timing of penetration of special operations forces, it is advisable to make use of the opportunity of direct penetration. The reasons are as follows: First, the effect of early combined fire assault and straight forward fire assault can be effectively used. At this time, the first-line firepower, artillery positions, and air defense positions of the anti-landing side's port area were damaged and suppressed by the joint firepower of the landing side, which was conducive to reducing the threat to the surface (bottom) and air infiltration detachments of the landing side. The second is to facilitate concealed attempts and achieve suddenness. The timing of infiltration is selected before the war, if the infiltration force is large, it is easy to be discovered by the other side, which is not conducive to the landing party's hidden attempt to seize the port; For example, the infiltration force is small and the combat capability is limited, which is not conducive to the realization of the attempt to seize the port. As for the direct infiltration, due to the pre-war reconnaissance, the special operations subgroup has a full understanding of the target situation in the port area, and the joint fire assault can cause temporary confusion on the anti-landing side, and the landing side can infiltrate at this time to conceal the attempt, which is conducive to achieving surprise. On the other hand, the correct choice of infiltration method. Infiltration operations are combat operations in which special operations forces secretly infiltrate into the target area of the anti-landing side, and are the prerequisite for achieving combat objectives.

Therefore, when choosing the method of infiltration of forces, it is necessary to carefully plan and organize carefully, and strive for the diversity and flexibility of penetration methods and means. Through the study of the special operations of the US military in several recent local wars, it is found that the current special infiltration methods mainly include air infiltration, surface (bottom) infiltration, land infiltration and comprehensive infiltration. Drawing on the experience of the US military, it is advisable to adopt a comprehensive infiltration method in the operation of landing a special port. Air infiltration refers to a method of infiltration in which the special control forces of the landing party take advantage of air force support transport aircraft, land aviation helicopters, subordinate power parachutes, delta wings and other air transport tools under the premise of having local air supremacy and information control rights, and enter the target area by parachute (aircraft) landing or landing. Surface (bottom) infiltration refers to a method of infiltration in which the special control forces of the landing party take advantage of bad night darkness, bad weather, and the negligence of the anti-landing side to the coast guard, and take advantage of the navy surface ships, underwater submarines and other means of transport to sneak ashore into the target area. In addition, before the war, we can also use means such as normal exchanges in peacetime to enter the target area on a small scale and in batches.

(3) Concealed sudden and rapid surprise attacks and seizures

Concealed, sudden, and rapid surprise attack and seizure refers to the operational operation in which the special seizure and control forces of the landing side infiltrate the port area in various ways, take advantage of the darkness of night, bad weather, and favorable terrain to conceal the troops and attempt to seize control, secretly conceal the approach to the port area and the core points of the periphery, unexpectedly attack it unprepared, and quickly seize important targets in the port area. Specific method: First, to hide to avoid the enemy. Hiding to avoid the enemy refers to a method in which the special control forces of the landing side use night noise, bad weather, the terrain of the port area, and necessary standard camouflage equipment to hide the combat operations of the troops and avoid the reconnaissance and surveillance of the anti-landing side.

The first is to use night hiding. Night darkness is an advantageous condition for hiding oneself and deceiving the other party, and once night falls, the probability of all targets on the battlefield being discovered decreases. The special control forces on the landing side should make full use of the advantages of night and darkness, adopt a mobile mode of combining small groups and multiple roads and virtual reality, avoid the main roads leading to the port area and the key points in the periphery, and secretly and covertly approach the target. The second is to use bad weather to hide. The use of poor visibility weather can effectively conceal operational attempts. The climate of the island is mostly oceanic, with many monsoons and rainfall in summer and autumn, which will undoubtedly affect the reconnaissance monitor materials of the anti-landing side in the port area, reduce its reconnaissance and surveillance efficiency, and bad weather will also bring paralysis to the anti-landing side's thinking. The third is to use topographical treasures. It refers to the method by which the special seizure and control forces of the landing party use the camouflage properties of the landform and features in the port area, and use natural camouflage materials such as plants and soil to avoid reconnaissance and surveillance of the landing side. Most of the islands have many typhoons in summer and autumn, in order to achieve the role of windproof screen protection, the anti-landing craft side usually plants a large number of protective forests along the coastal coast, and the landing side can effectively use the shielding effect of these windbreaks after the secret infiltration of the landing side, hiding troops, and standby attacks. Second, seize the key point. The key target is the core and key to the port defense of the anti-landing side, and seizing it can play a combat effect that can lead the whole body at once, so that the landing side can disrupt the enemy's defensive deployment and shake its defensive determination. Therefore, the focus of the landing party's rapid occupation should be on the rapid capture of these key targets.

On the one hand, it is necessary to focus on controlling key targets in the port area. These key targets include port command and control facilities, communication facilities, terminals, warehouses, oil depots, etc. These goals are not only the key protection targets of the enemy landing side, but also the prerequisites for maintaining the normal operation of the port. The forces seizing control should adopt methods and means such as sudden seizure, obstacle sealing, and fire control, and implement key and rapid seizure of them. The rapid capture of these targets can speed up the course of operations and ensure the stability of the area inside the port. On the other hand, it is necessary to seize the key targets on the outskirts of the port. These objectives include the main road leading to the port, the favorable terrain for the port to be overlooked, the important firearm launch positions with the ability to support the port defense forces of the landing side, and the port town target. Some of these goals are the link between the port and the outside world, and some can exert effective control over the port. For the capture of these key targets, it is possible to prevent the deep strike forces of the anti-landing side from providing support to the port, and it can also isolate the defensive forces of the landing side of the anti-landing area. The forces seizing control should adopt methods and means such as secret approach, surprise attack and preemptive seizure, and point preemption to ensure the stability of the peripheral areas of the port.

(4) Control the production of surfaces and the division of each piece

Controlling the surface and zoning the guarding means that after the landing party's special control forces have seized most or all of the targets such as ports, wharves, and important facilities, each control detachment quickly seizes the tactical key points or favorable terrain used in the port area, the tall buildings in the town, and the periphery of the port town to overlook the road leading to the port, and quickly adjusts the deployment and clarifies the tasks according to the actual situation, forms a sub-regional and sub-responsibility system that facilitates the control of the key areas, and the combat operations of the port are held within the time specified by the superior.

How to do it: First, reset the power. The amount of heavy duty refers to the fact that the special capture control forces of the landing side will be attacked by the strong firepower and troops of the port anti-landing side in the stage of mobile infiltration and the stage of seizing the port, resulting in more casualties, high equipment loss rate, large ammunition consumption on the landing side after capturing all or most of the targets in the port, and the special operations forces are less supported and guaranteed in the operation, making the landing side face greater challenges in the strangulation stage. Therefore, after seizing the port, the commander of the landing side should, according to the time regulations required by the superior, the terrain conditions in the port area, and the losses and casualties of the other side, based on the existing conditions, timely adjust the deployment, reconfigure and reorganize the forces. Second, rationally divide the task area. According to the topographical characteristics of the port area and the importance of the port for its own use, the focus should be on the outer areas of the port town. Here's why: On the one hand, it increases the resilience of the stowage. The open terrain of the outlying areas, the numerous roads, and the short distance to the enemy provided favorable conditions for the anti-landing side to use the roads to carry out rapid force mobility support. Once the anti-landing side breaks through this area and controls the road in and out of the port, it is bound to compress the holding space of the landing side and greatly reduce the defensive flexibility of the landing party. On the other hand, the combat capability is limited, which makes it easy to concentrate forces. Special operations are usually carried out in the rear of the anti-landing side, and for the sake of secret concealment attempts, they usually carry flexible and lightweight firearms, and in addition, they will also suffer certain losses of personnel and equipment in the early operation of seizing key targets in the port area, so their combat capabilities are relatively limited. The focus of the guard is on the outer areas of the port town, so that the landing side can concentrate its forces and form a certain local advantage.

At the same time, the focus on the periphery extended the time for the anti-landing side to counterattack the port area, and provided valuable time for the follow-up forces of the landing side to land through the port. Again, flexibly determine the approach to holding on. In the outskirts of the port town, after seizing the key points, the control detachment immediately built a defensive fortification and promptly dispatched a front guard to pay close attention to the movement of the deep mobile strike force on the anti-landing side. Deploy the main forces in this area, strengthen anti-armored firearms and anti-aircraft firearms, and focus on eliminating opposing armored targets and helicopters attacking from the air. In addition, troops were dispatched to occupy the commanding heights and important bridges on both sides of the important road in a timely manner to ensure the control of the road leading to the port, and resolutely prevent it from carrying out mobile reinforcements along the road to the port. Port towns, the town's tall buildings on both sides of the road leading to the port are transformed into temporary fortifications, forming commanding heights, carrying out firepower, and depleting a large number of opposing troops in the towns. The reserve team was also deployed in this area to facilitate the replacement and support of the guard detachment in the outer areas of their own port towns.

Chapter VI: Port Landing Operations Command

Port landing operation command is the organization and leadership activity of the commander of the landing party and its command organs over the port landing operation. The command of the port landing operation runs through the entire process of the port landing operation, and its correctness or failure has a direct bearing on the success or failure of the landing operation at the port of the landing party. The basic task of the port landing operation command is to plan and organize combat operations and direct the implementation of the operations in accordance with the overall intentions of the headquarters and the theater and the operational tasks undertaken by the landing troops. The purpose of implementing port landing operation command is to unify will and action, give full play to subjective initiative, release the overall power of the landing force to the greatest extent, and seize victory in port landing operations.

Section 1: Basic Requirements for Port Landing Operation Command

In the command of port landing operations, the commanders of the landing party and their command organs must focus on the characteristics of port landing operations, accurately grasp the basic requirements of port landing operation command, make subjective guidance conform to objective reality, and ensure that port landing operation command activities are correct, stable, and efficient.

First, pay attention to the overall situation and plan precisely

For the landing party, the port landing operation command should understand and think about operational issues from a high plane from the overall situation of the joint landing operation, and on the basis of fully understanding the intentions of the superiors and correctly analyzing and judging the operational tasks at the same level, accurately plan and plan the entire combat operation from a macroscopic point of view.

First of all, proceeding from the needs of the overall situation of operations, we should make unified plans for the main and secondary operational directions, the main battlefields and secondary battlefields, the main combat operations and other combat operations, military strikes and political offensives, and combat operations and support operations, and correctly handle their mutual relations, so that they can coordinate with each other and take care of each other. It is strictly required that commanders at lower levels consciously obey the strategic and operational interests, organize and command combat operations around the overall operational objectives and requirements, and when the interests of the authorities and departments contradict the interests of the overall situation, they should not hesitate to sacrifice local interests and obey the needs of the overall situation; at the same time, they should reasonably take care of the local interests that are beneficial to the overall situation. Second, based on the information system, it is necessary to comprehensively use various means to accurately grasp the battlefield situation, conduct qualitative and quantitative analysis, and draw correct judgment conclusions. We should accurately calculate and analyze important indicators such as the balance of forces between the landing side and our own side, combat objectives, the use of troops and resources, and the arrangement of combat time and space, and conduct necessary assessment, demonstration, and deduction of the combat plan to ensure that the operational determination is scientifically feasible. Based on complex and difficult situations, we should carry forward a rigorous and meticulous work style, adopt scientific working methods, and meticulously plan and organize combat and support actions. Comprehensively use methods such as planned control and coordination and on-the-spot control, and in accordance with methods such as distinguishing between tasks, objectives, time, space, and electromagnetic spectrum, accurately control and coordinate the operations and support operations of units of various branches of the armed forces, various operational directions, and various battlefields, and carry out accurate and efficient joint operations.

Second, scientifically foresee and grasp the center of gravity

Only by correctly foreseeing the possible development and changes in combat operations and promptly identifying and predicting the operational attempts and operational development trends of the anti-landing side can we grasp the initiative and take the initiative to take the initiative and take the lead in attacking the enemy, and direct the operation in a direction favorable to our own side. A comprehensive understanding and objective analysis of the situation of the anti-landing party and its own side is the prerequisite for scientific foresight. The commanders of the landing side and their command organs should give full play to the role of their intelligence collection systems with the support of the all-dimensional intelligence information at higher levels, conduct all-round, multi-level, and uninterrupted reconnaissance and surveillance, and closely grasp the dynamic information of the battlefields on both sides. In addition, to know oneself and to know the other, not only the past and the present, but also its possible development. Commanders and their command organs should be good at extracting and refining all kinds of perceptual materials, removing falsehoods from the truth, analyzing and judging from one and the other, from the tables and the inside, and proceeding from the most difficult and complicated situations, formulating various plans, making multi-handed preparations in advance, and minimizing the cover and uncertainty of the operation.

On the basis of scientifically foreseeing the development and changes in operations, commanders have always focused their command on actions that are most important and crucial to the overall situation of strategy and operations; this is the key to controlling the development of operations and controlling the situation on the battlefield. We must be good at creating, capturing, and using warplanes within the scope of strategy, and launch operations at an appropriate time; Always pay attention to the struggle for the right to control information and the right to control airspace, and use various effective methods to seize and maintain comprehensive control of the battlefield; Grasp the weaknesses and crux of the opponent's combat system, concentrate on resolutely breaking the attack, and quickly disintegrate or paralyze the enemy;

Take effective measures to ensure the security and stability of our own combat system; According to the development and changes of the battlefield situation, timely put into the combat reserve unit to form a favorable battlefield situation; Adjust and shift the center of gravity of command in a timely manner, so that the war situation will always develop in a direction favorable to one's own side; At the same time, due attention should be paid to other actions to prevent one from being left behind.

Third, be good at using strategy, firm and flexible

To be good at using strategy is to give full play to the subjective initiative of commanders and to choose appropriate strategies and strategies for achieving combat objectives. Emphasizing the use of tactics by operational command can better make up for one's own inferiority and weaken the enemy's superiority. When using strategy, the first is to use all kinds of hidden truths and false means to deceive the enemy, create the enemy's illusion, and make him make mistakes in judgment and command. Second, we must be able to weigh the advantages and disadvantages and seek advantages and avoid disadvantages in light of changes in combat space and time and the transformation of the advantages and disadvantages of the two belligerents. Third, it is necessary to be able to accurately grasp the development and changes in the battlefield situation, anticipate the enemy in the chest, detect the opportunity in sight, respond to changes at random, and subdue the enemy according to the situation.

Firmness and flexibility are the unity of contradictions and opposites and the concentrated embodiment of the art of combat command. Firmness does not mean mechanical rigidity or immutableness, and flexibility does not equal flippancy or arbitrariness. Only when the two complement each other and are organically combined can we implement correct operational command. When applying and grasping, first, it is necessary to accurately grasp and correctly judge the situation on the battlefield, make a decisive determination to fight at an appropriate time, and avoid hesitation and delay of fighters. Second, as long as there are no major changes in the situation on the battlefield, even if we are faced with greater difficulties and risks, we must still resolutely implement our established determination, have a strong will, and not be confused by the illusion of the battlefield, not wavered by local defeats, and not interfered with by suggestions without true insights.

Third, when the situation on the battlefield has indeed undergone fundamental changes, we should react quickly, make up our minds in the shortest possible time, adjust our deployment, change our tactics, and make dispositions; When there are major unfavorable changes on the battlefield, such as stalemates or even crisis, we should deal with them calmly, act decisively, take timely and effective measures, seek the initiative, get rid of passivity, reverse the unfavorable situation, and promote the transformation of the war situation.

Fourth, responsive, concise and efficient

Whether commanders and their command organs can respond sensitively to dynamic changes in the battlefield and whether they can effectively control and coordinate the actions of troops will not only affect the process and outcome of the entire port operation, but also affect the outcome of the entire landing operation.

First, there must be a sensitive intelligence response capability. Under the conditions of informationization, a large number of high-tech reconnaissance equipment is used on the battlefield, the means of reconnaissance and counter-reconnaissance are advanced, the struggle is fierce, and the difficulty of obtaining intelligence has increased. To this end, we must make full use of all the reconnaissance means we have mastered, especially high-tech reconnaissance means, a well-organized multi-particulate reconnaissance system, and obtain intelligence information in an all-round way. With the auxiliary support of the command information system, the integration and distribution of intelligence information. Commanders should promptly make decisions and direct and coordinate the actions of the troops in accordance with the general situation of the war.

Second, it is necessary to have an efficient command and control capability. Commanders and their command organs should be organized and organized according to their combat tasks and forces, and establish a command system that is compatible with the combat system, facilitates unified command, is concise at a lower level, has a rational structure, and is conducive to coordination and support; According to the operational command tasks and command forces, combined with the battlefield environment, establish a command structure with complete functions, clear responsibilities and powers, and lean and flexible;

Give play to the role of command information systems, establish and improve information sharing mechanisms, optimize information processes, standardize information use, strengthen information management, prevent interference with useless information, and enable information support to play a leading role in improving command efficiency; Optimize the command process, flexibly use command methods, streamline command documents, improve command operation methods, and improve the efficiency of command activities.

Fifth, Carefully guarantee and ensure stability

In the operation command of port landings, it is necessary to strengthen the sense of command and confrontation under the conditions of informationization, and regard weakening the command ability of the other side and protecting oneself as an important focus, which runs through the entire process of operational command. We should adopt all kinds of effective measures and means to meticulously organize the support of information, communications, and command equipment and equipment, and strive to improve the survival and operation capabilities of command organs and command information systems, so as to create a safe and stable environment for the smooth implementation of command. First of all, it is necessary to strictly organize the security protection of the command organs, strengthen the concealment of vigilance, air defense, and command, and improve the survivability of the command organs. Comprehensive consideration should be made from the aspects of group structure, configuration location selection, allocation density of each element, force reserve, vigilance and defense, etc., and effective concealment protection measures should be adopted. In particular, it is necessary to shift the focus of concealed protection from the prevention of conventional visible light reconnaissance to the prevention of high-tech reconnaissance such as infrared, electronic, and remote sensing of the other side, and flexibly use measures such as electronic shielding, false concealment, and irregular maneuvering to cause difficulties in detection by the other side and reduce the probability of being reconnaissance and positioning by the other side. Second, a variety of technical and tactical means and measures should be adopted to improve the command information system's ability to resist destruction, anti-interference, and rapid recovery, so as to ensure normal operation in a complex electromagnetic environment. sufficiency

Give full play to the effectiveness of existing communication equipment, use a variety of communication means at the same time, and form a multi-channel, multi-circuit, digital, large-capacity, and regional communication network. Strictly enforce information confidentiality systems, implement various confidentiality measures, and do a good job of information security and confidentiality work. There are multiple situational disposition plans in advance to ensure that commands can be quickly and orderly transferred, replaced and restored in the event of disruption.

Section 2: Command Structure and Command Information System

In port landing operations, a landing operation command structure and command information system should be established in accordance with the principles of facilitating unified command, conciseness at a higher level, high efficiency and stability, and conducive to organizational coordination and support, on the basis of the strength organization of the landing operation, the combat tasks, and the support capability of the command information system.

First, Command structure

(1) The command structure is organized

The establishment of a command structure is one of the important contents of work in planning and organizing operations, and it is also an important guarantee for the smooth implementation of landing operations. Joint command posts should be established for port landing operations, which are responsible for the overall organization and command of the preparation and implementation of port landing operations, usually composed of the command organization of the Army Group Army (division, brigade) and the command organization of the Navy Landing and Transportation Cluster, and involve some personnel of the Air Force Combat Group. Basic command posts, forward command posts, rear command posts and reserve command posts are usually set up.

The basic command post is usually composed of the principal commanders of the joint command post for port landing operations and most of the personnel of the command organs, and usually sets up a command and control center and intelligence, communications, military mobilization, political work departments, and logistics support and equipment support coordination groups, which are responsible for the overall organization and command of port landing operations. Open near naval bases when on your own shore; When sailing, after the first echelon or with the second echelon; During the surprise landing, after entering the side of the first echelon, the command is implemented; After landing, it is placed in a favorable position in the main landing direction to facilitate the implementation of comprehensive stability command.

The forward command post, usually composed of the deputy commander of the joint command post of the port landing operation with a capable organ personnel, sails and lands with the first echelon of the main landing direction, and implements uninterrupted command of the combat operations of the first echelon.

The rear command post is usually the deputy commander in charge of the rear work of the joint command post for port landing operations, and is mainly composed of logistics and equipment organs, with the participation of departments and political organs, and the absorption of relevant personnel of the landing and transportation cluster, and usually the establishment of rear command centers and logistics support and equipment support departments. It is mainly responsible for organizing the formation of the group army and strengthening the logistics and equipment support of the departments (branches) in the positions that are convenient for the implementation of command and concealment. Reserve command posts are usually composed of deputy commanders of joint command posts for port landing operations and the necessary personnel of the command apparatus, who are responsible for directing the loading of ships and, if necessary, taking over the command of the basic command post. When loading on board, it is arranged on the favorable terrain in the boarding area that is easy to command and concealed; When sailing, follow the second echelon; After landing, it is arranged on the favorable terrain on the flank or flank of the basic command post.

(2) Command post grouping

The formation of each command post for port landing operations shall be reasonably determined in accordance with the different tasks undertaken by various types of command posts and the possible command conditions.

1. Basic command post

It is usually composed of a command and control center and departments such as intelligence, communications, military mobilization, and political work, as well as a coordination group for logistics support and equipment support. The command and control center is the core of operational command, and the relationship with other departments is between command and command, and between leader and led.

-- The command and control center is the core department responsible for ensuring commanders to plan and direct the combat operations of the troops and guiding and coordinating the operational work of other departments. Usually, a number of parts, such as combat plans, services (directions), comprehensive situations, and operational support, are usually set up. Its duties: to fully grasp the operational situation information, to make reports and recommendations; Drafting and communicating orders and instructions; Proposed battle plan; Undertake the review of operational logistics support plans, equipment support plans, rear defense plans, and combat plans of subordinate units; Inspect the implementation of orders and instructions by the troops and control and coordinate combat operations; Organize and coordinate battlefield control and related combat support; Organize the prediction and evaluation of combat effectiveness in conjunction with relevant departments; Organize operational duty at command posts, manage operational databases and operational documents, be responsible for operational statistics, compile operational briefings, and record operational diaries; Other duties assigned by superiors.

- The intelligence department, which is responsible for organizing operational intelligence support.

According to the needs of the command task, a number of parts are established. Its duties: to put forward reconnaissance intelligence support suggestions, to draw up reconnaissance intelligence support plans and instructions, and to undertake the review of the reconnaissance intelligence support plans of the subordinate units; Organize operational reconnaissance intelligence support operations and direct and coordinate the relevant operations of other reconnaissance intelligence support forces; Grasp, compile and evaluate intelligence data, and control the intelligence database; Report, publish intelligence information, and provide intelligence sharing services; Assist the command and control center in organizing counter-reconnaissance, special reconnaissance, and operational effect prediction and evaluation; Other duties assigned by superiors.

-- The communications department is responsible for organizing operational communications, command information systems, spectrum management, and information protection support. According to the needs of the command task, a number of parts are established. its duties; Make safeguard recommendations; Drafting safeguard plans and instructions, and undertaking the review of relevant safeguard plans at lower levels; Organize the actions of the support forces at the same level and guide and coordinate the relevant actions of the support forces at the lower levels; Organize and coordinate information protection; Formulate frequency resource allocation plans, organize frequency coordination and battlefield electromagnetic spectrum control; Coordinate with relevant departments to organize the mobilization of civilian information resources, and unify the planning and allocation of civilian information resources; Other duties assigned by superiors.

- The military mobilization department, which is responsible for organizing military affairs, mobilization and battlefield control. According to the needs of the command task, a number of parts are established. Its duties: to make recommendations for military affairs, mobilization, battlefield control; Draw up troop expansion, mobilization plans and orders, and be responsible for the deployment of troops and strength statistics; Coordinate with relevant departments of local people's governments to coordinate and do a good job in mobilizing people's armed forces, civil air defense, communications and information resources, surveying, mapping, navigation, meteorological and hydrological resources, logistics support, and equipment support; Organization of battlefield control; Inspect and guide the military affairs, mobilization and battlefield control of the subordinate units;

Responsible for the administrative management and service support of the basic command post; Organize the cleaning of the battlefield and the management of prisoners of war; Other duties assigned by superiors.

- Political work departments, responsible for organizing political work. According to the needs of political work, a number of parts have been set up. Its duties: to make recommendations for operational political work; Prepare and prepare political work plans and instructions for the war, and undertake the review of the political work plans of the subordinate units; Organizing political mobilization, propaganda agitation, press releases and regulation; Undertake the work of adjusting the Party and League organizations and allocating supplementary cadres; Organize rewards and punishments and preferential care work; Organize and carry out public opinion warfare, psychological warfare and legal warfare; Organize security, disciplinary inspections, and military justice; Organizing militias, civilian workers' political work and mass work; Coordinate with relevant departments to organize pre-support work; Organize the management of prisoners of war in coordination with the relevant departments; Inspect and guide the political work of the subordinate units; Other duties assigned by superiors.

-- The Logistics Support Coordination Group, which is responsible for coordinating operational logistics support. Its duties: to grasp the situation of combat logistics support, to convey the relevant orders and instructions of the commander to the rear command post, as well as the requirements for combat logistics support, and to inform the relevant situation information; Assist the Command and Control Center in undertaking the review of the operational logistics support plan; Other duties assigned by superiors.

-- The Equipment Support Coordination Group is responsible for coordinating combat equipment support. Its duties: to grasp the situation of combat equipment support, to convey the commander's relevant orders and instructions to the rear command post, as well as the requirements for combat equipment support, and to inform the relevant situation information; Assist the command and control center in undertaking the review of the combat equipment support plan;

Other duties assigned by superiors.

2. Reserve command posts shall normally set up departments such as combat command, political work, logistics support, and equipment support. Its basic responsibilities: collect and grasp relevant information, communicate and transfer contacts with other command posts, and prepare for salary command; According to the instructions of the commander, take over the basic command post to carry out the command.

3. Rear command posts shall usually set up rear command centers and departments such as logistics support, equipment support, mobilization and support. Its responsibilities: organize logistics support, equipment support, rear defense and logistics, equipment mobilization and support and other work.

(3) Command relationships

Commanders should, in accordance with the operational command system, focus on facilitating command, coordination, and support, and when determining operational organization and operational deployment, reasonably clarify the command relationships such as subordination, allocation, support (support), and coordination, so as to ensure unified, efficient, and smooth command. The joint command post of port landing operations shall exercise centralized and unified command over the subordinate and reinforced forces, and shall be responsible for controlling and coordinating the operations of the support aviation units and other support forces that establish a support (support) relationship with the landing force according to the authorization of the superior.

In combat, the command relationship of the main combat operations at each stage of operation is: At the stage of loading and boarding, in accordance with the intention of the superior and the plan of the joint command post of the port landing operation, under the unified command of the combat commander, the specific organization and command shall be carried out by each boarding area and the boarding area command post.

In the stage of sea crossing and air transport, in accordance with the unified plan and order of the joint island landing operation group, under the unified command of the commander, the commander of the landing formation and the air transport formation shall be the main commander to carry out the specific command, and the commander of the first echelon and the commander of the vertical landing department (branch) shall assist in the implementation of the command.

In the surprise landing stage, the commander of the first echelon is the main one, and the commander of the landing formation assists in the implementation of the command; After the landing force crosses the shock departure line, the commander of the landing force is responsible for the command.

In the stage of seizing the port, the commander of the port landing operation will be under the unified command. Second Echelon commanders may also be authorized to conduct command and coordination.

Second, Command information system

The port landing operation command information system is a comprehensive integrated system with computer networks and data links as the core, integrating command and control, reconnaissance intelligence, early warning and detection, communications, and information confrontation, and linking with the informationized main battle weapon system. Commanders and their command organs shall, in accordance with combat tasks and command needs, organize the establishment of command information systems, and strengthen the management, guarantee, and security protection of command information systems.

(1) Establishment of command information systems

The command information system is uniformly organized and established by the command department of the port landing operation. The operational department is responsible for proposing the requirements for use, and the department in charge of command information systems is responsible for drawing up plans and coordinating technology. The port landing operations are organized into various combat groups, teams, and relevant operational departments, and the work of organizing and establishing them in accordance with the principles of centralization and unification, top-down, and hierarchical classification.

The organization for the establishment of a command information system shall clarify the composition and tasks of the command information system, the main support direction and focus, the configuration, linking, opening time, and operation mode of each sub-system, the distinction between existing facilities and the time for task conversion, the requirements for connecting with superiors and friendly neighbors, the composition and allocation of the reserve force of the command information system, and security and confidentiality, protection, and technical support measures.

To establish a command information system, it shall rely on the command information system at the same level and the existing facilities in the landing operation area to comprehensively integrate the command information systems of the units of all branches of the armed forces within the organization, and build a command information system that is compatible with the port landing operation command system, interconnected, functionally complete, safe and reliable.

(2) The operation and management of the command information system

Command organs shall organize relevant departments and units to monitor and grasp the operation of the command information system and coordinate operational relations; When the system of the ministry of authorities is damaged or malfunctioned, forces should be quickly organized and measures such as system replacement, restoration, reorganization and adjustment should be taken in a timely manner to ensure the normal operation of the command information system.

(3) Equipment and technical support for command information systems

Command organs shall carefully organize the equipment and technical support of the command information system. Uniformly formulate a technical support plan for the equipment of the command information system, rationally organize and use the support force, organize the financing and supply of maintenance equipment, strengthen technical inspections, guide relevant departments and units to do a good job in maintaining and repairing the system, and ensure that the command information system is in a good technical state.

(4) Command information system security and protection

Command organs shall carefully organize the security and protection of command information systems. In view of the main threats to the security of command information systems, uniformly formulate security protection plans and regulations, and clarify technical measures and tactical means of security protection;

Inspect and supervise the implementation of the safety protection system; When the security of the command information system is threatened, the organizational force adopts corresponding measures such as electronic defense, network protection, and technical confidentiality to eliminate the threat and ensure the security and stability of the command information system.

Section 3: Command Methods

The selection and application of command methods directly affect the efficiency and quality of joint operations command. Commanders shall select and apply command methods in accordance with the conditions of combat tasks, combat styles, command means, battlefield environment, and the ability and quality of subordinate commanders, and in accordance with the requirements of being convenient for command, giving play to the enthusiasm and creativity of commanders at lower levels, and adapting to changes in the battlefield situation. The command methods of port landing operations mainly include centralized command and decentralized command, both of which belong to the category of unified command.

First, Centralized command

Centralized command, also known as unified command, is the command of the commander and his command organs to carry out centralized control and unified coordination of the landing troops under their command, and is the main way of commanding the port landing operations. With regard to major issues that have a bearing on the overall situation of operations, such as the selection of the main landing combat direction and combat objectives, the distinction between the tasks of the combat forces of the various landing units, the division of operational steps and stages, the organization and coordination, and the connection and transformation of various directions and units with combat operations at various stages, we must make overall plans, make unified policy decisions, and concentrate on command, so as to ensure the coordination and consistency of the various participating forces and combat operations.

Commanders must not only specify specific tasks for the tactical corps of various arms, but also stipulate the steps, methods, time and means for them to complete their tasks. Centralized command is convenient for commanders to grasp the overall situation, pay attention to important seasons, and facilitate coordinated and coordinated advancement of the combat process, but the command power is too concentrated, which is not conducive to giving play to the initiative and creativity of subordinate commanders.

Second, Decentralized command

Decentralized command is to give only the subordinates a clear operational intention and task, and the subordinates independently and autonomously implement operational command, which is an important way to command the port landing operations. In port landing operations, under the premise of adhering to centralized command in the overall situation of operations, we should adopt decentralized command of their combat operations in accordance with the different directions of the operation and the specific conditions of different operational stages, so as to ensure the timeliness of command. It is usually used in the following situations: when a certain stage of a port landing operation is dispersed by the subordinate force; When a certain local special combat operation or a specific combat style is inconvenient for a port landing operation to carry out centralized command; When the command information system has been seriously interfered with or damaged, and it is impossible to maintain smooth communication with the subordinate units; In the event of other circumstances in which centralized command cannot be implemented. For example, when the airborne troops carry out combat operations to seize key points (key points) and break the enemy's key targets in depth on the anti-landing side, because they are far away from the main force, the enemy's situation changes are complex and drastic, and the original plan is often difficult to adapt to the changing situation. When implementing decentralized command, it is usually necessary to give subordinates clear operational intentions and tasks, issue principled instructions and time limits for completing tasks, and provide the necessary troops, weapons, and support conditions for their tasks.

Decentralized command is conducive to giving play to the initiative and creativity of lower-level commanders, reducing command links, seizing fighters, and improving command efficiency, but the quality of lower-level commanders is relatively high, and they must have the ability to independently conduct combat commands and handle complex situations.

Third, Command at a higher level

Commanding at different levels is a command carried out step by step in accordance with the command relationship and command authority, and is one of the basic methods of command, and the advantage lies in the fact that the procedures of command are strong and the reliability is high, which is convenient for giving play to the subjective initiative of commanders at all levels and implementing command with their own responsibilities. When organizing port landing operations, it is conducive to the overall orderly linkage of landing combat units, and even if some command relations are temporarily transferred, it will not cause confusion in the overall command relationship, but it is necessary to avoid affecting the flexibility and timeliness of command due to the large number of command links.

Fourth, Commanding beyond the ranks

Commanding beyond one level is the command of the next level or several levels in accordance with the command relationship, and is an important supplement to the command method. Usually used when a unit's operations are particularly smooth or suffer a major setback and the unit's actions have a significant impact on the overall situation of the landing operation; When a combat operation may have significant political or diplomatic impact; When a certain unit encounters an emergency and needs emergency treatment; When a unit loses its direct superior command; When accurate information is grasped in advance, it is necessary to seize favorable fighters, organize response operations immediately, and other times when it is not convenient to command according to the level. If you grasp the time-sensitive target, in order not to delay the fighter, you usually take the form of skipping the command to implement the command.

Chapter VII: Coordination of Port Landing Operations

The coordination of port landing operations refers to the overall coordination and cooperation operations carried out by various forces of the landing party participating in the port landing operations in accordance with the unified plan under the unified organization of the joint operation commander and his command organ in order to carry out the task of seizing control of the port. Its purpose is to ensure that a series of combat operations carried out by various combat forces in the multidimensional battlefield space can achieve the complementarity of the advantages of the combat forces of various services and arms, the mutual care between the combat spaces, the mutual connection between the combat time, the mutual cooperation between the combat operations, and the mutual utilization between the combat effects, so as to form and give play to the overall combat power and win the victory in the port landing operation in a coordinated manner. In port landing operations, the various services and arms participating in the battle on the landing side must be effectively organized to achieve coordinated action

Weave coordination in combat.

Section 1: The main characteristics of port landing operation coordination

Under the conditions of informationization, port landing operations will be joint offensive operations carried out by multiple services and arms, and due to the diversity of participating forces, the multi-dimensional battlefield space, the compact combat time, the diversity of combat operations, and the complexity of operational command, these factors have directly had a major impact on the operational coordination of port landings, resulting in port landing operations showing many new characteristics.

First, the forces participating in the war are diverse and the coordination relationship is complex

In port landing operations, the participating forces are the main body of coordination, the objective material basis for organizing coordination, and the most dynamic and dominant factor that can determine combat operations in port landing operations. In operational coordination, there is contract combat coordination and joint operation coordination, contract combat coordination is the coordination of one service or service branch as the main body, the object of coordination mainly involves the internal combat forces of the service and the subordinate branches of the armed forces, and the joint operation coordination is the coordination between the combat forces of the services, and the object of coordination mainly involves the multiple subjects of two or more services. In informationized warfare, port landing operations are obviously joint operations, and they have both joint coordination between the services and contract coordination between the services within the services. Because, the distinctive operational characteristics of port landing operations are the diversity of combat forces, which usually include the main branches of the army, navy, and air force, as well as local police, militia, and other forces, and sometimes campaign tactical missile conventional combat forces. At the same time, in different branches of the armed forces, there are aviation, armored troops, artillery, anti-aircraft, electronic countermeasures, scouts and special forces, and these forces i Modular groups are organized according to combat tasks and operational objectives, and different combat groups are usually established. These modular grouping methods lead to operational coordination between both the branches of the armed forces and the coordination between combat modules; There is both intra-institutional synergy and non-institutional synergy; There is coordination between the main direction and the secondary direction, as well as the coordination between the combat force and the support force. This not only makes the port landing synergy relationship diversified and more complex, but also leads to an increase in the level of synergy and an increase in the difficulty of regulation

Large, mainly manifested in the level of coordination from the strategic campaign level to the tactical end of the gradual extension. Judging from the coordination between the branches of the armed forces in the past, it was mainly organized at the level of strategic campaigns, mainly adopting the principled and general coordination method, and at the tactical level, it was mainly to carry out the coordination of the arms and services within the services, and there were fewer cross-service and cross-field tactical coordination organizations. Under today's informationized combat conditions, joint operations have been carried out at the level of human combat, joint combat has emerged as a new form of operation, its status and role are becoming more and more prominent, and when organizing coordination, it is necessary to extend coordination to the level of joint combat, and even stipulate it to the platform of important weapons, so as to ensure the coordination of combat operations of various services, so as to achieve complementary advantages and synergy, so as to reduce conflicts in time domain, airspace, and frequency domain.

Second, the content of synergy is diverse and the space for synergy is vast

Port landing operations, due to the diversity of participating forces, will adopt a three-dimensional assault landing method of plane landing, sea skimming landing, and vertical landing to counter the port of the landing side to implement surprise control, combat operations include forward-to-backward step-by-step flat push assault, as well as counterattack assaults that fly over vertical landings in the air, as well as roundabout encirclement and secret infiltration of the ground that rapidly exceeds the ground, and these combat operations directly lead to the operational space for port landing becoming more extensive. In particular, in port landing operations under the conditions of informationization, the characteristics of system confrontation have become extremely obvious, and all kinds of combat forces, combat space, various modes and means of action, and operation stages and timing have all played an important role in the combat system, so that the content of operational coordination has complex and diverse characteristics. There is coordination between various operational directions and between various combat space forces;

There is coordination between various combat operation styles and between various combat operations; There is both coordination of surprise operations and coordination between support operations; There is coordination between the use of conventional weapons and coordination between the application of high-tech weapons and equipment. In addition, the increase in the number of constituent elements and the development of weapons and equipment has also led to an increase in combat space and coordination space, especially the improvement of the performance of weapons and equipment, which has increased the attack distance and combat effectiveness of the main combat weapons into a geometric progression. Moreover, all kinds of weapons will be carried out under the control of advanced networks, and the troop strength, firepower, and other operations in the land, air, space, and electrical fields will be carried out in a relatively broad space, which has greatly expanded the scope of coordination, resulting in the coordination range from the coordination between the branches of the armed forces to the coordination of all elements of the whole system. Between the main combat forces such as information operations, between early warning and detection, reconnaissance intelligence, target support, spectrum control, surveying and mapping navigation, meteorological and hydrological, joint logistics support, equipment support, and other support elements, as well as between the main combat forces and the support forces, and so on.

Third, the battlefield situation is changeable, and the task of random coordination is arduous

In port landing operations, battlefield information has become an important factor in combat capability. In the course of combat, relying on its advanced reconnaissance means and technologies, the anti-landing side has improved its long-range reconnaissance and surveillance capabilities and made the battlefield more transparent. At the same time, the increase in the power of weapons and equipment, the increase in the speed of maneuvering of troops, and the increase in the means of information technology have caused rapid changes in the dynamics of the combat operations of the two hostile sides, frequent changes in the style of operations, and more complicated engagement environments, especially port landing operations under the conditions of informationization. The transformation of advantages and disadvantages is relatively fast, resulting in a more complex and changeable battlefield situation.

In the face of a complex and changeable battlefield environment, the participating forces of the port landing side carry out combat tasks in different battlefield spaces and will be subject to multiple threats from the air and the ground. Diversification of combat methods, resulting in combat operations showing greater randomness, sometimes to a large extent beyond the scope of the original coordination plan, will lead to the occurrence of troop imbalance, advance planning coordination will be destroyed, random complex battlefield situations, resulting in combat troops will encounter more problems that are inconsistent with or even mutual resistance to pre-war decisions, orders, plans, etc., such as attack groups and attack groups, attack groups and ground and air support groups, combat units and support units, The problem of miscoordination between one's own troops and friendly and neighboring units has become more dependent on the coordination of the command organs, and various instructions and reports that take the initiative to request coordination will continue to pour into the command organs, thus placing high demands on the random coordination of commanders. In addition, the complexity of operational coordination, the shortness of the preparation time, and the dynamic nature of implementing the plan make the operational coordination not only affected when formulating the plan, but also be constrained by various conditions in the implementation of the plan. Due to the accelerated pace of port landing combat operations under the conditions of informationization, the situation on the battlefield changes sharply, and the transformation of synergistic relations becomes more frequent, which often leads to the phenomenon that plans often cannot keep up with changes in the situation on the battlefield, resulting in a large number of dynamic and unpredictability in combat operations.

At this time, if the landing side is not able to coordinate quickly and restore the integrity of the operational deployment and the orderliness of the combat operation as soon as possible, it may fall into a more passive situation, and to get rid of this passive situation, if it is difficult to completely solve the problem by relying solely on pre-planned coordination, it must be solved through random coordination, that is, the commander and the command organ are required to obtain, analyze and judge intelligence. Make up your mind, issue instructions for coordinated action and other links as quickly and timely as possible, so that the efficiency of command coordination puts forward higher requirements, and these problems must be solved through an efficient command and control coordination system, which shows that the use of command information systems provides a reliable means of coordination and control for temporary coordination and autonomous coordination in a complex battlefield environment.

Fourth, the coordination and focus of each combat stage are clearly distinguished, and it is difficult to maintain the continuity of coordination

In port landing operations, the division of each stage of action is relatively independent, and the focus of action at each stage is quite different. Generally speaking, port landing operations are mainly divided into five major stages: loading on ships, sailing in formations, carrying out transfers, grabbing beaches and landing, and seizing control of port areas. In these five operational stages, the main body of the task is not the same, so in terms of coordination, the content, focus, and implementation matters of coordination are also different.

In the loading and embarking stage, the main body of the task is the landing troops, and the coordinated focus in the loading and embarkation stage is mainly how to ensure that the landing troops are loaded on the ship quickly, continuously, and safely, so as to ensure that the landing troops complete the loading and boarding tasks on time, therefore, the focus of coordination is to focus on the entry of the landing troops into the loading standby area, the distinction of the loading point on the ship, various security safeguards, loading methods, battlefield management during loading, and the completion time limit for loading tasks. In the formation crossing stage, because the landing force uses the landing vehicle to carry out the sea formation and implement the sea crossing, the action at this stage is mainly based on the naval landing transport force, and the focus of coordination at this time is to ensure the safe crossing of the landing transport formation. In the debarkation stage, due to the simultaneous preparation of direct firepower, direct front clearance and clearance of obstacles, and the simultaneous launching, debarkation, and going into formation, the focus of coordination at this stage is to ensure that the landing force can smoothly carry out the surprise landing. In the stage of land grabbing the beach, coordination is mainly organized around the assault group grabbing the beach landing and the landing of the airborne landing, so the focus of coordination in this stage is to ensure that the commando group launches an attack on the established combat target according to the predetermined plan. In the stage of seizing control of the port area, because the anti-landing side emphasizes the use of existing positions to resist stubbornly, and at the same time emphasizes that after the other side suddenly lands, all levels should use reserve forces as soon as possible to take advantage of the unstable foothold of the other side to quickly carry out counter-attack or counterattack, so as to restore a stable port defense posture as soon as possible so as to achieve the goal of seizing one place and consolidating the achievements of the battle.

Due to the different coordination priorities at each stage of the port landing operation, the coordinated action should be adjusted accordingly when switching from one stage to the next. From the perspective of the entire operational process, the center of gravity of coordination has changed many times, and each change requires corresponding adjustments to coordination, which leads to a certain degree of continuous coordination.

Fifth, the battlefield electromagnetic environment is complex, and independent coordination has high requirements for information technology support

In port landing operations under the conditions of informationization, due to the vast battlefield space, the diversity of the forces participating in the battle, the non-linear characteristics are very prominent, and the deployment of troops is relatively scattered. It is required that operational coordination must be based on a complex electromagnetic environment, and the large-scale, long-distance, and decentralized combat force unit modules of various services and arms must be related to each other. In order to realize the dynamic deployment of troops, operational coordination must be able to organically coordinate various mobile strike forces in a timely manner, concentrate troops and firepower at the right time and place according to the needs of the battlefield, and carry out direct attack or long-range rapid strike tasks. In addition, due to the improvement of the level of informatization of weapons and equipment platforms, the status and role of information technology support have become more important. Therefore, port landing operation coordination must be based on advanced information technology support, supported by networked intelligence information systems, and relying on a sound command and control mechanism, using a variety of advanced technical means to carry out combat coordination, which is necessary to organically link the combat forces in multidimensional battlefield space, realize "independent coordinated" operations in different combat spaces, and efficiently and smoothly play the overall effectiveness of coordinated forces.

It has an important supporting role. At the same time, for the landing party, it must be soberly realized that in the port landing operation, the command coordination will run through the entire port landing operation, with a strong confrontationality, and this confrontation will be manifested as the destruction of the anti-landing party to the landing party's coordination. In combat, the anti-landing party will take various means to attack the command organization of the landing party around the command link of the jammed party, destroy the communication equipment of the landing party, carry out communication interference on the landing party, and steal the coordination intelligence of the landing party through network infiltration, so as to undermine the coordination of the landing party. For the landing party, once the means of command coordination fail, the channel of the communication system is cut off, and the command information system is confused, the entire port landing operation will become extremely difficult.

Section 2: Basic Requirements for Port Landing Operation Coordination

Port landing operations, coordination has many contents, levels, objects, complex coordination relations, landing side and anti-landing side confrontation is fierce, the accuracy and timeliness of coordination requirements are high, in the organization of port landing operation coordination, we must implement the following basic requirements:

First, overall planning, careful organization

The overall planning is to focus on the overall situation of the entire port landing operation, center on the overall task goal of seizing control of the port, and make overall plans and coordination of the forces of the various services and arms participating in the war, the various combat operations, the various combat spaces, the various operational stages, and the various operational directions.

It is necessary to give full play to the superiority of all land forces, air forces, and other forces participating in the war, and carry out overall planning so as to form an overall joint force and achieve the purpose of port landing operations. Careful organization means that in accordance with the specific operational stages, combat operations, combat space, combat time, combat objectives, etc., the participating forces should be specifically defined on the coordinated tasks, coordinated relations, coordinated priorities, coordinated methods, and support measures of each combat stage and combat season. Accurately calculate the combat capabilities of each participating unit, and accurately determine the tasks, objectives, time and space of combat coordination; Organize collaborative drills to improve and familiarize yourself with collaborative action plans. It is necessary to rationally organize and distinguish tasks according to the special characteristics of the units of each service and the ability to carry out tasks. When determining the coordination plan before the war, it is necessary to extensively listen to the suggestions and opinions of the commanders of the various arms and services, and formulate a meticulous coordination plan centering on the determination to fight in different directions and in stages. In combat, commanders should adopt various means, in accordance with the established command relationship, command procedures, and command plans, and in accordance with the specific process of the port landing operation, with the landing assault group as the mainstay, with the important objectives in the port area as the focus on organizing coordination, earnestly paying attention to the transformation between the various stages of the operation, and organizing the entire operational coordination around the way in which the landing troops can get by, board, seize, and defend.

Second, clarify the relationship and highlight the key points

To clarify the relationship is to clarify the relationship between the participating forces in supporting and cooperating with each other at various stages of coordination. It is necessary to clarify the coordination relationship between the various combat groups in port landing operations in accordance with the tasks of each combat group and its position and role in the operation, with the commando groups carrying out the main tasks as the mainstay. In port landing operations, due to the different roles and division of tasks undertaken by each group, the status of the entire operation is also different, some are the main combat tasks performed, and some are implemented and coordinated, and they undertake combat tasks such as covering and pretending;

Some carry out surprise attacks in the main landing direction, while others carry out auxiliary attacks in the secondary direction; Some are organized as first-echelon assault groups, and some may be responsible for follow-up attack tasks. It is precisely because of the difference in the division of labor that there is a distinction between the priorities and subordinates between each other in combat, so when organizing and coordinating, it is necessary to clarify the corresponding relationship between each unit according to the tasks undertaken by each combat force and according to the position and role they are in. When clarifying the synergy relationship, it is necessary to determine the synergy relationship between the forces of the various services according to the determination and plan of the port landing operation and the role of each combat force at each stage of operation, usually based on the main landing direction or the combat force that performs the main combat task, and the other combat forces are in a secondary position. To highlight the key points is to grasp the joint points in combat operations on the basis of clear relations, and to organize and implement coordination closely around the focus of operations. It is necessary to focus on the actions of the combat groups carrying out the main tasks of seizing control, and focus on organizing the coordination of the main battlefields, the main operational directions, the main operational stages, the main operational styles, and the key operational operations. In the process of coordination, it is necessary to organically combine the main assault direction and the auxiliary attack direction, the main combat space and other secondary combat space, the main assault operation and the auxiliary attack operation, and the main attack group and the assist group to form a strict combat system. It is necessary to organize coordination with the combat forces that are mainly responsible for major combat tasks to ensure that all groups can actively cooperate with the coordinated actions of the main combat groups; at the same time, it is necessary to give prominence to the key points of the main landing direction, the main operational stage, and the main combat operations to organize coordination, so as to do a good job in key operations.

Third, multi-method simultaneous use, concise and efficient

Port landing operation commanders and their command organs shall, in accordance with the coordinated instructions of higher levels, the operational determination at their respective levels, and the port landing operational plan, adopt methods that combine task coordination, target coordination, time coordination, and space coordination around the units carrying out their main tasks, the main operational directions, the main combat areas, and the main combat operations, and organize coordination quickly, accurately, and carefully. Coordinate according to tasks, mainly on the basis of the overall operational tasks, clearly distinguish the specific tasks of each combat unit, and clarify the coordination relationship and requirements around the tasks of the main combat units, and organize coordination. According to the completion of the tasks of each combat unit and the development and changes in the combat process, the combat tasks shall be adjusted in a timely manner. Coordination according to the objectives, mainly according to the combat capabilities of the participating units, as well as the nature, location, quantity, importance and protection of the targets, etc., around the combat units undertaking the main tasks, the coordination relationship and requirements are clarified. Coordination according to time, mainly according to the combat tasks and characteristics of each combat unit, the impact of the battlefield environment, etc., the order of action and the start and end time of each combat unit are rationally divided, and the coordination relationship and requirements are clearly defined around the actions of the main combat units, and coordination is organized. Supervise and guide all combat units to act in strict accordance with the prescribed order and time, accurately grasp the combat process and effects of each combat unit, adjust the order and time of action in a timely manner according to changes in battlefield conditions and operational development, and ensure that the actions of various combat units are closely linked in time. According to space coordination, mainly according to the combat capabilities and characteristics of each combat unit and the impact of the battlefield environment, the operational space of each combat unit is rationally divided, focusing on clarifying the combat tasks of each combat unit in different battlefields, different directions, different regions, and different heights, and clearly coordinating the coordination relationship and requirements around the actions of the main combat units, and organizing coordination.

Supervise and guide the operations of the combat units in strict accordance with the delimited space range, and ensure that the actions of the combat units take care of each other in space. When organizing coordinated actions, the commanders of the landing party should, in accordance with their operational determination and the actual situation on the battlefield, adopt methods that are mainly based on distinguishing tasks and combining them with distinguishing targets, time, space, and electromagnetic spectrum, organize and implement operational coordination.

Fourth, the plan is the mainstay, and the opportunity complements each other

Port landing operations are subordinate to landing operations and are a special form of landing operations, and their coordinated methods are basically similar to the coordination of landing operations. Generally speaking, in landing operations, coordination is mainly based on planning and coordination, fully anticipating the situations that may occur in the course of operations in advance, making advance preparations for the combat means that the opponent may adopt, and finding countermeasures in order to seize the opportunity in operations and seize the initiative on the battlefield. In planning coordination, it should be based on the plan formulated in advance before the war, pay attention to grasping the joint points, closely integrate various coordination methods, and promptly adjust, revise, and supplement according to the operational process and the instructions of the superiors. When there are major changes in the battlefield situation or coordination is destroyed, timely organize temporary coordination, issue supplementary coordinated action instructions, and clarify new coordination relationships, coordination matters, and relevant safeguard measures.

When organizing ad hoc collaboration, the main approach is action coordination and goal coordination. Operational coordination is to organize coordination around specific combat operations, such as when the assault group has successfully landed on the ground, when the anti-landing party uses the reserve team to counter-impact the landing troops of the landing side, the coordination at this time can be centered around the specific scale of the other side's counter-impact troops, counter-impact direction, counter-impact means, etc., combined with the progress of the attack group of its own side, the temporary organization coordinates to resist the other side's counter-impact or counterattack. Target coordination is mainly to organize the coordination of various branches of the armed forces around the target of the attack. For example, when seizing control of ports and terminals, around this target of seizing control, coordinate actions such as troop strength and firepower, plane landing assault and vertical control in the air, electronic interference and information deception.

Fifth, active and flexible, fast and accurate

To take the initiative and be flexible means to pay attention to giving play to the subjective initiative of the forces of the various services and arms participating in the war, and to take the initiative to flexibly implement coordination according to the coordinated plan around the unified operational purpose. When organizing coordinated operations for port landing operations, commanders of all arms must bear in mind the determination at their respective levels and the operational tasks they undertake in the coordination plan, resolutely overcome all difficulties and obstacles, resolutely implement the established coordination plan, not be swayed by partial passivity or setbacks, rather than sacrifice certain local interests, and maintain overall order as much as possible, and must resolutely act according to the plan. Because in the port landing operation, the situation is complex and changeable, and a very small factor may cause unexpected difficulties for the landing forces to coordinate operations according to the plan. Under such circumstances, commanders at all levels must attach importance to the overall situation, must stand on the overall situation of the entire port landing operation, base themselves on the fact that their own units are trying to do everything possible to solve difficulties, strive to restore damaged coordination, and as long as there is no fundamental change in the battlefield situation, they must unswervingly implement the established coordination plan and strictly direct all kinds of combat operations according to the plan.

Only when coordination is completely destroyed or the situation on the battlefield changes in essence, flexible means or measures should be adopted according to the combat task, and coordination should be randomly organized and implemented. In organizing coordination, speed and accuracy are the prerequisites for ensuring high efficiency, and it is necessary to organize coordination in a meticulous and precise manner in accordance with the characteristics of the operations of various services and arms, especially in accordance with the operational performance and requirements of the weapons and equipment of various services and arms. When formulating a coordination plan, it is necessary to ensure that the coordination of various weapon systems and combat forces is extremely accurate in space and time, as accurate as possible to meters and seconds. When listening to the suggestions of commanders of various services and arms, we must fully carry forward democracy, listen extensively and profoundly to the opinions and suggestions of commanders of various services and arms on coordination, give full consideration to the characteristics and requirements of operations of all branches of the armed forces, respect science, respect the law, repeatedly consult, and strive to reach consensus on opinions to avoid the occurrence of low-level mistakes. When organizing coordinated actions, it is also necessary to pay attention to details, quantify combat operations at all levels at different levels, and make full use of information systems to organize coordinated actions to ensure that coordination is efficient and precise.

Section 3: Coordinated Organization and Implementation of Port Landing Operations

After the landing party has made up its mind for port landing operations, the commander shall immediately issue operational orders to the landing unit to which it belongs, and direct it to quickly enter the operational state. On this basis, commanders should promptly organize combat coordination with commanders of various arms and services.

It is mainly based on the enemy's situation, the coordinated instructions of the superiors, the determination of the same level, the strength of the troops, the weapons, the terrain and hydrology in the combat area, and other conditions to determine the specific coordination plan. Organizational coordination is usually carried out on the sand table, and when conditions permit, the information command system can be used for organization.

First, procedures for organizing coordination

Under the conditions of informationization, port landing operations shall determine coordination procedures on the basis of factors such as combat tasks, force organization, combat style, combat means, combat environment, and combat opponents. Organizations are typically organized and implemented by following these steps:

The first is to correctly understand the coordinated instructions of the superiors. That is, to comprehend the intentions of the superiors, to focus on clarifying the distinction between the superiors in the stages of operational coordination at their respective levels, to grasp the situation and expectations of the superiors on the battlefield situation at each stage of operations, and to be familiar with the main points and purposes of coordination at various stages. It is necessary to have a comprehensive understanding of the specific combat tasks undertaken by the level in the operational coordination of the higher-level organization, the operational methods of the same level in the coordination, and the position and role of the level in the coordination instructions of the superior; It is necessary to analyze and understand the impact of friendly neighbor actions on the actions of the same level and superiors, and to understand the status relationship between the level and the friendly neighbors; It is necessary to grasp the relevant provisions and requirements for the implementation of coordinated instructions put forward by the superior to the corresponding level.

The second is to listen to relevant reports and suggestions in a timely manner. Listening to reports and suggestions is the main basis for commanders to grasp the use of some units of various services and arms in combat, and only by carefully listening to relevant reports and suggestions can we avoid the occurrence of problems of uncoordinated actions in combat and the occurrence of improper use caused by not respecting the principle of the use of services and arms. When listening to reports and suggestions, it is necessary to pay attention to the reports and suggestions on the use of relevant materials on the combat capabilities of the services and arms participating in the war, and to focus on mastering the combat technical performance of the weapons and equipment of the arms and services of the services and arms, so as to achieve scientific use;

It is necessary to earnestly listen to the relevant departments' data reports on the natural environment of the battlefield such as weather, meteorology, and terrain when acting in a specific coordinated manner, as well as suggestions for the rational use of these conditions; It is necessary to earnestly listen to the methods and methods of organizing specific coordinated actions and the suggestions of the branches of the armed forces participating in the war on the methods and methods of action.

The third is to consider the synergy plan. On the basis of conscientiously comprehending the coordinated instructions of the superiors and conscientiously and extensively listening to the relevant reports and suggestions of various branches of the armed forces, commanders need to immediately think about the specific coordination plan in the port landing operation, and the method of considering the coordination plan is mainly in accordance with the steps of determining the operational stage and season, anticipating the battlefield situation, clarifying the specific coordination points, and stipulating the specific actions of each part of the unit. In port landing operations, it is usually divided into five stages: loading on ships, sailing in formations, carrying out debarkation, grabbing beaches and landing, and seizing control of port areas. In each stage, according to the needs, several combat seasons can be divided, such as the landing stage of grabbing the beach can be divided into the sea impact season, the three-dimensional landing season, the capture of the beachhead time, and so on. To anticipate the situation on the battlefield is to anticipate the means of confrontation that the opposing sides may adopt at various stages and times, and the battlefield situation that may be formed in the course of confrontation. To clarify the main points of coordination is to distinguish the operational objectives in each stage and season into several interdependent joint points, and to regulate the actions of some teams through these joint points. To stipulate the tasks of each part of the unit is to specify the combat tasks of each group in the port landing operation on the basis of the main points of operational coordination, stipulate their mode of action and the order of their actions, and ensure that the unit, time, place, smoothness, task, method, and letter mark are determined.

The fourth is to formulate a collaborative plan. After considering the coordination plan, the commander should promptly issue instructions to the command organ to formulate a coordinated action plan, and the commander should focus on clarifying his own intentions and stipulating the division of labor, tasks, and requirements for the relevant coordination plan, so as to clarify the important matters of organizational coordination. It mainly includes: the focus of collaboration and the relationship of collaboration, the main issues and time limits for the completion of the proposed collaborative plan, the way and time arrangement of organizational collaboration, the requirements of organizing collaborative exercises and organizing temporary collaboration. Commanders should strengthen guidance to the command organs in formulating coordination plans, focus on helping organs solve difficulties encountered in drawing up coordination plans, strengthen control over the process of drawing up coordination plans by organs, ensure that organs complete the work of drawing up coordination plans on time and with high quality, and ensure the realization of commanders' intentions. The command organ, under the guidance of the commander of the port landing operation, is responsible for formulating a coordination plan, which mainly includes the overall plan, the branch plan and the rear coordination plan. In formulating collaborative plans, it is necessary to proceed from objective reality, fully consider the most difficult and complex situations, and formulate a variety of programs and emergency measures; Fully listen to the opinions and suggestions of the participating units; Integrate a variety of methods to shorten the time to develop a plan and keep it strictly confidential; The coordination of current operations should be planned in detail, and the coordination of subsequent operations can be roughly planned; Pre-war planning is closely integrated with supplementary planning during the war, enhancing planning flexibility and adaptability.

The fifth is to organize coordinated actions.

Organizing coordinated actions is an important part of organizational coordination, usually by the commander according to the operational coordination plan drawn up by the organ, through the convening of operational meetings, the use of maps, sand tables or computer simulation systems, the port landing operation commander or chief of staff directly clarified the relevant coordination matters. Focus on clarifying provisions on carrying out tasks, implementation plans, requests for instructions and reports, battlefield control, coordinated communications, and the use of electromagnetic spectrum, and clarify measures to ensure coordination, such as coordinated communications, detection and measurement of locations, identification of enemies and friendliness, and evaluation of effects. When organizing coordinated actions, it is necessary to closely center on the main landing direction, with the groups undertaking the main combat tasks as the mainstay, concentrate on using the main forces to ensure the formation of key points in the use of troops, grasp the joints and key points, and strictly organize important seasons and actions in combat, such as rushing to land on the beach, making vertical assaults, resisting counter-impacts, and counterattacks, and so on, and it is necessary to strictly organize the coordinated actions of various services and arms.

The sixth is to issue coordinated instructions. The command organ shall, in accordance with the instructions and coordination plans of the port landing operation commanders, promptly draw up and issue coordinated instructions in a timely, accurate and confidential manner. Clarify the content and focus of coordination, the coordination relationship and operational methods of combat troops in each stage of operations, the timing and methods of establishing and dispatching coordination groups, the means and measures to ensure coordination, the measures to restore coordination in case of imbalance or destruction, and the coordination of discipline and requirements.

The seventh is to organize collaborative exercises. After the coordination of organizational operations has been completed at both the same level and at the lower levels, commanders should choose an environment similar to that of the combat area, organize operational coordination exercises in a timely manner, further test the feasibility of the coordination plan through operational coordination exercises, explore and accumulate relevant training data, temper and enhance the units' ability to coordinate operations, and enhance the operational command capabilities of the organs.

The organization of coordinated exercises is usually carried out in conjunction with port landing combat drills, which can be exercised for the coordination of the whole process of operations, as well as for the coordination of important combat stages or important combat operations.

Eighth, revise and improve the operational coordination plan. Revising and improving the operational coordination plan is an important task that cannot be ignored in the stage of port landing operation organization, because people's understanding ability is limited, and at the same time, as an anti-landing party, it will use all means to deceive the landing party on the battlefield, so for the landing party, the battlefield intelligence obtained by reconnaissance when organizing coordination in advance will be dynamic, and when the battlefield situation is constantly changing, the operational coordination must be changed accordingly. In addition, after organizing the coordination plan drawn up in the operational stage, through the coordinated exercise, some problems will inevitably be discovered, and omissions and errors are inevitable, which requires commanders and command organs to make full use of the precious time of pre-war preparations and to revise and improve the operational coordination plan at an appropriate time, so as to lay the foundation for victory in the next step of actual combat.

Second, the main content of synergy

Due to the difference in the battlefield environment and the degree of threat faced by the other side at each stage of the port landing operation and in each combat season, the focus of coordination in each stage and season is also different, and the specific content of coordination will change with the changes in each combat stage. The content of coordination mainly includes: determining the time of operation, anticipating the main actions and combat situations of the two sides of the operation, clarifying the main points of coordination, determining the main coordinated actions, and clarifying the coordination discipline and support measures.

(1) Loading stage

The loading stage refers to the stage from the loading of the landing force to the time when the entire landing transport fleet ships are loaded and the formation of the offshore formation area is completed. When the landing party carries out loading and boarding, the anti-landing party will often carry out satellite, aviation, electronic and special agent reconnaissance on the landing party, and at the same time will use sea and air firepower and special sabotage to carry out landing destructive operations on the landing party, mainly raiding the landing party's transport ships and port terminals, attacking important targets in the landing area, so as to achieve the purpose of destroying and delaying the landing of the landing party. In the loading stage, from the perspective of command relationship, it is under the unified command of the commander of the landing force, that is to say, the focus of command at this time is on the commander of the landing force, and the commander of the landing formation or landing transport team is to assist the commander of the landing force to implement unified decision-making and unified command. Safely offshore to the sea formation area formation crossing.

In view of the synergistic objectives at this stage and the threat to the anti-landing party's possible destructive actions to its own side, the coordination of the landing party should be mainly based on the cover of loading and boarding operations and the assembly and boarding of various parts of the team. When organizing specific coordination matters, the commander of the landing force should accurately understand the specific formation of the landing formation or landing transport team, and grasp the number, performance, carrying capacity, number, and docking location of the landing tools.

The commander of the landing formation or landing transport team should understand the tasks, troop strength, and formation of the landing troops, be familiar with the standby area, boarding area and embarkation point of the landing troops loading and boarding, and grasp the maneuver route, time and sequence of the landing troops loading on the ship. When discussing the coordination plan between the commander of the landing force and the commander of the landing formation or the landing transport team, the two sides should introduce the relevant situation to each other and put forward their own coordination requirements, so as to jointly formulate the loading plan and the disposal plan in the event of an enemy attack. Specific coordination points: First, it is necessary to clarify the specific standby position, embarkation point, start and end time, route, sequence and task of air and sea cover for each group; The second is to distribute landing delivery tools and clarify the specific docking location of landing ships; The third is to clarify the division of command and labor, and the reserve command post shall open a loading and boarding command post, organize and specifically direct the loading and boarding operation, and designate the location opened by the reserve command post; The fourth is to clarify various safeguard measures, mainly ground vigilance, sea and air vigilance, engineering support, adjustment of service, communication and liaison, and camouflage and deception measures. Fifth, it is clear that in the event of an attack by the other side, it is mainly an aviation assault, a maritime missile assault, and the handling method of the specific situation when the land force sneaks in.

(2) The stage of sea crossing

The sea crossing stage refers to the stage from the time when the landing force's landing ship arrives at the formation area to carry out the crossing of the ferry formation to the time when the landing transport team of the first echelon arrives at the launching and debarkation area of the landing formation. When the landing party carries out sea crossing, the anti-landing side will often carry out multi-means joint assault operations on the landing party, mainly using surface ships, aviation units, electronic countermeasures, and shore-based missile firepower to carry out comprehensive joint assaults on the landing party's crossing formation, and implement multi-regional, multi-directional, and whole-process sea and air interception on the landing side to sabotage the landing operations of the landing side.

In the sea crossing stage, since the command of the commander of the landing force is entrusted to the command of the naval landing formation commander, the focus of the command relationship of the entire landing operation at this stage is the commander of the landing formation or the landing transport team, and the focus of coordination in this stage is mainly the coordinated action between the landing transport teams in the landing formation and the ship fire cover group and the air force aviation and naval aviation. The coordinated goal at this stage is to ensure that the landing force implements a safe and smooth sea crossing according to the predetermined objective, direction, route, sea area, time, etc., so as to ensure that the landing force arrives at the scheduled sea debarkation zone on time. At this stage, for the landing side, the main threats are from the anti-landing side's air assault, sea raid, underwater sneak attack, land-shore strike, and electronic attack and interference. The main points of coordination at this stage are to clarify the convergence formation area at sea, the formation of the sea crossing, the departure line of the sea crossing, and the coordination procedures and methods between the various cover groups and the landing and transport teams when the crossing is attacked by the other side. The specific content of coordination: First, it is clear what kind of formation method is adopted after the landing force is loaded and put on the shore, and what kind of formation method is adopted (mainly the formation method of centralized formation, marching formation, centralized formation and combination between marching), and the time, heading, route, speed and crossing formation of each landing and transport team through the sea departure line;

The second is to clarify the specific actions and disposal measures of each service branch when the landing formation is attacked by the other side and encounters other situations; The third is to stipulate the specific methods of regional cover and accompanying cover for naval fire cover groups, clarify the means of air cover for naval and air aviation units, the number of troops to take up maritime cover tasks, positions, and coordination methods with landing formations; The fourth is to clarify the tasks and operational methods of the ship-borne artillery to cover the crossing; Fifth, clarify other relevant safeguard measures; The sixth is to clarify the command relationship, the location, division of labor, methods, and situation handling of the command post.

(3) Start the debarkation stage

The unfolding and debarkation (transfer) stage refers to the stage from the landing force landing ship arriving at the unfolded debarkation zone to the first echelon landing transport team reaching the impact/assault departure line to carry out going into formation. When the landing transport team of the landing side arrives at the unfolding debarkation area to carry out the debarkation, the anti-landing party will often carry out multi-means berth attacks on the landing party and intercept various firepowers of land, sea and air. The focus of coordination at this stage is mainly to carry out debarkation and going into formation around the smooth and safe implementation, and to do a good job in coordinating the actions between the landing transport team and various cover forces. At this stage, the anti-landing side will stop at nothing to smash the landing operations of the landing side through sea and air assaults and interception by layers of land-based firepower, and the landing side must overcome all kinds of strikes by the other side, cross the water obstacles as soon as possible, and complete the deployment and going into formation on time, so as to ensure that the land-grabbing operation can be carried out as planned.

The content of coordination at this stage: First, it is necessary to clarify the strength, means of attack and method of attack, start and end time and coordination between various types of firepower assault forces to participate in direct fire preparation;

The second is the coordination of the formation, division of tasks, sequence and method of action of the sea and land barrier breaking forces, and coordinated actions with the sea and air forces to support the cover; The third is the time, space, sequence of actions, and formation of the landing troops carrying out debarkation and formation (of waves), and the number, frequency, and spacing of the landing tools of each wave during wave formation; fourth, the interconnection, coordination, and command relationship between various support cover firepower, barrier-breaking operations, and cover firepower of landing forces, and the interaction, coordination, and command relationship of carrying out debarkation and going into (wave) formation must be clarified.

(4) The stage of grabbing the beach and landing

The stage of grabbing the beach and landing refers to the landing force from the time the landing force implements the beach grabbing through the sea shock departure line to the completion of the first echelon's surprise landing, seizes some ports, and establishes a tactical landing field of its own level. When the landing side carries out a beach-grabbing landing, the anti-landing side will rely on the port and the beachhead positions outside the port to resist the landing troops of the landing side, and the mobile navy and air force firepower and the land-landing artillery firepower will focus on attacking the landing ships that rush the beach and the groups that have landed on the sea and landed vertically. At this stage, the commander of the landing force mainly organizes the command and coordination of the action, the commander of the landing formation assists in its implementation, and the focus of the coordination is the coordinated action between the landing force and the ship fire support group, the aviation unit and the infantry cannon, and the coordinated goal at this stage is to be able to overcome the various firepower threats of the anti-landing side, cross its sea and land obstacle areas, ensure that the first landing echelons rush to land on the beach, break through the other side's port defense position, seize the favorable terrain outside the port and part of the port, and resist the counter-impact of the other side. Establish landing fields to cover the landing of subsequent echelons.

In order to achieve this goal, the landing forces must fight from the destruction of the other side's shore and beach, pay attention to smashing the opponent's air assault, sea attack, boat wave shooting, mobile obstacles, shore beach resistance and force counter-impact, and coordinate the actions of the relevant forces with the main group carrying out the main landing assault.

The content of coordination: First, the implementation of the preparation plan of each service for the front fire, and the degree of damage to the port defense system of the opposing landing party; Second, the connection between the firepower assault and the landing force to carry out the debarkation and going into formation, the effect of the barrier-breaking detachment, the preparation of the landing team for the rush to the beach, and the preparation of the landing group of the airborne landing; The second is the time, method, location, land area, direction of attack, steps and tactics for completing the task of the assault group to launch the attack; The third is to clarify the strength, timing, area, and tasks of the vertical landing, and the timing, method, and requirements for meeting with the assault group; The fourth is to clarify the number, location, completion time limit and marking method of water and shore channels, and coordinate actions between the advance assault group and the land group on the beach; Fifth, the tasks, operational procedures, and methods of tactical missiles, aviation firepower, naval gun fire, army aviation firepower, shipboard artillery fire, and electronic warfare detachments that cover and support operations, in particular, it is necessary to clarify the timing and target of the surprise attacks of each fire support group, and the coordination method between the land group and the fire support group on the beach; Sixth, when there are superior airborne troops to cooperate with landing operations, it is necessary to clarify the airborne area, timing and tasks of the airborne troops; The seventh is to clarify the command matters related to coordination, and the commander of the landing force shall carry out the command through the commander of the landing formation before the landing transport team lands, and after the current command post is landed, take over the command of the landing force commander, and wait for the basic command post to be opened and successfully transfer command power.

(5) Capture the stage of controlling the port area

The stage of seizing the port area refers to the stage from the time when the second echelon of the landing force enters the battle to the time of seizing and controlling the entire port area. In the stage of seizing control of the port area, the anti-landing side will rely on the deep position and important buildings in the port to resist, and may use mobile strike forces to carry out a local counterattack in the direction of the port, preventing the landing party from seizing control of the port, so as to restore or improve the defensive posture. At this stage, the commander of the landing force mainly organizes unified command and coordinated action, and the representatives of the naval fire support group and the air force operation team follow the base finger to land after the second echelon, and provide fire support in a timely manner according to the progress of the operation. At this stage, coordination focuses on coordinated action between deep attack groups and other groups, as well as navy and air force. The goal of the synergy is to seize control of the port area and ensure that the follow-up troops use the port terminals to land. In combat, the landing force of the landing side should not only develop the attack in depth to the port, but also face the combat task of resisting the counterattack of the other side, the combat task of the landing force is extremely heavy, but also extremely critical, once the counterattack fails, it may be abandoned, therefore, the coordination at this stage should be based on the action of the second echelon of the landing force, and coordinate the relevant forces to actively cooperate with the actions of the second echelon.

The main contents of the coordination: First, the second echelon, that is, the timing, direction and location of the in-depth attack group to land, the place of entering the battle, the target of the attack, the timing, route and method of the attack, the target of the in-depth attack, the main point of control, and the method of resisting the counterattack action of the other side;

The second is the method of controlling the acquired positions by the land group on the beach, and the tasks and methods of covering, guiding, and supporting the in-depth attack troops to carry out operations; The third is the tasks and methods of combat in depth attack groups of naval and air firepower, shipborne artillery firepower, and land aviation fire support, and the method of coordination between groups; The third is the various support forces, the timing of the reserves to land, the standby area, the area of deployment, the task and the operational method of supporting in-depth operations; The fourth is the strength, tasks and operational methods of stopping and resisting the counterattack of the other side, and various ways, tasks, and coordination methods of fire support; Fifth, it is necessary to clarify the command matters related to coordination; in view of the problems of complex and changeable situations at this stage, frequent changes in battlefield operations, and outstanding randomness of combat tasks, in terms of command coordination, it is necessary to adopt the method of combining planning coordination with random coordination, command coordination, and entrusted coordination, so as to ensure that in-depth attack groups can randomly organize autonomous coordination to ensure the smooth completion of combat tasks.

Chapter VIII: Support for Port Landing Operations

The support of port landing operations refers to the collective term for various support measures and support activities in material, technical, and information aspects in order to ensure the smooth implementation of port landing combat tasks, usually including combat support, logistical support, and equipment support. Under the conditions of informationization, the support for port landing operations, the battlefield situation has changed sharply, and the timeliness of support is high; The support force is diversified, and the difficulty of coordinated control increases; The number of high, refined and sharp weapons has multiplied, and the task of technical support is arduous; The battlefield is highly transparent, and the survival of the guarantee force is facing severe challenges. Therefore, in organizing all kinds of support, we should follow the principles of making preparations in advance, making overall plans, providing comprehensive support, and highlighting key points, actively create and make full use of all kinds of favorable conditions, give play to the overall joint efforts of the various branches of the armed forces and local support forces, and comprehensively apply various support methods and methods.

Section 1: Operational Support

Port landing operational support is to ensure that commanders can set their determination for port landing operations in a timely manner and carry out uninterrupted command, to ensure that landing corps and troops can make covert, safe, and smooth preparations for port landing operations and carry out port landing operations tasks, and that the landing command organs have unified plans and organized various support measures and actions. Its content mainly includes reconnaissance intelligence, communications, engineering, camouflage, anti-chemical warfare, meteorology and hydrology, navigation, surveying and mapping, transportation, battlefield control and electromagnetic spectrum management.

First, Reconnaissance intelligence support

Reconnaissance and intelligence support refers to the comprehensive use of various reconnaissance means under the unified organization and leadership of the landing operation command organs, with the reconnaissance intelligence forces within the operational organization as the mainstay, and with the support and cooperation of other reconnaissance intelligence forces and support forces, to carry out reconnaissance surveillance and early warning and detection against the landing side in the land, sea, air, space, and telecommunications fields, and to obtain military, political, economic, geographical, meteorological, and hydrological information on combat targets and combat areas in a timely, accurate, comprehensive, efficient, and uninterrupted manner, so as to provide timely and uninterrupted information on combat targets and combat areas. Reliable intelligence support for proper decision-making and command implementation. The following measures are mainly taken:

The first is to establish an integrated reconnaissance intelligence support system and mechanism. We should rely on the landing operation command information system to comprehensively use reconnaissance intelligence forces and means such as aerospace, aviation, ground, electromagnetic, and behind enemy lines to form an all-round, all-depth, all-weather, multi-level, and multi-field reconnaissance and intelligence support system. It is necessary to unify the organization of operations into the reconnaissance forces of the various branches of the armed forces within the armed forces, carry out battlefield reconnaissance and surveillance and early warning and detection operations, rely on the tactical Internet to form a strategic, operational, and tactical intelligence exchange, share intelligence among the various services and arms, support and verify each other by various reconnaissance means, and have an efficient and efficient reconnaissance intelligence support mechanism.

The second is to strengthen real-time dynamic reconnaissance on the battlefield and reconnaissance of important targets. It is necessary to comprehensively use various reconnaissance and intelligence forces and means to grasp the situation of the enemy's combat attempts, deployment adjustments, and major combat operations in real time and near real time, and to observe the dynamic perception of the situation on the battlefield.

It is necessary to strengthen the reconnaissance of important targets of the other side, and promptly ascertain the nature, location, distribution, key parts, anti-destruction capabilities and changes of the other side's important targets; It is necessary to promptly find out the destructive effects and functional restoration of actions such as firepower strikes and information attacks carried out by the other side against the other side's command and control, reconnaissance and early warning, communication hubs, missile positions, and supply systems, as well as airfields, high-tech weapons and equipment, and heavy military groups.

The third is to do a good job in the comprehensive handling of battlefield intelligence. Reconnaissance and intelligence departments at all levels shall classify and archive the intelligence information they obtain, conduct comprehensive analysis and judgment, summarize and sort out, and corroborate each other, and form judgment conclusions; On the basis of the content of the intelligence information obtained, it shall be sorted out and compiled into intelligence materials such as circulars, reports, and reports in the form of text, charts, audio-visual, data, and multimedia, and relying on the reconnaissance intelligence information system and transmission network, the obtained intelligence shall be promptly reported to the operational commanders and the relevant departments, combat groups, and teams of the operational command organs. Important emergencies can be reported or reported at a higher level.

Second, Communication support

Landing combat communication support is a variety of communication and liaison activities carried out for the smooth implementation of landing operation command and combat operations. Its main task is to quickly, accurately, and uninterruptedly ensure the transmission of operational command, coordination, notification, and rear information. The main measures of communication safeguarding: The first is to establish an interconnected, stable and reliable communication network. Relying on the comprehensive trunk line communication network, adopting a networking method that combines network format and radiation type, with fixed communication facilities as the mainstay, combined with field mobile communications and satellite communications, etc., we will establish a multi-functional and large-capacity combat communication network that can cover the entire combat area, and connect with the strategic communication network and the civilian communication network to ensure that the communications and contacts are stable, efficient, and confidential.

It is necessary to establish a communication network that runs vertically and horizontally and has multiple circuits. It is necessary to unify the planning, organization, and coordination of the communications forces of all branches of the armed forces, make full use of the human and material resources of the local communication departments, and make the military communication system and the civilian communication system form an integrated. It is necessary to establish a communication network centered on operational command posts that can meet the needs of unified command and their respective needs.

The second is to unify the use of communication forces. The communications forces directly under the combat group mainly establish a public communication network in the combat area, are responsible for the communication and liaison between the same level and the tactical corps or units at the next level, and assist the tactical corps and units to establish special communications and liaisons when necessary; The communications forces of the tactical corps and units usually carry out their tasks in accordance with the structure and, if necessary, undertake the task of improving the public communications network in the combat area; Under the unified organization of the operational command organs, local communication forces mainly use existing communication facilities according to industry systems and participate in communication support; Militia communications forces may be added to combat units to undertake communications support tasks as appropriate; According to the needs of combat, it is necessary to grasp a certain amount of communication reserve forces.

The third is to implement key guarantees. Concentrate the main communication forces and means of communication, focusing on ensuring the communication and liaison of the main direction, the important landing operation stages and seasons, and the tactical corps and troops undertaking the main tasks; Highlight the communication support of reconnaissance and early warning, command and coordination; In accordance with the course of operations, the focus of communications support should be adjusted in a timely manner. Cross-level communication and in-motion communication can be organized as needed.

The fourth is to strengthen communication protection. Important communication facilities should be evacuated and configured, and concealed camouflage should be done well; Strengthen communication management, control the use of electromagnetic spectrum, and shorten the sending time as much as possible; Organize electronic manipulation at the right time, set up false sources of electromagnetic radiation, and deceive and confuse the enemy; Strengthen the vigilance and defense of the communication system, especially the communication hub, to prevent the enemy from attacking and disturbing the sabotage, and ensure "communication in motion" and "communication in disturbance."

Third, Engineering support

Landing combat engineering support is an activity that comprehensively uses engineering support forces and engineering measures to ensure the smooth implementation of operational tasks by landing units. Its main tasks are: to organize the reconnaissance of combat engineering; Construction of assembling and boarding areas; Construction and maintenance of command post fortifications; Implementation of operational camouflage; Implement straight forward mine clearance to break obstacles; Support the occupation and consolidation of landing sites by landing forces. The main measures of engineering safeguarding:

The first is to organize the implementation of engineering reconnaissance. The purpose of engineering reconnaissance is to provide engineering intelligence basis for planning landing operations and engineering support. Engineering reconnaissance shall mainly ascertain: the terrain, roads, bridges, ports and wharves of the areas where the assembly, embarkation and boarding are carried out, the nature of the shores, the law of tides, the number, distribution and availability of the original fortifications, the camouflage conditions on the spot, and the local forces and engineering equipment that can be used to support the project support; The topography of the landing areas, the nature of the beaches, the docks, roads and the coastal zone; The formation of the enemy's defensive positions, the construction of fortifications and the setting of obstacles, in particular, should be ascertained as to the type, location and degree of fire cover of the opponent's anti-landing obstacles; The terrain within the depth of the landing area focuses on ascertaining the degree of accessibility of various terrains, the situation of rivers, roads, and bridges, and the anti-mobility measures that the enemy may take.

The second is to build a regional project of assembly, boarding and boarding. In order to ensure the covert and safe assembly and smooth loading of ships, the following works should be constructed in the areas of assembly, embarkation and boarding: the construction of command posts, personnel, weapons and equipment shelter fortifications, as well as air, sea, ground vigilance, and fortifications; Construction and maintenance of roads from the assembly area to the embarkation point and boarding point; The construction of the loading project should make full use of the original military and civilian docks, and when the original docks are insufficient, simple docks should be constructed; Take measures to conceal the truth and implement engineering camouflage for various targets. The engineering construction of the embarkation area is a comprehensive engineering support task, which can be jointly completed by the naval engineering unit, the army engineering corps (detachment) and the local branch forces.

The third is to carry out the implementation of straight forward minesweeping and breaking obstacles. It is difficult to achieve the goal of clearing mines and breaking obstacles by relying on a single branch of the armed forces, and it must be jointly carried out by all the services (soldiers) participating in the war. On the basis of the pre-clearance and obstacle clearance at the higher level, the first echelon of joint barrier-breaking forces (composed of minesweepers and engineers and trained infantry in the landing formation) is the main participant in the front-line mine clearance and barrier-breaking operations organized by the superiors, and is supported by the air force bombing aviation, army aviation, naval guns, ship-borne artillery and other services. Its basic tasks are: to remove obstacles in the enemy's coastal waters and to open up passages in the waterfront beachhead obstacles, so as to ensure the surprise landing of landing forces. The basic division of labor for clearing mines and breaking obstacles in the front is "air force bombing, naval sweeping, and army breaking." Air Force Bombing Aviation bombards enemy obstacles at the waterfront beachhead as planned or called upon, diluting and destroying enemy barrier systems, and sometimes removing mines by means of mines;

Naval minesweepers are responsible for removing mines and floating obstacles in the coastal waters of the other side, opening up safe seas for fire support ships and ship-borne artillery, opening up penetrating passages for landing forces in waterfront beachhead obstacles, and marking the location of waterfront beachhead access, and are responsible for maintaining and expanding access and ensuring the landing of first echelon divisions, brigades and follow-up units. The engineering barrier-breaking team formed by the first echelon used standard blasting equipment, manual forced blasting and construction machinery removal methods to break through the barriers from the water's edge to the shore beach one by one, opening up a passage for the landing troops.

The fourth is to ensure the seizure of control of ports. In order to ensure that the landing forces seize the port, the width of the passage should be rapidly expanded, and the occupied ports, docks or temporary docks and shore dumping facilities should be repaired to ensure that the subsequent echelons can quickly land and enter the battle; Overcome various obstacles in the other side's port, repair roads and bridges, and ensure the development of attacks on the other side's ports; Quickly set up obstacles in the direction of the counterattacking enemy's action, control or destroy important sections or transportation hubs on the maneuver route of its combat reserves, restrict its mobility, block its attack, and create conditions for crushing the counterattack of the other side; Transform and construct fortifications on key positions that must be defended, and construct and set up obstacle zones in the direction of being threatened by the other side, so as to ensure the seizure of control ports; Repair and construction of command fortifications to ensure the transfer and safety of command posts.

Fourth, Combat camouflage

Landing operation camouflage refers to the various measures and actions taken by the landing operation group to conceal operational attempts and deceive and confuse the other side. Its main task is to comprehensively use various means to conceal combat attempts and important targets, deceive and confuse the other side, and create conditions for achieving the suddenness of operations and improving the survivability of the battlefield.

The main measures of combat camouflage:

The first is the disguise of concealment. In view of the reconnaissance and surveillance capabilities and characteristics of the other side, we should make full use of natural camouflage conditions, closely combine the background of the target, and comprehensively use means such as shielding, deformation, and integration to skillfully implement them; Give play to the role of professional camouflage forces as the backbone, combined with the camouflage of the troops themselves, to improve the overall camouflage capabilities; Give full play to the effectiveness of camouflage equipment, widely use portable equipment, and improve operational efficiency. When using shading means, the occlusion performance of the terrain should be fully utilized to obscure the target; Construct and set up artificial barriers or use fortifications to cover targets; Mask targets with smoke, water curtains (fog), artificial fog, foil strips, corner reflectors, and more. In the preparation stage for landing operations, when assembling, loading on board, and boarding, full use should be made of natural conditions to carry out camouflage or maneuvering. Such as troop mobilization or material transportation under conditions of poor visibility such as night darkness or fog; Landing forces were loaded on board in well-concealed harbors; Use gaps or blind spots between the activities of anti-landing satellites to maneuver forces. Technical camouflage is the use of standard or convenient equipment to conceal or change the appearance of the target, infrared, radar and electronic characteristics so that it cannot be detected or falsely false. For example, for important targets such as combat command structures, communication hubs, landing force assembly areas, and transportation hubs, combined with local natural conditions, camouflage equipment such as camouflage, obstruction, smoke, and wave absorption is used, and other measures to reduce infrared radiation are taken to camouflage. Due to the increasingly advanced means of reconnaissance of the other side, it is necessary to strengthen anti-radar and anti-optical reconnaissance to enhance the effectiveness of long-range reconnaissance and precision strikes against the enemy. Usually, natural camouflage is the main method of camouflage of troop operations, and technical camouflage is the main method of target camouflage.

In the case of limited high-tech camouflage troops and equipment on the other side, it is necessary to implement combat camouflage by combining natural camouflage with technical camouflage and by combining convenient equipment with standard equipment.

The second is to show false disguise. False camouflage mainly includes setting false targets, creating false intelligence and carrying out pretense, the purpose of which is to confuse the other party and confuse their judgment. To set up false targets is to make full use of all kinds of fake equipment and convenient equipment in accordance with the characteristics of combat attempts and reconnaissance by the anti-landing side, and to set up fake assembly areas, fake landing areas, fake command posts, fake positions, and fake warehouse groups, so as to achieve the purpose of confusing the truth and confusing the other side. False targets must be both "similar" and "god-like", with a functional background similar to that of real targets and infrared radiation to deal with the modern technological reconnaissance of the other side; To create false information is to confuse the other party by spreading false information and distributing false information, resulting in their wrong judgment and decision-making^ Usually, false information and false information can be leaked to the other party by means of communications, publications, radio, television, documents, prisoners of war, and spies. To create false information, it must be done to make the other party feel reasonable, but unexpected, to conform to the local battlefield situation and the situation of the two sides at that time, and to conform to the psychological state and mindset of the other party; The implementation of the use of feint is the use of a part of the troops and a large number of fake equipment to implement support, simulating the main action in the direction of the maneuver; Use part of the fire and a large number of sound, light, and smoke generating equipment to simulate large-scale firepower assault in the direction of feint; Use part of the electronic equipment and a large number of electronic simulation equipment to simulate reconnaissance, electronic offensive and radio communication activities in the direction of feint movement;

Use some troops to construct fake positions, fake airports, fake docks, etc., and simulate the deployment and operation of large troops in the direction of feint movement.

Fifth, Nuclear, chemical and biological protection

Nuclear, chemical and biological protection refers to the various protective measures and actions taken in the course of landing operations to avoid or reduce the attack and destruction of weapons of mass destruction on the landing party. Its main task is to identify and inform in a timely manner the preparations for the use of chemical and biological weapons and attacks by the other side; Grasp the situation of civilian nuclear and chemical industrial facilities in combat areas; Strictly organize protection and eliminate the consequences of attacks, avoid and reduce losses, and ensure the smooth progress of landing operations. The main measures for nuclear, chemical and biological protection:

The first is to organize reconnaissance and monitoring, and timely release of attack warnings and hazard information. Command bodies shall uniformly organize relevant reconnaissance and monitoring forces, build a battlefield nuclear, chemical, and biological reconnaissance monitoring and reporting system, and comprehensively use various methods and means to investigate in a timely manner The strength, deployment and use of chemical and biological weapons on the side of the Ming Resistance Landing Force, the situation of civilian nuclear and chemical industrial facilities in the combat area, and the harm that may be caused after the destruction. The information obtained should be uniformly summarized, sorted out, comprehensively analyzed, and judged on the attempt, timing, target, type of warfare agent and impact on its own combat operations using chemical and biological weapons; Timely discover the signs of chemical and biological weapons attacks by the other side, as well as the destruction and leakage of civil nuclear power plants and chemical plants, and quickly report to the command post and issue warning signals to buy time for protective operations.

The second is to strictly plan and organize and make full preparations for protection.

Command organs shall, on the basis of the degree of threat, reasonably determine the level of protection preparedness and the focus of protection, carefully formulate protection plans, guide all combat groups and teams in establishing and completing protective organizations, improving protective facilities, replenishing materials and equipment, organizing combat-ready defense training, and strengthening psychological protection education. In view of the attempts, timing, methods and scale of the possible use of nuclear, chemical and biological weapons by the anti-landing side, tactical and technical measures should be taken to strengthen the protection of important targets and areas at this level.

The third is to correctly command the protective action of the troops and eliminate the consequences of the attack in a timely manner. When attacked by nuclear, chemical or biological organisms on the anti-landing side, the commander and his command organs should resolutely direct the troops to take corresponding protective actions, organize professional forces, and quickly find out Attacks and hazards, and timely notification of relevant situations; Organize rescue, emergency repair, fire extinguishing, and washing up work to eliminate the consequences of their attacks. When the area of operation of the troops and the sea and airspace are seriously infected, they shall promptly organize the change of troops or evacuate the infected areas as soon as possible, and the troops in the movement shall detour or take protective measures to pass through as far as possible; When necessary, the combat tasks and deployments of relevant combat groups and teams may be adjusted. When the destruction of nuclear, chemical and biological facilities in an operational area produces secondary nuclear, chemical, and biological hazards, the relevant troops shall be quickly organized to take protective measures, and when necessary, professional and technical forces shall be dispatched to assist local rescue operations to reduce the spread of hazards and eliminate the consequences of secondary nuclear, chemical, and biological hazards.

Sixth, Meteorological and hydrological safeguards

Meteorological and hydrological support refers to the comprehensive use of various meteorological and hydrological support forces to ensure the meteorological and hydrological environment of the battlefield for the smooth implementation of operational command and troop operations.

Its main tasks are: to accurately understand and grasp the meteorological and hydrological conditions and changing trends around the operation zone, to provide and issue to the combat commanders in a timely manner the air and marine meteorological forecasts of the combat area and the actual hydrological situation of the landing areas, to issue dangerous weather forecasts, and to promptly put forward measures and suggestions to the combat commanders to take advantage of weather conditions or prevent dangerous weather. The main measures of meteorological and hydrological safeguarding: The first is to establish a meteorological and hydrological guarantee system. Meteorological and hydrological support organizations shall, with the meteorological and hydrological support institutions of combat corps as the core, on the basis of the meteorological and hydrological support institutions of various combat groups and teams, supplemented by local meteorological and hydrological departments, unify the formation of meteorological and hydrological support forces of combat corps and localities, distinguish tasks, and form a meteorological and hydrological support system that can meet the operational needs and the special needs of each service and arms.

The second is to establish a meteorological and hydrological information guarantee network. Meteorological and hydrological support institutions shall, in accordance with the meteorological and hydrological support plan and in light of the needs of the combat operations of the troops, establish a comprehensive monitoring network for the meteorological and hydrological environment on the battlefield, uniformly organize meteorological and hydrological support forces, use various means to organize meteorological and hydrological monitoring, continuously collect and master meteorological and hydrological data, and put forward suggestions for the use of meteorological and hydrological conditions; Uniformly produce and publish meteorological and hydrological forecasts and warnings. The third is to strengthen the safety protection of meteorological and hydrological facilities. Important meteorological and hydrological support facilities should be decentralized and deployed, and concealed camouflage should be done; Strengthen the security defense of electromagnetic interference of meteorological and hydrological radio equipment, organize maneuvering to evade or electronic maneuvering according to the situation, and deceive and confuse the other party; Strengthen the vigilance and defense of meteorological and hydrological information support centers at all levels to prevent attacks and sabotage by the other side.

Seventh, Navigation and surveying and mapping support

Landing operation navigation support is a series of professional service measures adopted to ensure that landing troops are transported to the predetermined combat area on time and on time. Its main tasks are: to conduct telemetry and detection of landing areas, lots, and naval bases and ports of the other side, and to draw nautical charts and topographic maps, to provide information on the geography and navigation equipment of the sea area required for landing operations, to provide information on their own ports, bays, anchorages, and the slope of the areas where they are loaded and boarded; Conduct seaway surveys, open up new shipping lanes, and set up concealed navigational aids and navigation facilities; Formulate navigation regulations to make the entry and exit of the participating warships (ships), anchorage, use of recommended channels, etc., have a basis; Set up navigation facilities for combat sea areas and, if necessary, conduct military navigation; Calculate and measure tides and currents, and collect navigational data from combat areas. The main measures for navigation and mapping safeguards:

The first is to establish a navigation, surveying and mapping support system. Navigational support is usually organized and implemented by a superior. Landing combat surveying and mapping support is usually organized and coordinated by the operational department responsible for surveying and mapping work. Usually, command organs should exercise unified command and centralized management of surveying and mapping support forces in accordance with operational needs, and establish an organizational system of surveying and mapping support with the army as the mainstay, the combination of the military and the people, and the integration of all services and arms. Unified arrangements should be made for surveying and mapping support forces and operations, including providing operational commanders with military topographic maps of combat areas and military geographical data such as relevant military geographical records, making sand tables, and organizing the completion of other field surveying and mapping tasks entrusted by superiors. The second is to use various forms to accurately describe the geographical environment of the battlefield.

Provide basic battlefield geographic environment information through paper maps, digital maps, and geodetic survey results, use virtual simulation, remote sensing surveying and mapping and other means to finely reflect the geographical form of the battlefield, apply military geography and military geography information to profoundly describe the impact of the battlefield environment on landing operations, and comprehensively integrate various types of navigation and surveying and mapping information systems to provide technical support for the geographical environment information support of the battlefield of command organs and troops.

The third is to quickly organize battlefield geographic environment information support. Relying on the integrated command platform, establish a battlefield geographic environment information sharing and information transmission network, use aerospace remote sensing, unmanned aerial vehicle surveying and mapping, intelligence reconnaissance and other means to extensively collect battlefield geographic environment information, quickly update and distribute maps, produce thematic navigation and surveying and mapping products, organize the implementation of navigation, surveying and mapping services and accompanying support, and provide special surveying and mapping information support for weapons and equipment.

Eighth, Traffic protection

Traffic support refers to the various measures and actions adopted to protect, repair, rush to build, and manage transportation facilities in combat areas, and to ensure the smooth movement and material transportation of landing forces from the assembly area to the scheduled boarding area and the boarding area. Its basic task is: to establish a highway (railway) emergency repair, rush construction organization, to ensure the smooth flow of traffic lines; Carrying out the sabotage and anti-sabotage struggle of lines of communication; Formulate traffic adjustment service plans and regulations on the use of roads, etc. The main measures of traffic protection:

The first is to implement centralized and unified traffic command and control. Usually, on the basis of the competent organs for national defense transportation in the combat areas, the relevant leaders of local public security, transportation, posts, and telecommunications departments are absorbed, joint traffic command bodies are established, the organization and implementation of traffic support within the combat area is uniformly planned and directed, and various traffic support forces within the combat area are unified planning and use to ensure the smooth flow of communication lines.

The second is to improve the transportation network. In order to ensure the mobility of the troops from the assembly area to the area where they are scheduled to be loaded on board and boarded, it is necessary to make full use of the existing railway and road lines of communication, and according to the needs of the combat transportation of the troops, rush to repair the necessary special lines and roundabout lines to form a land transportation network; Adjust and open up air routes, build field airfields and helicopter landing fields, and make use of civil aviation airport facilities to form an air traffic network; According to the needs, we will rush to build, reconstruct and expand various transportation facilities, improve traffic conditions, and improve transportation capacity. Form a combination of land, air and pipelines, multi-directional, multi-route, multi-functional three-dimensional transportation network. It is necessary to correctly distinguish between the modes of transportation, the routes of communication, and the time limits for use in accordance with the combat tasks of each division and group and the requirements for the allocation of troops, and give priority to ensuring the transportation of divisions and important combat materials that carry out their main tasks.

The third is to strengthen the emergency repair and protection of traffic lines. In order to prevent the enemy's precision-guided weapons from attacking and damaging the lines of communication, it is necessary to formulate a unified protection plan and strictly organize the emergency repair and protection of the lines of communication. It can be used to divide the pieces, divide the lines, divide the labor, and repair with the bad, and in accordance with the principle of first the main and then the second, first urgent and then slow, timely repair and maintenance of traffic lines to ensure the uninterrupted transportation. It is necessary to strictly organize the protection of communication lines, formulate a unified protection plan, incorporate the protection of major communication lines and important transportation facilities into the overall combat protection plan, assign protective forces, adopt camouflage measures, and do a good job in defensive actions focusing on air defense and attack and disturbance.

The emergency repair and protection of communication lines should take the engineering corps and local transportation technical forces as the backbone, rely on the masses, combine the military and the people, and vigorously cooperate and implement them together. For the main traffic trunk lines, passages, hubs, bridges and airports, professional forces should be organized to fix and fix the line for emergency repair.

Ninth, Battlefield control

Battlefield control is the compulsory management of combat areas for the purpose of maintaining order on the battlefield. Its basic tasks are: to implement compulsory management of the land and sea battlefields, maintain order on the battlefield, and ensure the smooth progress of various combat operations. The main measures of battlefield control:

The first is to unify the organization of battlefield control. Command organs shall, in accordance with the needs of landing operations, organize the control of land, sea, and air battlefields in a unified manner with the Navy's landing and transportation clusters and local governments, clarify their control duties, distinguish between control tasks, and put forward control requirements. Mainly clarify the following: force camouflage, confidentiality regulations; Electromagnetic, audio, light control regulations; Battlefield transportation management and adjustment of service; The main tasks and priorities of battlefield control at all stages of combat; Battlefield control tasks of each force; Vigilance and defense, battlefield discipline, anti-special measures; Management of positions, equipment and equipment; Position life management, health and epidemic prevention; Management of migrant workers and prisoners of war; Battlefield control organization command, etc.

The second is to organize battlefield control. Battlefield control is usually organized and implemented by the operational command organs under the coordination of local governments, with emphasis on maintaining battlefield discipline, implementing electromagnetic, lighting, audio, and traffic control, strengthening rear order, and organizing and implementing martial law in relevant areas according to the situation. Strengthen the management of positions. except

That all kinds of engineering facilities, weapons and equipment, materials and equipment should be properly managed, and the life of the troops should be maintained in an orderly manner, and the activities of the troops should also be brought into line with the requirements of the action plan; Organize battlefield vigilance, in accordance with changes in the battlefield situation, promptly require troops to be ready to resist surprise attacks by the other side from the air, ground and sea, as well as attacks by chemical and biological weapons, take effective measures to prevent reconnaissance, harassment and sabotage of the other side, and ensure the safety of the combat area.

The third is to closely coordinate various battlefield control forces and control actions. Command organs should strengthen coordination over the control of various battlefields in accordance with the operational needs of various combat groups and units. Coordinate and deal with major issues of battlefield control and resolve conflicts and contradictions; Strengthen the coordination between military control and local control, give full play to the role of local governments, and jointly maintain order on the battlefield. The command organ shall guide each combat group and team in formulating relevant battlefield control plans and regulations; Supervise and urge all combat corps and units to implement various control regulations and measures and strictly control discipline; Supervise all combat groups and teams to ensure strict and orderly control of the battlefield in accordance with relevant laws and regulations.

Tenth, Electromagnetic spectrum management

Electromagnetic spectrum management is an action and measure taken to reduce the impact of electromagnetic signals on landing combat operations and ensure the stable, reliable, real-time and efficient operation of our own combat system. Its specific tasks are: to grasp the frequency of information weapons and equipment (systems) on both sides of the theater operation, as well as the impact of natural and civilian electromagnetic radiation in the theater on electronic frequency equipment; Formulate a unified electromagnetic spectrum management plan, scientifically marshal and use electromagnetic spectrum management forces; Closely monitor the electromagnetic environment of the battlefield, implement effective coordination and control throughout the process, and ensure the normal operation of command, communication, weapon guidance and other systems.

The main measures of electromagnetic spectrum control:

The first is to allocate electromagnetic spectrum. Operational command organs shall scientifically plan and allocate frequencies in accordance with the actual electromagnetic environment and electromagnetic spectrum resources on the battlefield, as well as the quantity and performance characteristics of our military's frequent weapons and equipment, so as to ensure the frequency use needs of all kinds of frequency weapons and equipment.

The second is to monitor the electromagnetic spectrum. Operational command organs should carry out full-frequency domain, all-round, and all-time monitoring of the electromagnetic environment on the battlefield, and strictly control the electromagnetic situation on the battlefield. Conduct comprehensive analysis and judgment in a timely manner on the use of the electromagnetic spectrum of the other side and the implementation of electromagnetic interference on the other side, put forward suggestions for disposal and inform the relevant departments, guide the troops to use the frequency correctly, and ensure the coordination and orderliness of frequency use and the full play of the effectiveness of weapons and equipment.

The third is to coordinate the electromagnetic spectrum. Operational command organs shall ensure the key points, take care of the overall situation, grasp the joints, and promptly coordinate the use of frequencies between various types of frequency stations, stations (positions), and between various combat operations, avoid self-disturbance and mutual disturbance, and ensure the frequency of use of weapons and equipment in the main direction, important seasons, key parts, major combat operations, and main battle weapons.

Section 2: Logistical Support

Logistical support for port landing operations is a general term for the funds, materials, guards, transportation, barracks, and other support activities carried out by the command organs of the landing operation in planning and using financial, human, and material resources to prepare for and implement landing operations.

Its contents include: material support, health support, transportation support, financial support, camping support, etc. Commanders should scientifically organize logistics forces in light of the sea conditions, terrain, transportation, resources, climate, and other conditions in the landing area, rationally allocate support resources, and improve the continuous support capability of landing operations.

First, the formation and deployment of logistics support forces

(1) The logistics support force is organized

In port landing operations, the logistical force shall be determined on the basis of factors such as the scale and tasks of the operation, the duration of the operation, the logistical situation at the higher level, the logistical status of the structure and the subordinate logistics, and the environmental conditions on the battlefield. Its basic requirements are: moderate scale, complete elements, complete system, flexible form, combination of unified and decentralized, and complementary advantages. For port landing operations, its logistics force is uniformly organized by the support units under the Theater Joint Logistics Department, the combat logistics forces of the Navy, Air Force, and Second Artillery Corps participating in the war, as well as the logistics forces strengthened by higher levels and supported by localities, and undertake the support and support tasks of each combat group. The logistics force of the army combat group is mainly composed of the logistics force of the operation group and the provincial military district; The logistics of the naval fleet aviation is usually organized into several depots and warehouses, transportation, repair and other direct subordinate units (detachments), which are mainly responsible for the support of the units to which the fleet aviation belongs; The logistics force of the Air Force Operations Group is mainly composed of the theater air force and the base logistics force; The logistics force of the Second Artillery Operations Group is mainly composed of missile base clusters and missile base logistics forces.

(2) Deployment of logistics support forces

The deployment of logistics forces for port landing operations must be adapted to operational deployment and combat operations, linked with the logistics deployment at higher and lower levels, coordinated with local support front-line organizations, and combined with general support forces and special support forces to form an integrated logistics deployment.

The deployment of the logistics forces of the army combat groups should be determined according to the port landing combat tasks and the formation of logistical forces; since the depth of the landing operations is relatively shallow and the front is relatively wide, the logistics forces can be arranged in the form of deployment according to the direction, and the logistics forces should be organized into the main direction support group and the secondary direction support group, and the troops should be arranged in the main and secondary directions respectively. The logistics force of the naval base adopts the form of combining shore-based two-line deployment with mobile deployment. The front-line logistics force relies on the fixed and mobile support agencies on the island shore to undertake shore-based support tasks and provide support to the mobile support force at sea; The second-line logistics force is deployed in the shallow and deep coastal areas behind the first-line logistics agencies to support the front-line logistics and support the nearby troops. The logistics forces of the theater air force are usually based on the logistics base, with the central field station as the backbone, and the depth of the echelon and the division are deployed in pieces. Theater air force logistics bases should be located in areas with operational depth to provide support for all operational directions; Each operational direction is divided into airfield groups, and central depots are set up separately to provide emergency support to the nearest troops. When the airport or position is too far away from the base, an intermediate support organization may be opened to carry out transit support. The logistics force of the Second Artillery Base is usually deployed in groups or echelons. When a missile unit is engaged in operations in a basic combat zone, it should be deployed in groups, and the logistics organs and detachments should be deployed in the basic combat area or in a hidden area on one side of the basic operation to provide support to the troops; When a missile unit is engaged in operations in a reserve combat zone, it may be deployed in echelons, with the front echelon being deployed in the reserve combat area and the rear echelon being deployed in the basic combat area, and dispatching logistics detachments to the mobile combat area to carry out forward support.

Second, the preparation and implementation of logistics support

(1) Material support

The first is the estimated material demand. Port landing operations shall accurately estimate the amount of material consumption on the basis of the scale of the operation, the combat tasks, the intensity of confrontation, the duration of the operation, the threat situation of the other side, and so on, and on the basis of fully considering the amount of losses and maneuvers, determine the amount of material reserves.

The second is to increase the reserve of combat materials. The reserve of operational materials for landing operations at ports shall be separately reserved by the army and local material supply institutions at all levels in accordance with the principles of coordination between the military and the localities, the combination of unified and decentralized, the matching of varieties, and the rational layout. The variety and quantity of material reserves are determined according to the needs of combat, the source of materials, and the storage conditions, so that the varieties are complete, comprehensive support, and the materials required for high-tech weapons and equipment are the focus to ensure timely and appropriate replenishment. In view of the law of war material consumption, the logistics of all services must adjust the layout of material reserves, establish necessary preset reserves, and improve mobile replenishment and emergency supply capabilities.

The third is to organize the supply and management of materials. The supply of materials during the war will be implemented by means of a combination of step-by-step replenishment, cross-level replenishment, and transfer of supplies, combining planned supplies with temporary replenishment, and combining pre-delivery supplies with self-received supplies. The logistics of all services and arms should use advanced means of transport, reduce transit links, and implement three-dimensional replenishment; It is necessary to fully mobilize the transport forces of the troops and localities, open up land and air transport channels, use modern means of transport such as trains, automobiles, transport planes, boats, and pipelines, and implement rapid and efficient material replenishment to ensure operational needs.

All services and units must strengthen their sense of management, manage battlefield materials well, strictly perform the registration procedures for receiving and sending, and control consumption limits; Strengthen material protection, reduce losses and waste, and improve military economic efficiency.

(2) Safeguards

The first is to anticipate the reduction of health personnel and distinguish between health forces. In port landing operations, the overall attrition rate is usually higher than that of land offensive operations of the same size. The reduction of the main landing direction troops is greater than that of the auxiliary landing direction troops, and the first echelon and airborne troops are greater than the second echelon and reserves. The peak period of combat attrition is usually when the assault lands, the airborne assault, and the enemy carries out a large-scale counterattack, of which the treatment and evacuation of the wounded at the water's beachhead are the focus of the guard support. According to the analysis of previous combat attrition, the wounded accounted for about 70% to 80% of the combat attrition in ground operations; In air combat, the wounded accounted for about 35% to 50% of the combat attrition. The logistics of all services should reasonably distinguish and use the guard forces according to the expectations of health attrition, and concentrate the main forces to ensure the main combat direction. It is necessary to make full use of local medical treatment outlets and medical technology forces, carry out joint military-civilian treatment, and increase the rate of treatment of war wounded. The second is to establish a health and service support system. Port landing operations are the overall operations of multiple services and arms, logistics support relations are complicated, and there are many objects of guard service support; it is necessary to organically combine the general guard service forces of the joint logistics system with the special guard forces of each service and arms, give full play to the role of local medical forces, and establish a medical treatment system that integrates the military and the people and integrates the three services. The Theater Joint Logistics Department organizes and uses the guard and service forces strengthened within the establishment and at higher levels and in front of the local branches, and in line with the principle of being nearby, it organizes the admission and treatment of ordinary wounded and sick in different regions.

The health service organs of each service shall organize special guard support according to their organizational structure.

The third is to organize health prevention and protection. Targeted epidemic prevention measures should be taken and timely health rectification should be carried out to prevent the occurrence and spread of epidemic diseases. Strengthen the disinfection and hygiene management and diet management of the cabin of the ship, and make preparations for preventing seasickness. Organize health protection training, apply for supplementary health protection equipment and equipment, establish professional rescue and treatment organizations, and make preparations to prevent attacks by enemy weapons of mass destruction.

(3) Transport guarantees

Port landing operations are mainly based on land transportation on their own shores and landing sites, and helicopter transportation is combined, mainly for the forward delivery of equipment and materials and equipment, and the evacuation of the wounded and sick. The transport of landing combat forces is mainly carried out by the establishment, strengthening and support of the former transport forces, and can sometimes be supported by transport detachments such as superior helicopters, hovercraft, amphibious transport vehicles and landing craft, of which the motor transport unit (detachment) is the mainstay. Onshore transportation, mainly responsible for ensuring the transportation of maneuvers and operational materials from the units belonging to the landing operation group to the area where they are loaded (boarded) and a small number of critically injured people are evacuated; The transportation of the landing site is mainly responsible for the operation of materials, the increase of reserve materials, the forward delivery of materials transported by superiors to the logistics of the landing operation group, and the evacuation of the wounded. When the logistics forces of the landing operation group are deployed in echelons in the direction, most of the transport forces are organized in the rear echelon, and some are organized in the front echelon, and a certain amount of reserve forces are mastered. We should give full play to the role of various advanced means of transport, comprehensively adopt a variety of modes of transport, and carefully organize transport service support, especially the road damage on the other side is serious, the density of vehicles is large, the transport task is heavy, and traffic congestion is prone to occur.

(4) Barracks guarantee

In port landing operations, barracks support tasks shall be accurately estimated on the basis of the scale and duration of the participating forces, the natural and socio-economic conditions of the battlefield, the characteristics of combat operations, and the requirements for support. Reserves of camping materials and equipment should be established, and the reserves of camping equipment and equipment should be increased for troops undertaking the main task of landing surprise attacks, and forces should be organized to carry out key support for them in the course of carrying out operations. Water supply security should be organized in coordination with relevant departments to ensure the supply of fresh water, especially when there is a shortage of water on the island in the early stage of landfall.

Section 3: Equipment Support

Port landing combat equipment support is a general term for the activities of equipment allocation support, technical support, material fund support, and battlefield equipment management carried out by the units of various services and arms participating in the war. Its basic tasks are: With the support of the strategic equipment support forces, it is necessary to unify the organization of the various branches of the armed services and local technical support forces participating in the war, carry out the deployment and replenishment of equipment, the emergency repair of war-damaged equipment, and the supply of equipment and materials, and maintain and restore the combat capability of the landing troops.

First, Organization and deployment of equipment support forces

(1) The establishment of equipment support forces

In port landing operations, the equipment support force is flexibly determined on the basis of the scale of the combat force, the duration of the operation, the number of equipment participating in the battle and the level of tactical technology, the natural geographical environment of the port, the intensity of offensive operations, and the degree of possible support for higher-level equipment support.

The equipment departments of the units participating in the war usually maintain the organizational planning link, and the equipment support forces at higher levels carry out direct support.

In peacetime, the repair battalions, ammunition depots, equipment depots, and other support detachments of the landing forces should flexibly organize the support forces in accordance with the combat tasks, the battlefield environment, and the degree of strengthening of the equipment support forces at higher levels in wartime. When the landing forces are strengthened and supported by a relatively large number of equipment and technical forces at higher levels and in the localities, and they basically have the equipment support capabilities of the combat corps, they can form a whole entity formation, that is, the equipment forces that are formed, strengthened, and supported, and unified into groups (teams) with comprehensive support capabilities such as equipment emergency repair, ammunition supply, equipment supply, and technical testing, and implement comprehensive support for the landing troops.

(2) Deployment of equipment support forces

The deployment of port landing combat equipment support forces should be adapted to operational deployment, to the process of port landing operations, and to the layout of ports' terrain and facilities, and to establish a deployment system that combines maritime landing operational deployment with multi-directional and group deployment on the outskirts of ports.

When the equipment support of the port landing force is formed into the organizational planning link, the equipment support force can be deployed in groups and is responsible for the support of the command organs and the directly subordinate departments (detachments). When the Armament Department of the Landing Force is expanded into a support entity, the equipment support force may be deployed in the form of direction, echelon deployment, and echelon deployment according to direction. When the front of the port operation is wide and the depth is shallow, and it is not convenient to support each other, the equipment support forces of the landing forces should be deployed in accordance with the direction, and the main direction support groups and secondary direction support groups should be organized, and the equipment support organizations of the divisions (brigades) in the main and secondary combat directions should be arranged respectively to provide support to the troops.

Second, Preparation and implementation of equipment support

(1) Equipment allocation support

The basic tasks of equipment deployment support are: organizing the procurement, reserve, replenishment, adjustment, and rearmament of equipment required for port landing operations. First, the estimated amount of equipment deployment. The amount of weapon deployment should be determined on the basis of the expected scrapping, severe damage and repair rate of the weapon, taking into account the number of supplements required in the process of port landing operations, the degree of support from the higher level and the transportation conditions. The amount of vehicle deployment shall be determined according to the type and intensity of the vehicles participating in the battle, the topographical and climatic characteristics of the port landing combat area, and the expected damage to the vehicle. The amount of other equipment deployed is usually determined by type, according to factors such as combat needs, use intensity, degree of damage and repairability.

The second is to formulate a support plan for equipment deployment. Its contents include: the amount of equipment needed, the amount of reserves and the distinction between reserves, the time, quantity and method of equipment procurement and replenishment, etc. All landing combat groups should raise equipment in accordance with the deployment support plan, and establish equipment reserves in accordance with the principles of matching types, appropriate quantities, reasonable layout, and convenient transportation. The general equipment shall be reserved by the support organs affiliated to the theater, and the equipment support organs of the combat groups of each service shall be responsible for the reserve of special equipment.

The third is to organize equipment replenishment. According to the needs of port landing operations and support capabilities, we should organize the replenishment of equipment and materials so that they are timely, suitable, appropriate, and applicable. Usually, the timing of troops assembling and waiting for the plane, landing in the battle gap, our control over the battlefield, the enemy's fire strike or blockade gap, etc., is implemented in accordance with the order of the first main direction and then the secondary direction, the main combat units first and then other combat units, the order of urgently needing equipment first and then general equipment, and adopting the method of combining step-by-step, skipping the level and transferring supplements, and combining the supplementary plan of the superior with the supplement of the subordinate request.

(2) Equipment technical support

The basic tasks of equipment technical support are: to use effective support methods and means to organize and implement equipment maintenance, technical inspection, technical preparation, rescue and repair, modification, evacuation of damaged equipment, and procurement and replenishment of maintenance equipment and equipment, so as to maintain the continuous combat capability of the troops.

- It is to formulate an equipment technical support plan. According to the scale and style of port landing operations, combat tasks and time, equipment benefits 1 and quantity, use intensity and technical conditions, and the natural geographical conditions of the combat area, it is expected that the equipment technology support tasks will be carried out, and the equipment technical support plan will be formulated. Its contents: the damage rate, degree and distribution of the equipment; The marshalling, configuration and tasks of technical support forces; Division of labor and methods of equipment technical support at all stages of combat; Procurement and replenishment of maintenance equipment and equipment; As well as the main measures of technical support coordination, etc. The second is to organize equipment maintenance, inspection and technical preparation. In connection with the process of landing operations, all units should organize technical forces to make use of pre-war preparations and combat clearances to carry out routine maintenance and regular and fixed-course maintenance of equipment participating in combat, organize regular and irregular inspections, mainly ascertain the technical status of equipment, put forward opinions on the handling of equipment use, maintenance, repair, or retirement, and do a good job in technical appraisal work. Equipment technical preparation mainly includes:

Assembly, loading, filling, measurement, verification and debugging of equipment, transfer of the technical status of weapons and combat readiness, inspection and testing of maintenance equipment and equipment.

The third is to clarify the method of equipment rescue and repair. Equipment rescue should be carried out by means of combining self-rescue and mutual rescue, and carried out in the order of first major operational direction and then secondary combat direction, commanding equipment first, main battle equipment and then other equipment, and first lightly damaging the equipment and then severely damaging the equipment. Equipment is repaired in a hurry, and battlefield repairs are combined with rear repairs. Each repair agency should flexibly use a variety of repair methods, and combine the original repair, replacement repair and disassembly repair, mainly to replace the part repair; Emergency repair is combined with repair according to technical standards, with emergency repair as the mainstay, and the equipment repair rate and combat effectiveness are improved.

The fourth is to raise reserve equipment and maintenance equipment. The procurement of equipment and maintenance equipment shall be carried out by means of a combination of requesting from the superior and raising funds by oneself. Special maintenance equipment, mainly to ask for help from superiors; General maintenance equipment, mainly based on local financing. Its reserves are established by the equipment depot (station) belonging to the theater and the equipment supply organization of the air (naval) army and the second artillery combat corps. The supplement of equipment maintenance equipment shall adopt the method of combining step-by-step supplementation with cross-level supplementation, superior-level forward delivery and subordinate self-leadership, and implement supplementation in the order of first-in-command, first urgent and then slow, to ensure that it is timely, appropriate and applicable.

(3) Ammunition support

The basic task of ammunition support is to organize the implementation of the reserve, supply and management of all kinds of ammunition and to ensure the smooth progress of port landing operations. The first is to establish ammunition reserves.

The port landing force shall establish ammunition reserves according to the type and intensity of use of the weapons involved in the war, the nature, quantity and damage requirements of the target, the standard of ammunition consumption and the supply capacity, and other factors. The reserve and supply of general ammunition shall be organized and implemented by the equipment command organ; The reserve and supply of special ammunition shall be organized and implemented by each service according to the system. The reserve layout should adapt to the operational deployment, the number of reserves should be economically reasonable, and the reserve varieties should adapt to the law of consumption.

The second is to stipulate the consumption standard or consumption limit of ammunition. In port landing operations, the consumption of ammunition is large, and the requirements for replenishment are urgent, and each landing force must strictly implement the ammunition consumption standards and implement control and replenishment in accordance with the prescribed consumption standards; When the standard is unclear, control and supplementation shall be carried out in accordance with the consumption limit specified by the commander. In the course of operations, commanders and their command organs should keep abreast of the consumption of ammunition in the troops, strictly control the consumption limits, and enhance the troops' ability to continue to fight.

The third is to strengthen ammunition management. Ammunition management is an important part of battlefield material management, and it is also an important link in controlling the loss of equipment and materials. Its focus is on organizing inspections according to levels, implementing ammunition management rules and regulations, and ensuring ammunition safety; Strengthen technical guidance on the use of precision-guided munitions and other specially lethal and destructive munitions to prevent accidents; Strengthen the camouflage and air protection of the ammunition depot (institute) against enemy sabotage and air raids; The seized ammunition is promptly cleaned up, carefully tested, properly handled, and safety is ensured.

Chapter IX: Joint Tactical Corps Vertically Captured Port Studies

The joint tactical corps vertically seized control of the port refers to the operation of crossing the island of Haiden carried out in the context of the joint campaign, the joint tactical corps with the army department (branch) as the main body, relying on the command network platform with a certain level of informationization, closely coordinated with other combat operations, comprehensive use of the strength of multiple services, by taking a transport helicopter from the ship (shore) to the anti-landing side of the port and surrounding areas, through sustainable airborne assault operations, to complete the control action against the landing party port implementation.

Section 1: Timing, force composition and organization of the Joint Tactical Corps' vertical control of ports

The use of vertical assault forces to seize control of the port on the anti-landing side is a way to implement port landing operations to seize control of the port vertically. According to the tasks undertaken by the Joint Tactical Corps in combat, it is necessary to seriously study the timing of the use of vertical assault operations in seizing control of ports, which plays a very important role in determining the composition of combat forces, basic methods of operation, correctly using vertical assault forces, and speeding up the course of operations to achieve victory.

First, the timing of the joint tactical corps to vertically seize control of the port

(1) The vertical assault operation of the seized control port in coordination with the landing of the campaign cluster is to use the vertical assault detachment to overcome the obstacles set up by the anti-landing side on the front beachhead, effectively seize control of its port and the shallow and deep transportation hubs and key positions in the surrounding areas, paralyze its port defense system, quickly control the port passage, and receive the main sea landing forces ashore. This kind of surprise operation will play a very important role in speeding up the process of landing operations and quickly achieving the objectives of landing operations. After the Second World War, such landing operations were widely used and played a very obvious role. For example, in the Third Middle East War, while organizing the passage through the Suez Canal, Egypt landed with a battalion of troops in the Baruzá area with a depth of 1020 kilometers of Defense, destroying the forward command post, communication hub and rear base of the Israeli army, and effectively cooperating with the frontal river crossing and landing operation. In the 1982 Anglo-Argentine War, in the landing battle to capture the port of San Carlos, the British army with 1 battalion of troops, the aircraft descended to the shallow depth of the port, captured important targets, and cooperated with the sea landing to seize the landing field, which took only 4 hours to establish 25 The landing field of square kilometers has played an important role in ensuring the landing of the main force and heavy equipment.

In future landing operations, no matter what kind of islands are targeted, we will be able to quickly change the situation on the battlefield by giving full play to the vertical assault combat force, adopting the method of shore-to-shore or ship-to-shore, seizing control of the shallow, near, and deep points of the port and its surroundings, opening up landing fields, and cooperating with the main landing operations. The action of cooperating with the campaign cluster to land and seize control of the port can be divided into opening a breakthrough in the form of a surprise attack to meet the landing of the main force before the landing of the campaign cluster (at the same time as landing), or cooperating with the second echelon to carry out the landing operation after the main force of the campaign cluster has landed.

The favorable conditions for cooperating with the landing of the campaign cluster to carry out the vertical assault and control operation are: First, it is convenient to give play to the overall power of the integrated joint combat force, especially in the case of the landing side obtaining the partial "three powers", it is easier to achieve miraculous results when the anti-landing side's defense forces pay more attention to the combat actions of the landing forces; The second is to send combat forces beyond the plane obstacle and avoid attacking the stronghold of the water. After the landing-side implemented the firepower blockade attack of the landing campaign, the important firepower points, weapons and equipment, and fortification obstacles of the anti-landing side were destroyed to a certain extent, and the difficulty of attacking the strong points after the vertical assault force landed was reduced, and the operation of seizing control of the port could provide strong support for the subsequent in-depth development. At this time, the unfavorable conditions for the implementation of vertical assault and control operations are: First, the participation forces are diverse and the organization and coordination are complex; Vertical assault and control operations require the transportation and escort of ships and helicopters, the need for joint firepower support, and at the same time the need to maintain close communication links, requiring timely and accurate actions of multiple services participating in the war, and extensive and repeated organization throughout the seizure of control, thus making the organization and command very complicated. Second, the anti-landing side is prepared in advance, and it is difficult to achieve suddenness. In the process of preparing for the joint crossing of Hayden Island, it is inevitable to carry out a large-scale assembly of personnel, equipment, and materials, and the anti-landing side will also seize the time to take corresponding countermeasures.

(2) Independently carrying out vertical assault operations to seize control of small and medium-sized island ports and independently carry out vertical assault operations to seize control of small and medium-sized island ports is to concentrate on the use of the forces belonging to the Joint Tactical Corps, combined with the characteristics of small and medium-sized island ports, to independently carry out vertical assault combat tasks, and to seize and control the vertical assault operations of key small and medium-sized island ports.

Small and medium-sized islands usually have several distinctive characteristics: First, geographical isolation and loose defense system; Second, the outer islands are small in area and shallow in defense depth; Third, the distribution of outer islands is relatively scattered, and it is difficult to supply at sea. If 1 or more key islands are seized, the purpose of disintegrating the anti-landing side's defense system and forcing it to surrender or compromise can be achieved. At present, this kind of vertical assault and control of the port operation has been reflected in local wars, such as: On October 25, 1983, the United States invaded Grenada under the pretext of "protecting" the expatriate. In this operation, the US military chose to carry out a three-dimensional landing around the island. The US military adopted the vertical assault of airborne landing, concentrated on the use of more than 230 aircraft and helicopters, selected the "Pearl" civilian airfield in the northeast and the military airport in Sarins Point in the southwest as the landing field, landed on the island with 6 battalions of troops, and carried out sea landing containment with 1 battalion of troops. The war objectives were achieved.

Vertical assault operations that independently carry out and seize control of small and medium-sized island ports are often carried out in a certain operational direction and region under the control of the firepower and information strike forces of the various services of the joint combat forces of the landing side, and are highly time-sensitive. In the specific application, it is common to destroy the defense system of the anti-landing side, not for the purpose of occupation, and to leave after the fight;

The other is to cooperate with the joint blockade operation on the island of Heden for the purpose of occupation.

At this time, the favorable conditions for independently carrying out the vertical assault and control operation are: First, take advantage of the diversion effect of various services (soldiers) and lose no time in taking action. After carrying out a firepower strike against the outer islands of the landing side for a certain period of time, it will inevitably cause certain casualties and the destruction of weapons, equipment, and fortifications, weaken some of the combat capabilities of the anti-landing side, and create certain favorable conditions for combat operations. The second is the unexpected action, which brings shock to his psychology. After the landing side effectively carried out the strike, the communication and transportation links between the outer islands and the main island will be interrupted, and the supply will be difficult, and the morale of the anti-landing side will be low and the will to resist will be reduced. At this time, the sudden implementation of vertical assault to seize control of the port, or the implementation of a surgical vertical assault to destroy the paralyzed port, or the implementation of the control operation, will make its entire defense system more chaotic. The unfavorable conditions for the implementation of the vertical assault and control operation at this time are: There are certain difficulties in the attempt to conceal the operation, the anti-landing side will use various reconnaissance and surveillance means to closely monitor the actions of the landing side, and the landing-side will carry out a certain scale of vertical assault operations, which will inevitably mobilize the assembled helicopter troops and vertical assault troops in shallow and deep depth, and if there is no effective deception, camouflage, and counter-reconnaissance measures, it will be difficult to achieve the suddenness of the vertical assault.

Second, the joint tactical corps vertically seizes the power composition of the port

The Joint Tactical Corps's vertical assault operation force for seizing control of the port is mainly composed of the Army's motorized infantry brigade, including the Army Aviation, Air Force, Navy, Second Artillery and other combat forces. In addition, The motorized infantry brigade may be accompanied by:

Anti-tank artillery (1 to 2 companies), engineers (2 companies to 1 battalion), electronic countermeasures (1 to 2 companies), anti-chemical warfare troops (1 company), special forces (1 to 2 companies); The possible support forces of the Motor Brigade are: fighter aviation (fighter bombing aviation, 1 regimental sortie), bombing aviation (strong strike aviation, 1 regimental sortie), and campaign tactical missiles (2 Battalions), suppressed artillery (including 1 to 2 battalions of long-range rocket artillery battalions). In addition, it is possible to strengthen technical reconnaissance detachments, communication detachments and logistics and equipment support detachments.

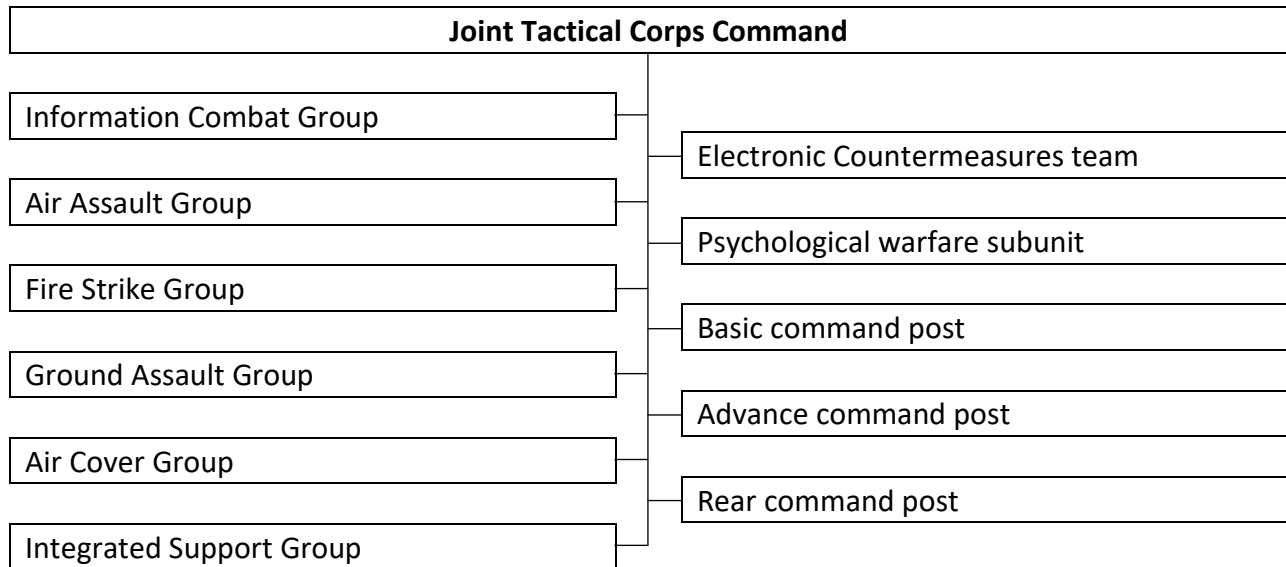
Joint Tactical Corps Vertical Assault Force Composition Table (Table 2.1).

Joint Tactical Corps						
Motorized Infantry Brigade	Army Aviation	Air Force	Naval power	Second Artillery power	Allocation and strengthening	Other
Motorized Infantry Battalion	Transport helicopter brigade	Attack helicopter brigade	Fire support ships	Tactical missile battalion	Communications, Electronics, Engineer subunits, etc.	Support detachments
		Multi-purpose transport helicopter brigade	Transport ships			
		Bomber branch	Minesweeper ships			
		Fighter aircraft branch				

Third, Operational formation of the Joint Tactical Corps for vertically seizing control of ports

The vertical assault operation of the Joint Tactical Corps can be grouped, which can be organized into the mode of "six groups, two teams and three posts";

The groupings are as follows (Table 2.2).



In addition, at different stages of operations, it is necessary to focus on different operational groups. For example, when maneuvering in the air, land aviation should be the mainstay, and various types of helicopters and air cover fighters such as attack, transportation, and service support should be rationally formed to ensure the safety and coordination of air mobility. When maneuvering in the air, the brigade usually adopts the method of multi-batch implementation, generally 2 to 3 batches, and 1 batch below the regiment. When the two batches of aircraft descend, usually the first batch is the advance air assault group (team), the advance command post, the electronic countermeasure team, the ground assault group and the air cover group; The second batch consisted of air assault groups (teams), psychological warfare detachments, and comprehensive support groups. In order to ensure the coordination of combat operations, there are usually also air force coordination groups, naval coordination groups and other institutions.

Section 2: The Basic Tactics of the Joint Tactical Corps to Vertically Seize Ports

The basic method of operation of the joint tactical corps to seize control of the vertical assault operation in the port is based on the background of the campaign corps crossing Hayden Island, taking the special battlefield environment of the port as the research object, based on having a certain land aviation transportation capability, and taking the army tactical unit's implementation of continuous aircraft descent by taking a transport helicopter as the main method, which is used to guide the air assault force and the ground assault force to closely cooperate with the control of the port, and to complete the delivery of combat forces with the cooperation of various services and arms. Focusing on the independent seizure of small and medium-sized ports, the study and determination of their basic tactics have certain reference significance for the implementation of large-scale vertical assaults to seize key points and key points on the island.

First, Basic Tactics and Connotations

Basic tactics: integrated attack of letter and fire, relay transportation of synthetic groups, joint paralysis and sealing and control and splitting, sea skimming and enemy searching for gaps and breakthroughs, rapid seizure of multi-point aircraft landing, and sub-district search and suppression of ports.
Connotation: "Letter and fire integrated linkage attack, synthetic group relay transportation, joint paralysis to fight and seal control and split, sea skimming and enemy gap breakthrough defense, multi-point aircraft landing rapid occupation, divisional search and suppression control of ports" is a vertical assault force with the Motor Rifle Brigade as the editor-in-chief in the vertical assault and control of ports carried out by the joint tactical corps under the conditions of informationization, and with the cooperation of the army aviation, navy, air force, and other services, give play to the advantage of "information + firepower" to accurately strike key targets on the anti-landing side and destroy its port defense system. By taking a transport helicopter, we will adopt the method of combining groups, dividing waves and multiple batches to enter the port area from multiple directions and low altitude concealment and rapid penetration, landing in shallow and near depth and port area on the anti-landing side, flexibly using vertical assault tactical operations, and focusing on attacking and seizing important targets, important facilities, and tactical points in the whole region, attacking and depleting the effective forces of the anti-landing side, and completing the combat operation of seizing control of the port.

Second, the main methods of action of the basic methods of warfare

The main content of the basic tactics is to reflect the basic constituent elements and components of the basic tactics, embody the operational thinking and specific operational methods of the basic tactics, and have strong operability. The basic tactics of the Joint Tactical Corps' vertical assault operations in seizing control of ports mainly include the following six aspects.

(1) Letter and fire integrated linkage strikes

The integrated linkage of letter and fire refers to the use of information offensive and defensive forces to a high degree of integration with the assault firepower of various arms of arms in combat operations, relying on information platforms such as the battlefield integrated command platform and the army tactical command network, effectively linking battlefield situation information and combat operations, taking accurate firepower mobility and efficient firepower damage as the basic form, running through the entire process of combat operations, and directly achieving certain operational objectives.

1. Information attack, paralysis network disconnection

Under the conditions of informationization, the first crucial step of the joint tactical corps's vertical assault operation in seizing control of the port is to paralyze the information network of the anti-landing side and make its command and control system "deaf" and "blind", thus creating favorable conditions, destroying its defense system, and finally enabling the joint tactical corps to gain the initiative in ground, sea, air and even outer space.

In the initial stage of the battle, the air force, the navy, the second artillery long-range support firepower, and the electronic warfare unit supported by the superior should be the main force, focusing on the key nodes of the anti-landing party's information network, such as port command and control towers, coastal early warning radar, and early warning Aircraft and electronic warfare aircraft capture information network node targets, cut off their information loops, disrupt command links, quickly paralyze their command and control systems, and reduce the overall effectiveness of their combat systems. In the stage of continuous combat and follow-up strikes, it is necessary to adopt the method of combining higher-level forces with the forces at the same level, and through the informationized command system of the joint tactical corps, timely and comprehensively understand the latest changes in the battlefield situation, and each combat unit and weapon system should carry out "soft killing" and "hard destruction" on the target at the best time, destroying its ability to obtain, process and transmit information, thereby affecting, weakening, and even completely destroying the ability of the anti-landing party to observe, judge, make decisions, and command and control the troops, so that it loses its brain and scriptures. Causes the collapse of its entire combat system. Thus achieving the goal of "causing people but not causing people" in the whole process of seizing control of ports.

2. Information empowerment, firepower main battle

Combat operations that are highly integrated with fire strike operations are the most critical actions to seize the advantage of battlefield firepower. The joint tactical corps should make full use of its information superiority in seizing control of the vertical assault operation in the port and give prominence to the effectiveness of firepower strikes. In the initial and early strike phases of combat operations, information attacks and firepower strikes should be carried out in parallel. At this stage, the organization of information attack forces is implemented large

Large-scale and high-intensity information attacks suppress the enemy's information system network, and at the same time lose no time in organizing missile firepower, long-range firepower of the navy and air force, and information attacks to carry out precision strikes against the enemy.

In the continuous strike stage, vertical assault and control operations are usually mainly based on firepower strikes, supplemented by information attacks. At this stage, it is necessary to apply for higher-level naval and air information offensive support forces according to the situation, mobilize the information reconnaissance and attack forces of the land assault detachment, and focus on interfering with and suppressing the C4ISR system, radio command coordination communication, and fire control coordination system of the anti-landing side. At the same time, with the help of our information superiority, fire support is carried out around the main breakthrough direction, and fire escort is carried out on the ground assault force, forming a "troop strength follows the firepower." In a good situation, for targets that are concealed, well-defended, and solid, we should flexibly adopt various methods to guide aviation and artillery firepower to carry out precision strikes. In the follow-up strike stage, it is necessary to organize information combat reconnaissance, determine the situation in which the enemy's information system has been destroyed, damaged, and suppressed by interference, and organize supplementary firepower surprises or information attacks at an appropriate time.

3. Information feedback, linkage to break the enemy

Information feedback and linkage to break the enemy refers to relying on the battlefield integrated information system and the battlefield intelligence reconnaissance system to obtain battlefield intelligence information in near real time, comprehensively evaluate the actual effects achieved in combat operations, and release relevant intelligence information to various combat detachments, combat units, and weapon systems through the battlefield information system, forming a "battlefield perception, assessment and judgment, decision-making, and strike action." The process of closing the link and the overall linkage of combat operations.

The most important thing in this process is to open up the information links of the armed forces, focus on solving the problems of vertical and horizontal penetration and many obstacles to information compatibility, and enhance the ability of interconnection and information sharing.

Make every effort to achieve "three unifications, three realizations, that is, the unification of various network system interfaces, to achieve direct docking between network systems; Unify the technical system of communication equipment to achieve unimpeded information flow between infantry and land aviation and other branches of the armed forces; Unify the coding rules and information formats, and realize the interoperability and compatibility of the integrated command platform with the information systems of the army and aviation and other arms. Form a data transmission link that covers horizontally to the edge and runs vertically to the end. In the overall linkage process, each combat unit relies on the comprehensive situation map, and according to the combat tasks, it is implemented in the form of combining air and ground and multi-dimensional integration, and adopting modes such as parallel synchronization and independent coordination to ensure the formation of a linkage operation to break the enemy throughout the whole process.

(2) Synthetic marshalling and relay transport

Synthetic grouping and relay transportation refers to vertical assault forces, according to the terrain of the port area and the defensive characteristics of the port defending the enemy and the needs of combat tasks, the vertical assault forces are organized into several vertical assault groups with complete functions and independent combat capabilities, and the mobile mode of multiple batches of relay transportation is adopted to quickly deliver to the predetermined combat area of the port.

1. Integration of air penetration force elements

Vertical assault in the air, the downward movement of combat forces is the key. In the air penetration stage, the vertical assault operation risk is large, the protection of the combat force is weak, and the helicopter is transported to carry the combat force to carry out the air penetration, which is more dependent on the air accompanying cover and requires more elements. When maneuvering in the air, air interception groups and accompanying cover groups are established. The air interception group, mainly composed of fighter aviation units, mainly seeks aircraft in the airspace near the breakthrough route to intercept enemy fighters, ensures the acquisition of effective air supremacy, and covers the safe penetration of the helicopter group.

The accompanying cover group is mainly composed of helicopters responsible for reconnaissance, guidance, interference, and cover, and is responsible for carrying out aerial reconnaissance and guidance, and reporting on the enemy's situation, meteorological situation, and other conditions over the route and the landing field of the scheduled aircraft, electronically interfering with the enemy, and striking targets that threaten our helicopter formation according to the situation. When the firepower opens up the aircraft landing field, the long-range fire assault group and the accompanying fire assault group are formed. The long-range fire assault group mainly uses firepower such as bombing aviation units, strong strike aviation units, campaign tactical missiles, and naval guns to carry out firepower destruction on the targets of the anti-landing side in the predetermined aircraft landing field and near it, focusing on its reconnaissance and early warning systems, anti-aircraft weapon launch platforms, command and communication hubs, and other targets. Accompanying the fire assault group mainly attacks the targets that are a big threat to the airborne operation in the helicopter fire assault aircraft landing field, covers the rapid assault of the transport helicopter, and provides air support for the operation of the vertical assault unit. Typically, attack helicopters are mixed with transport helicopters in a 1:4 ratio.

2. Independent combat forces are highly synthetic

Vertical assault and control of the port with the characteristics of urban residents attack operations, due to the small tactical capacity of the port, by the tall buildings and residential areas, it is not convenient for the landing side to enter a large-scale force to carry out offensive operations, therefore, the operation is also a strong offensive operation. Therefore, the vertical assault force of the landing side must take action such as blocking, splitting, strong attack, and small groups of multiple roads to seize control of each target in the port according to the way of attacking and fighting, and build a combat unit synthesized by independent combat forces.

Company platoons should be used as units to form strong strike (group) teams with complete equipment, strong surprise and destructive power, and rapid movement and obstacle breaking, and each (group) team has the ability to strike with independent firepower, engineering blasting, continuous strong strikes, and comprehensive support. In combat, each (group) team can not only carry out independent operations, but also cooperate with each other to attack important targets.

3. Seamless, batch delivery

Limited by factors such as helicopter transportation capacity, maneuvering distance, and dispatch intensity, air transportation should be "shore-to-shore" and "ship-to-shore" The way to relay the delivery in multiple batches to ensure that the vertical assault force can be transported to the predetermined combat area. Vertical assault forces can be organized into two echelons and transported in two batches. Considering that the electromagnetic force and air defense force deployed on our shore are relatively strong, and the degree of threat from the landing side is relatively small, the first batch of air transportation should adopt the method of "from its own shore to the other shore", from mobile assembly, loading and boarding to take-off. The air transport of the second batch should take the "ship-to-shore" approach, that is, large ships or large container civilian ships should be used as take-off and landing platforms, and various loading preparations should be completed before the first batch of helicopters returned. This greatly shortened the maneuvering distance of the second batch, and it was convenient to quickly throw the vertical assault force into the predetermined combat area as soon as possible.

(3) Joint paralysis, sealing and control, joint paralysis, and sealing and control, that is, adopting comprehensive strike methods before the airborne surprise attack, attacking and destroying important targets such as the enemy's command and communication system, air defense positions, missile launch positions, and key fortifications in the port area, and paralyzing the defense system in the anti-landing port area;

Seal and control the landing field and the port with powerful firepower, reduce the threat of the forces around the anti-landing side to the vertical assault force of the landing side, isolate the defensive forces of the other side's port, and cut off the connection between the port and the depth of the force.

1. Classify and select targets

In terms of target selection, we should select targets that pose a greater threat to air mobility, landing, and assault operations of our vertical assault detachments, and give priority to attacking targets that are easy to hit among targets with relatively large threats. When selecting district by district, the important goals of the port area are usually divided into three categories: port area goals, port town goals, and port town peripheral goals. The targets in the port area are relatively concentrated, and targets related to the safety and danger of the port defense system, such as enemy command posts, front-line defense fortifications, coastal defense anti-aircraft artillery, air defense radars, firepower points that pose a greater threat to the air mobility of the landing side, and living forces, should be mainly selected; Port town targets, mainly anti-aircraft missiles, barricade fortifications, artillery positions, command posts, communication hubs and other targets deployed on the top floors of tall buildings; The areas outside the port towns are mainly anti-landing anti-aircraft missile positions, anti-aircraft artillery positions, anti-aircraft landing forces gathering areas, command posts, and transportation hubs. At the same time, it is also necessary to clearly limit and prohibit the targets of strikes.

2. Believe in the unity of fire and destroy the shell paralysis

According to the needs of the battle and the nature of the target, rational use of strike methods to strike at different levels and with focus on the target. The supporting aviation firepower mainly attacks the anti-aircraft missile positions, anti-aircraft artillery positions, command posts, anti-aircraft landing force gathering areas, transportation hubs, etc., and when necessary, it will also undertake the task of opening up airborne landing sites on temporary aircraft as needed;

With powerful and highly accurate campaign tactical missiles and precision-guided bombs to attack the core key positions of the port area, the damage to important facilities in the port is reduced as much as possible, so as to facilitate the rapid use of the port after the landing side seizes it. Naval gunfire and shipboard artillery fire destroy the fire points of the two wings of the port that can implement fire screen effect on the port area, the obstacles in the port waters set up by the anti-landing side, the fortifications and the surface-like targets exposed in the full depth of the port area.

3. Firepower sealing, cracking blocking

The main purpose of firepower sealing is to block the port area of the anti-landing side, and to control its port defense system through firepower to reduce the threat of the port defense force to the vertical assault force of the landing side and to isolate the port defense force of the anti-landing side. In most cases, this aim is achieved by annihilating a certain number of military forces on the other side. The implementation of firepower sealing and control and fragmentation in the port area is mainly through the early joint fire assault on the key targets in the full depth of the port area, as well as the continuous "air mobility + air firepower assault + ground force assault" of the vertical assault force of the landing side, a large number of effective forces on the anti-landing side have cut off the connection between the outer areas of the port towns and the port areas and towns, split the port areas with firepower, sealed and controlled the Landing Ground of the Xibu Siege Aircraft, isolated the port area, and the towns and the periphery of the anti-landing side and the defensive forces, thus creating conditions for the smooth landing of their own vertical assault forces and the assault on the port area.

(4) Approaching the sea and finding gaps to penetrate defense

Approaching the sea and seeking gaps and penetrating defense means that the vertical assault force selects a concealed maneuvering route and an appropriate flight altitude to avoid the reconnaissance and surveillance of the radar of the anti-landing side and the blow of the anti-aircraft firepower system, and uses the combined fire assault effect to carry out air penetration in the air defense system torn open in the anti-landing side's air defense system in the port area, the blind area of the air defense system, and the weak parts of the deployment of troops.

1. Sea and air integration, the construction of corridors to establish air safety corridors is to establish a relatively safe air route from assembly loading, air flight to airborne landing. In the stage of assembling and loading on its own shore, we should give full play to the role of the field air defense forces and the air defense forces of its own coastal key areas within the assembly and loading of regional campaigns on the landing side, focus on preventing and cracking down on low-altitude and ultra-low-altitude aircraft that are relatively threatening to its own air mobility on the landing side, and coordinate with the air force aviation operations that undertake the task of air supremacy to ensure the air safety of the loading operation and the formation when taking off. In the stage of transport from ship to shore, the anti-aircraft protective firepower should be carried out under unified planning, and some ship-borne anti-aircraft firepower should be used to carry out fixed-point cover to ensure the air-to-air safety of the transport formation on the sea take-off platform. In the air transport phase, air force aviation units and naval ships are responsible for air and sea protection, focusing on the anti-aircraft fire of aircraft that resist the landing side and its ships at sea; The attack helicopter implements escort, mainly destroying the land air defense fire points that pose a threat to the air transport formation of the other side when it flies over the front line of the anti-landing side; The electronic jamming helicopter is above the formation, and it is electronically interfered with. Especially in the case of penetration, it is even more necessary to increase the intensity of its electronic strikes, and throw metal foil strips and foils near the route to interfere with the reflected signal to undermine its radar surveillance.

2. Small aircraft group maneuvering, concealed penetration

We should make full use of all kinds of satellite, aviation, and ground reconnaissance equipment, extensively obtain accurate information on the reconnaissance and early warning system, the air defense firepower system, and the command and control system of the anti-landing side; in connection with the terrain of the maneuver area, select tortuous, changeable, and relatively short air mobility routes; adopt small aircraft groups to fly at low altitude or ultra-low altitude in multiple batches; and use the blind spots of their reconnaissance to carry out air maneuvers in order to avoid the areas where their ground air defense firearms are intensively fired, reduce the combat effectiveness of their surface-to-air missiles, and reduce the radius of activity of their fighters and the killing range of air strikes To reduce the probability of discovery of its reconnaissance and early warning system and the probability of damage to the air defense fire system, and to carry out air transportation covertly, safely and smoothly.

3. Clever avoidance, gap breaking

Look for weak points in the air defense system of the anti-landing side in order to avoid risks. First of all, we must strive to form artificial "gaps". Before the vertical assault force breaks through in the air, the joint firepower of the campaign should focus on attacking the radar positions, air defense positions, ground-to-air missile positions, and other high-tech weapon positions on the anti-landing side in the port area, so as to make the air defense system in the port area function ineffective and form an artificial "gap." Second, find the natural "gap". Although its air defense system is relatively strict, there are more targets in the port area that need to be protected, and there are more weak parts in the air defense system for our use. From the perspective of its troop deployment, the air defense capability of the main defensive direction is strong, and the defense of the secondary defensive direction is weak; From the perspective of weapon performance, due to the impact of the performance parameters such as the firing boundary and angle of fire of the anti-aircraft weapon and the geographical characteristics on the technical weapons, such as the curvature of the sea surface and the ground plane and the clutter on the sea surface, the radar can form a low-altitude blind zone and a blind spot for observation.

(5) Multi-point machine descent and rapid seizure

Multi-point machine landing and rapid occupation is to select multiple airborne landing fields in advance in the peripheral areas of port towns, implement multi-point simultaneous airborne landing, seize and control the aircraft landing field first, and ensure subsequent batch landing; After that, one by one, the core points, fortifications, roads and bridges of the anti-landing side were captured, and the outer defense forces of the port towns on the anti-landing side were cleared and suppressed.

1. Internal and external multi-point machine drop

The shallow and deep terrain of the small and medium-sized ports on the anti-landing side provides a larger space for the selection of airborne landing fields. In combination with combat tasks and meeting actual needs, 12 battalion-sized basic aircraft landing fields and 1 to 2 reserve aircraft landing fields should be opened. Each landing field usually contains 3 to 5 airborne landing points, and each landing point ensures that 5 to 6 transport helicopters can land at the same time to ensure that each aircraft landing point can simultaneously drop a certain size of troops. The position of the airborne field should be as close as possible to the expected capture of its peripheral tactical points. After the landing of the first batch of airborne forces, the transport helicopters immediately returned to the ship and prepared to carry the second batch of airborne forces. After landing, the airborne detachment, in accordance with the pre-defined combat tasks and attack priorities, unfolded while converging, eliminating the core points of the anti-landing side and the personnel in the above-ground and underground fortifications, and seizing the favorable terrain around the aircraft landing field for aerial use, so as to achieve the purpose of consolidating and expanding the aircraft landing field and ensuring the implementation of the airborne landing in subsequent batches.

2. Choose the target to be controlled

To seize control of ports vertically, it is necessary to first select important targets that play a supporting role in the port defense system of the opposing landing party, such as its command structure, communication hub, firepower position, and important defensive support points. The first batch of landing vertical assault forces should quickly select these targets to carry out attacks, and the vertical assault forces that landed subsequently used the combat effect of the first batch of airborne forces to seize the key points outside the port towns, open the passage to the port towns and port areas, and launch a surprise attack on the port area in small groups and multiple roads. When attacking targets in the port area, the focus should be on opening the passage to the port area to ensure that the follow-up echelon is put into battle and carry out a cross-point attack into the depth of the port area. When encountering strong resistance from the landing side, a smoke screen should be cast, and the smoke curtain cover should be used to destroy the target by a variety of continuous strong strikes. When the follow-up vertical assault force arrives at the port area, it should first eliminate its sea fire points, such as front-line fortifications, coastal defense guns, bunkers, artillery positions, etc., and the plane landing group should be landed in time. At this time, the plane landing group should concentrate all kinds of firepower to rapidly attack the coastal targets in its port area, speed up the landing speed, form a confrontational trend with the vertical assault force, and quickly seize the enemy port area.

3. Resist the enemy counterattack according to the point

After the vertical assault force of the landing side has successfully descended, seized the key points, consolidated and expanded the landing field, the enemy anti-landing side will use the mobile strike force in depth and the port town reserve to counterattack the vertical assault force of the landing side. Before the landing of the second batch of troops on the landing side, the enemy was outnumbered, and the task of resisting counterattack was rather arduous.

Therefore, the first vertical assault detachment should give full play to the advantages of the terrain of the peripheral key points, focus on controlling its counterattack channels, set up lightning barriers on its necessary roads, delay its mobility, and use positive actions and flexible tactical means to kill and injure the living forces of the anti-landing side. Give full play to the advantages of vertical assault forces in air mobility and air firepower assault, and form an advantage over them through continuous airborne action. At the same time, it is necessary to timely predict the direction of the counterattack of the anti-landing side, guide the aviation firepower, naval artillery firepower, and carrier-based artillery groups belonging to the group to continuously extend the artillery suppression area, implement fire blocking on the advance detachment of the in-depth mobile chi reinforcement force, and follow the principle of main control of troop strength and main battle of firepower to effectively resist its counterattack.

(6) Sub-district search, suppression, and control of ports

After the vertical assault forces of the landing side have seized the port area of the anti-landing side, the commander should promptly adjust the deployment according to the time regulations required by the superior, the terrain conditions in the port area, and the losses and casualties of the other side, speed up the search and suppression of the remnants of the enemy in the division, reorganize and reorganize the forces, quickly turn the offensive into defense, form a defensive posture, and control the port. Taking advantage of the favorable terrain and existing fortifications that have been seized, we are ready to resist the fire retaliation and counterattack of the anti-landing side at any time, and while adjusting the deployment, prevent it from destroying the port area, and timely guide the follow-up landing forces to use the port terminal to land.

The first is to adjust the deployment and quickly transfer to defense. When the vertical assault force captures the target in the port area, each grasping and controlling detachment should quickly seize the tactical points or favorable terrain used in the port area, the tall buildings in the town, and the periphery of the port town to overlook the road leading to the port, and quickly adjust the deployment and clarify the tasks according to the actual situation, form a sub-regional, sub-responsibility and easy control system to control the key areas, and form a frontal external defense.

Timely dispatch of forward alerts to focus on the movement of the deep mobile strike force on the anti-landing side. Deploy major forces and weapons in the area, reinforce anti-armored and anti-aircraft firearms, and focus on eliminating their armored targets and helicopters attacking from the air. In addition, troops were dispatched to occupy the commanding heights and important bridges on both sides of important roads in a timely manner to ensure the control of the road leading to the port, and resolutely prevent it from carrying out mobile assistance along the road to the port. Ground vertical assault forces composed of transport helicopters and helicopter gunships are ready at any time to carry out tactical maneuvers and firepower assaults to consolidate the defensive posture of the port area. The second is to search and suppress the remnants of the enemy and prevent the enemy from destroying the port. Once the port is seized by the landing party, the anti-landing party will definitely destroy the port facilities in order to prevent the landing party from using the existing port terminal facilities, so it must be purge against the remnants of the landing party. In the operation of seizing port facilities, vertical assault units (detachments) should protect important port facilities while seizing them. In the process of clearing and suppressing the remnants of the enemy, it is necessary to carry out dragnet-style clearance and suppression point by point, target by target, and area by area, and in accordance with the principle of giving priority to the action of troops and supplementing the action of firepower, we should intensify the propaganda offensive of psychological warfare and force them to give up resistance. If the anti-landing side continues to resist stubbornly, it may adopt the methods of bombing, burning, sealing, blocking, and smoking, and resolutely annihilate it; To counter the remnants of the landing side's stubborn defense of the tall building, a three-dimensional attack method can be adopted, that is, up and down, from bottom to top, first outside and then inside the layers of skin, room by house attack. At the same time, it is necessary to closely monitor and protect important targets at the port, promptly discover and stop their sabotage actions, protect the port facilities to the greatest extent, and promptly organize forces to repair the port facilities that have been damaged in combat, so that they can ensure the use of follow-up landing units as soon as possible.

Section 3: The Joint Tactical Corps should focus on the issue of vertical control of ports

The main operational methods described above are based on the process of vertical assault operations in the joint tactical corps to seize control of ports, and are proposed for different tasks and specific battlefield environments, and the following problems should also be grasped in the specific application.

First, pay close attention to meteorological and hydrological changes

In the vertical assault operation of the joint tactical corps to seize control of the port, the impact of meteorological and hydrological changes on the operation cannot be underestimated. This is because every link of the helicopter from take-off, sailing to landing will be severely restricted by meteorological and hydrological conditions. Since The island of Taiwan and its coastal waters belong to a subtropical oceanic climate, windy, rainy and foggy, it is necessary to pay close attention to meteorological and hydrological changes when organizing and implementing vertical assault operations.

First, vertical assault operations must be carried out in the appropriate season. The island has a typical oceanic monsoon climate, with strong winds throughout the year and typhoons all year round. Since the wind has a great impact on the take-off and landing, flight, reconnaissance, etc. of the helicopter, when the wind speed is above 18 meters, it will directly affect its flight. When the wind speed is greater than 15 m / s, it is not appropriate to carry out helicopter landing assault operations. Therefore, it is necessary to scientifically and accurately select suitable and windy seasons and timings to carry out vertical assault operations.

Second, there is abundant rainfall, which is not conducive to the selection of airborne areas and the implementation of ground combat operations. The island is influenced by the marine climate, with humid air and abundant rainfall. And most of the rainfall time is concentrated in the summer, almost every afternoon there is a thunderstorm. Heavy rain can easily lead to muddy ground, affecting the choice of landing site and the surprise landing of airborne formations. At the same time, in the unfavorable weather with low visibility, such as thick clouds and continuous rain, it will also bring a lot of inconvenience to the gathering of the combat forces of the landing side, the determination of the action route, and the timely discovery of the movement of the combat forces of the anti-landing side; on the other hand, the effectiveness of the visual and optically guided air defense weapons of the anti-landing side and the reconnaissance and early warning systems such as radar will be greatly reduced; It is also difficult to accurately determine the position of the helicopter and determine the direction and distance of the helicopter with sound.

Third, the duration of sea fog is long, which is not conducive to organizing the implementation of cross-sea maneuvers. Island areas are affected by the marine climate and are generally prone to sea fog, which mostly lasts for a long time, has a large concentration and a wide range once sea fog appears. For example, in the southeast coast of China, sea fog is mostly formed in the second half of the night, the most concentrated on the 58th in the morning, the peak around 7 o'clock, and disappears around 9 o'clock. Sea fog will seriously affect the air transport and landing safety of the vertical assault troops on the landing side, making it difficult for both sides to determine their respective targets, affecting the effect of firepower assault, and so on. However, it is conducive to the landing of one side of the air assault formation to covertly land on the island, and facilitate the suddenness of the operation; It is conducive to airborne infiltration and rapid maneuvering of troops. To sum up, in the course of operations, accurately grasping the changes in the meteorological conditions in the combat areas, correctly applying the meteorological conditions, and fully estimating their impact on the survivability of the vertical assault force, the effectiveness of weapons and equipment, and the ability to carry out tasks, so as to carry out accurate, timely, and uninterrupted meteorological support and seek advantages and avoid disadvantages, is an important condition for winning victory in vertical assault operations.

Second, pay close attention to the linkage and coordination of combat forces

Under the conditions of informationization, it is impossible to rely on a single branch of the armed forces to complete the operation of vertical assault and control of ports, but it is necessary for all branches of the armed services to coordinate and coordinate in a certain time and space around the combat tasks, complete the seamless connection of combat forces, and through uninterrupted coordination and cooperation, in order to give play to the combat power of the system to achieve victory.

First of all, operational coordination has taken on new characteristics. First, the forces participating in the war are diverse and the coordination relationship is complex. Command organs at all levels representing various combat forces have a far-reaching impact on the completion of combat tasks by releasing diversified needs of combat forces and correctly handling their transformation and connection in the combat stage, the overall situation and the local situation, the current and subsequent relations. On the other hand, the coordination between various combat forces is complex, and there are often phenomena such as overlapping and overlapping, and if you do not pay attention to it, you will have problems such as accidental bombing and accidental injury. The second is to expand the scope of the time domain and geographical domain of organizational coordination. Under the conditions of informationization, the fighter plane is fleeting. From discovering new enemy situations to making up one's mind, the time available for organizational coordination will be extremely limited, especially when vertical assaults are carried out continuously, and the preparation time for combat will be constantly compressed and more precise. On the other hand, the vertical assault detachment from the assembly, vertical assault, regrouping, vertical assault again, the distance is often hundreds of kilometers, the need to organize the air, ground, cover forces of the uninterrupted three-dimensional coordination, geographical span is large. Third, the points are multi-faceted and wide-ranging, and coordination is easily destroyed. Under the conditions of informatization, the battlefield is becoming more and more transparent, the electromagnetic environment of the battlefield is becoming more and more complex, there are many nodes in the command and communication network, and many coordination needs to be carried out in the port area, and the probability of the coordination methods, methods and coordination plans being destroyed is large, and the troops will face many "unplanned" coordination challenges.

Second, grasp the new way of linkage and coordination in combat. The first is battlefield comprehensive situation coordination based on real-time updates. That is, the commander relies on the seamlessly linked command information system, etc., to obtain the required information through a real-time updated battlefield comprehensive situation map, and according to the accurate target information obtained in real time and the actual position of the ground troops in the port area, the land aviation forces can be summoned to assist in force mobility or close fire support. This collaborative method, by realizing the real-time update of the general situation map, realizes intelligence sharing and integration, and can achieve accurate and rapid linkage according to the continuous changes in the battlefield situation. The second is coordination based on the feedback of combat effectiveness evaluation. That is, after the land and air firepower of the landing side hit the target in the port area, the ground assault detachment and the land aviation aircraft assessed the strike effect in real time and reported the situation, and the command organization quickly coordinated the strike force to strike the target again. This kind of coordination requires that a variety of reconnaissance information be supplemented and corroborated with each other, the target damage information is obtained, and the coordination is completed with an efficient feedback assessment link, so as to quickly match the target and the secondary strike force, and give full play to the combat power of the system under the conditions of informationization to the greatest extent.

Third, we must grasp the key points of linkage and coordination. Vertical assault to seize control of the port operation, vertical assault ground detachment and army aviation coordination should be the focus of coordination. It is embodied in different operational stages such as assembly and loading, air transport, airborne landing, and re-landing landing.

Therefore, on the basis of the overall coordination of the joint tactical corps, commanders should formulate practical and feasible coordination plans, organize coordinated exercises, prejudge the entire course of operations, analyze the enemy's actions and the situation of the two sides at various stages, and then clarify the main points that need to be coordinated at various stages and the order and method of action. The main synergy content should generally include the time and the altitude of the vertical assault into the port area; Coordinated action of vertical assault entry and landing; Land Aviation Fire Support Ground Assault Detachment's Strength, Targets, and Methods; Land-air communication and liaison regulations, the methods of commanding, guiding, and indicating targets, and the mutually identifiable letter (mark) number, etc., strive to determine the unit, time, place, order, task, letter (note), and so on. In short, the commanders of the joint tactical corps should organize the coordination between the various services and arms in accordance with the characteristics and strengths of the strengths and strengths of each service, with the help of information technology and the comprehensive use of combat means and methods, and through sustainable and seamless coordination, make each of them do their best and cooperate closely, so as to give full play to the combat power of the system.

Third, the tactics of warfare should be used in accordance with the enemy's place

Under the conditions of informationization, operations in port areas not only have the dual characteristics of landing battles and urban attacks, but also have the characteristics of battlefield informatization. Therefore, in the application of tactics, we must persist in adapting measures to local conditions, guiding and applying laws according to circumstances, persisting in how to fight a battle well, choosing the basic tactics that are compatible with them, persisting in being eclectic, and constantly creating new tactics. Tactics must be carried out according to the enemy. This "enemy" is the enemy's situation, and it is also a rapidly changing battlefield situation, Sun Tzu said: "Knowing that the other side can never be destroyed." Among the small and medium-sized ports on the anti-landing side that the landing side plans to seize control, the combat deployment and weapons and equipment of each port are different.

Due to the difference in its defensive strength, the degree to which the combat operations of the landing side are threatened by the anti-landing side are also different. When the capture of the port is located near the military port of the anti-landing side, it is necessary to rely on the possibility of supporting the opposing warship nearby, and when the capture of the hinterland of the port is to facilitate the movement of armored forces in the plain, it is necessary to rely on the fierce counterattack action of the other side. Therefore, when formulating a combat plan, we should envisage a variety of situations and plan a variety of corresponding actions according to the battlefield situation and its possible development; From the most complex and difficult situations, careful planning, precise organization; Relying on the battlefield command information system to adjust the operational deployment in real time, in order to form a favorable situation for the other side, and then ensure the smooth implementation of the vertical assault and control operation.

Cast spells according to local conditions. When organizing vertical assault aircraft to descend, you should always pay attention to changes in terrain. When the port area has more flat land and a larger ground width, it can take the form of multi-point centralized airborne landing or one-point continuous airborne landing, focusing on seizing important targets in the port, and can also take multi-point simultaneous landing, while seizing port transportation hubs, important targets and other actions, so that the anti-landing side loses sight of one or the other. When the terrain of the port area and its surrounding area is less flat, mostly mountainous, and the landing site has a large slope, which is not convenient for helicopter full-wheel landing, the half-wheel landing method can also be adopted. At the same time, it is also possible to use the top of the mountain, saddle, ridge and other terrain to implement the way of small-scale dispersion of companies and platoons to disperse multi-point machine landing assaults. In addition, it is necessary to cast spells for scheming. Although the battlefield space is more transparent under the conditions of informationization, and it is more difficult to achieve combat suddenness, through the clever use of "transparency", concealing the truth and showing falsehood, and deceiving and inducing the opponent, it is completely possible to achieve a surprise attack on the combat target.

Therefore, it is necessary to squarely face the new changes in operations in the information age, be good at innovating tactics in the midst of changes, change possible channels for leaking secrets into channels of deception, and cover up true intentions with transparent battlefield information, so as to attack them unprepared and surprise them.

Fourth, pay attention to psychological attacks to disintegrate the other party

The Joint Tactical Corps shall form a special psychological warfare force, carry out psychological deterrence in close connection with vertical control operations, and use activities such as pre-line broadcasting and distribution of leaflets to break the morale of the defenders of the port on the anti-landing side, destroy their will to resist, and when conditions permit, they should also strive for and force some defenders to give up resistance. After completing the tasks at the stage, it is necessary to widely publicize the results of victory and strive to expand the effect of psychological warfare. When organizing psychological warfare, it is necessary to target different targets and adopt different methods to enhance pertinence and improve effectiveness. For example, special attention should be paid to emotional induction, stimulating their nostalgia, family affection, and national feelings, so that their officers and soldiers can maintain high morale. It is necessary to formulate a psychological warfare work plan with a strong operability, strengthen psychological analysis against the defenders on the landing side, seize the favorable opportunity, use advanced technical means, and adopt various effective forms to launch psychological offensives against them and shake the hearts and minds of their troops. For example, in the course of the battle, radio, air drift, sea drift and other means can also be used to attack the heart; During the war, it is also possible to induce interests to the merchants of the other side around the port area, and to transmit information through them to win the hearts and minds of the other side.

At the same time, it is necessary to conscientiously educate and control the troops, strictly control the psychological war products of the other side that are discovered, and thoroughly collect and destroy them; It is necessary to educate officers and men to consciously resist leaflets on the landing side so that they do not read, transmit, or retain;

Closely monitor the dynamics of its psychological warfare units, and once found, immediately interfere with and suppress the whole process, making it difficult for its psychological warfare radio to play a role. The landing side must strictly implement the policy of the masses and the policy of preferential treatment of prisoners, display the good image of our own army with practical actions, win the hearts and minds of the people, and promote the smooth progress of the operation.

Fifth, careful support and sustained release of operational capabilities

The joint tactical corps seized control of the vertical assault operation in the port, and the ground assault unit (branch) of the vertical assault had limited equipment and weak carrying capacity, and was isolated behind the enemy and far away from the main force, and in the course of the battle, it could only rely on air transport to implement a limited number of supplements, coupled with the unfamiliar battlefield environment and the weak mass base, it was very difficult to rely on air support from higher levels or on-site support. Therefore, commanders of the joint tactical corps must conscientiously study the new characteristics of support under the conditions of informationization, adopt practical and feasible support measures and methods, and carefully organize various supports to ensure the continuous release of combat energy.

The first is to create an extensive and generalized combat support system that is intensive and precise. Operational support is a general term for the various guarantee measures and corresponding activities adopted by the army in order to smoothly carry out combat tasks. For the vertical assault and control of port raid operations with the participation of multiple services and arms under the conditions of informationization, the support shows a non-linear, irregular, all-dimensional, and immediacy, and to a certain extent, the quality of operational support determines the success or failure of the combat operation. Build a reliable communication support network. When organizing vertical assault and control operations, once communications are destroyed and interrupted, it will inevitably lead to a decrease in overall effectiveness and will most likely affect the overall victory of the operation.

Therefore, in accordance with the characteristics of the vertical assault and control of port operations, we must focus on solving the command and communication links in the stages of assembly and loading, air transportation, land assault, and zonal search and suppression and seizure of control, and establish a stable and reliable command and communication network. In the stage of assembling and carrying passengers: It is necessary to adopt the method of "wired as the mainstay and combining various means", and a multi-point network of wired communications and waving networks should be established in the area where the vertical assault unit (branch) is assembled, the helicopter is configured, and the passenger area is mainly composed of a national defense wired communication network and a temporarily laid local wired communication network. For those who do not have the conditions, they can temporarily set up line lines, and use communication terminal confidential equipment at all levels to implement physical shielding. When the wired communication network is destroyed by the other side, it can also use the local encrypted wired communication facilities or simple communication methods to implement roundabout communications to ensure the smoothness of command communications, and try to avoid the use of radio communication methods to effectively conceal operational attempts.

Air Transport Stage: It is necessary to focus on the radio communication equipment of the Army Aviation Unit, establish an air-ground integrated air transport command and communication network, and organically integrate the ground command station and the air transport platform. It mainly relies on ground field stations, single-channel ground-to-air radio communication stations, multiple high-frequency radio stations, frequency hopping communication equipment, regional satellite communication equipment, etc. The communication command of the air transport formation is mainly based on the airborne high-frequency radio, and when it is disturbed, the frequency-hopping radio carried by the airborne landing unit (sub-unit) can be used to carry out command. Where conditions permit, communication satellites may also be used to implement mobile communications or regional satellite communications to ensure command during air transport. Since radiocommunications are vulnerable to interference by the enemy, the use of radiocommunications is avoided as much as possible under the premise of the original air transport plan in order to effectively conceal operational attempts. **Land Assault Phase:**

It is necessary to form a communication command network through the army's field communication network, a helicopter air transmission system, and a tactical satellite communication system. Land assault forces can use the radio stations carried with them when maneuvering, deploying and assaulting on land, and call for fire support and combat support through the network; Special detachments can use them to complete tasks such as guiding firepower attacks and follow-up aircraft landings, and local assault detachments can also use their networks to implement coordinated command to ensure the coordination and orderliness of ground assault operations. In the stage of sub-district search and suppression: It is necessary to form an efficient interconnection network between the forward command post, the army field communication network, and the helicopter air transmission system. Ensure the uninterrupted fire support and the continuity of troop mobility. In addition, the command and communication network of the above four stages should establish direct contact with the basic command post so that the operation can be coordinated under the effective control of the basic command post, and there should also be a communication channel between the four command and communication networks, so that the combat operations at all stages can be closely linked and closely coordinated.

Deploy a real-time and accurate intelligence information network. Vertical assault detachments operate in the harbor area and the depth of port defense, and timely grasp the changes in the battlefield situation, which is very important for vertical assault operations. The demand for intelligence information is diverse and wide-ranging, so it is necessary to recruit the intelligence information support forces of vertical assault operations into the intelligence information support system of the higher level and establish a unified intelligence reconnaissance support system. First of all, according to the operational needs, a unified intelligence reconnaissance plan was drawn up. The main basis for the proposed system is the background of the operation, the possible stages of operation, the capabilities of the reconnaissance detachments to which the units of each service and the armed forces belong, the reconnaissance equipment equipped with the equipment, the reconnaissance purpose to be achieved, and so on. The main contents of the reconnaissance plan include: intelligence information that needs to be obtained at various stages, such as assembly and loading, air transportation, land assault, and divisional search and suppression;

The task distinction between ground reconnaissance detachments, radio reconnaissance detachments, radar reconnaissance detachments, air reconnaissance detachments and other reconnaissance forces; The timing of reconnaissance dispatch by reconnaissance detachments of various services and the main means of reconnaissance adopted; Methods of communication; Time frames for completing intelligence reconnaissance missions, etc. Second, optimize various reconnaissance forces and form a diversified intelligence reconnaissance system. First of all, the existing reconnaissance forces should be concentrated, and in accordance with the performance of their reconnaissance equipment and their mission specialties, a radar reconnaissance network and a radio technology reconnaissance network should be established in the entire combat area, and various reconnaissance networks should be connected to each other to form a combat reconnaissance system that criss-crosses and integrates high and low levels. Second, it is necessary to establish an intelligence reconnaissance network that combines the services and arms. With the help of the unique reconnaissance forces of each service and service, a three-dimensional and multi-dimensional intelligence reconnaissance network has been formed in which the remote, medium, and close forces are connected, and the high, medium, and low are coordinated. In addition, it is possible to contact the theater and national intelligence reconnaissance networks to provide strategic intelligence reference for local combat operations. Third, adopt flexible and diverse reconnaissance methods and means. Vertical assault operations will require different intelligence support at different stages of operations, for example, in the operational preparation stage, it is mainly necessary to find out the strength, number, organization and equipment, defensive deployment, fortification obstacles, etc. of the enemy defending the port; In the operational implementation stage, it is necessary to focus on ascertaining the enemy's possible reinforcements, the direction of the counterattack, and the situation that poses the greatest threat to us. It can be seen that the intelligence needed for combat is of various types and in many aspects, while different intelligence needs to adopt different reconnaissance methods and means, such as the deployment of the enemy's troops in defense, which requires photographic reconnaissance, and the enemy's informationized weapons and equipment combat technology performance, advanced technical reconnaissance methods and means must be adopted. Therefore, it is not possible to rely mechanically on a certain reconnaissance method and means, but must be flexibly applied at different stages according to different intelligence needs.

Accompanied by the development of a global three-dimensional and efficient meteorological support network. Meteorological conditions are an important factor restricting vertical assault and control operations, and the joint tactical corps should attach great importance to the meteorological data of the combat area, comprehensively analyze the impact of meteorological factors on vertical assault operations, and strive to make the vertical assault time required by the combat process consistent with the combat time allowed by meteorological conditions. First of all, it is necessary to build a meteorological support mechanism for the joint operation of the military and the cooperation between the military and the local government. Vertical assault and control operations have great demand for meteorological support and high precision. Relying solely on the establishment of a small number of meteorological support detachments and equipment by the Army Aviation Unit will not be able to meet the needs of surprise operations. Therefore, a certain number of meteorological support organizations should be strengthened so that they have sufficient meteorological support capabilities. Second, with the help of the advantages of other services and local meteorological departments, we should build a meteorological support mechanism for the joint service and the cooperation between the military and the local government. Through the combination of the services and the cooperation of the military and the localities, a meteorological support mechanism with interconnection between the military and the localities and complete functions has been formed to meet the various needs for meteorological support in the vertical assault and control of port operations. Third, around the main operational areas and important operational stages of the port, the implementation of focused meteorological support. When organizing meteorological support, it is necessary to implement focused support according to the different stages of the operational process. In this area, which is from the area of assembly and loading to the area of the predetermined assault, the distance is long, the shelter is small, and the impact of meteorological changes is large. Therefore, the place is the focus of the implementation of meteorological support, and the strength should be tilted. The meteorological support of the airborne landing site area is a difficult point in support, mainly because the enemy situation threat is relatively large and there are few observation points, so a variety of ways should be adopted to accurately grasp the changes in its meteorology, timely feedback information, and ensure a smooth landing.

In addition, after the landing of the first vertical assault detachments, there are subsequent batches landing one after another, so it is necessary to implement meteorological support that accompanies the whole process to ensure accurate meteorological change information. In the operational implementation stage, for example, during the firepower strike period in the land assault implementation stage, a variety of control and measurement methods should be adopted, so as to grasp the trend of changes in the weather of the firepower strike airspace, and provide reference for adjusting the firing direction and revising the firing elements in a timely manner. Because the artillery shooting effect is greatly affected by the weather, when the wind direction turns smooth and the air density becomes lower, it is easy to appear long-range bullets, and when the crosswind is strengthened, it is easy to appear deflection.

The second is to build a logistics equipment support system that has changed from quantitative scale to network aggregation efficiency. The form of port operations under the conditions of informationization has promoted the continuous changes in logistics equipment support, and the original number of large-scale support has become more and more unsuitable for the battlefield environment, which has changed the support method from quantity scale to network aggregation efficiency into a development direction. In order to successfully complete the task of supporting logistics equipment, the joint tactical corps must properly grasp these characteristics and laws and seek countermeasures corresponding to them. First, we must make scientific predictions and make full preparations. Therefore, in order to gain the initiative in logistics and equipment support, we should scientifically predict the timing and location of vertical assault operations before the war, especially the logistics and equipment support departments of motorized infantry units and helicopter units that may assume vertical assault combat tasks, formulate corresponding logistics and equipment support plans around the vertical assault tasks that their own units may undertake, and make preparations for various support in advance according to the plan. Second, it is necessary to optimize network matching and achieve multi-dimensional distribution guarantee.

Under the conditions of informationization, vertical assault operations have a large number of support forces and a complex composition, and the logistics and equipment support for operations will be a series of logistics and equipment support activities for various combat operations in a wide-area space by a system composed of multi-service arms, multi-specialized logistics, and equipment support forces. Therefore, in order to give full play to the overall support power of various forces in the multidimensional space, we can adjust and optimize the network distribution and links, shape the dynamic combination of the network environment, track the operational process and changes in the situation, and then dominate the division, integration, aggregation, and dispersion of the support forces, closely coordinate the various support forces, give play to the overall support efficiency of the support system, and form a support synergy. Third, it is necessary to rely on network distribution and implement key guarantees. It refers to optimizing support resources according to the battlefield integrated command platform and focusing on my support priorities at different stages. For example, in the organizational preparation stage of the vertical assault and control operation, the focus is on the assembly and carrying support of our personnel and equipment, and in the implementation stage of the combat operation, the focus is on the support of air transportation and ground assault operations, and the focus of support is adjusted in a timely manner as the course of operation and the situation on the battlefield changes. Fourth, it is necessary to use network matching to implement timely and continuous guarantees. Because vertical assault operations are operations that are deep and deep, the ammunition and supplies carried with them are limited, and the ability to continue to fight is greatly restricted, and it is more difficult to provide support than other combat methods. Therefore, it is necessary to closely link, cooperate and coordinate the support activities at different stages. It is necessary to have a variety of contingency plans, adopt a variety of support methods and means, and complement each other. It is necessary to give full play to the informationized command platform and means of communication to maintain close ties with all command posts and all departments (detachments) and to keep abreast of the course of operations, the development and changes in the battlefield situation, and the needs of the troops,

and always grasp the initiative in logistics equipment support for vertical assault operations.

Appendix: An Analysis of Examples of British Port Landings in the Anglo-Argentine War

From 2 April to 14 June 1982, the Anglo-Argentine War broke out in the South Atlantic. In this war, the Argentine Navy and Air Force were almost entirely mobilized, with a total of 65,000 troops participating in the war, including about 13,000 ground combat troops; The total strength of the British army was about 35,000 people, of which about 9,000 were landing combat troops. In this war, the British army was sunk 6 ships, 12 damaged, 34 aircraft were lost, more than 1200 casualties and captured, and the Argentine army had 5 ships sunk, 6 ships damaged, 13,700 casualties and captured, the outcome of the war was marked by the British reconfiguration of the Malvinas Islands and the victory of the entire war. In the Anglo-Argentine War, the British army successfully carried out the port landing operation with the port of San Carlos as the breakthrough point, and the British army first captured the port of San Carlos through sea plane landing and vertical landing in the air, and then within 48 hours, used this port to ensure the rapid landing of 5,000 people, and finally won the victory of the landing operation.

First, the battlefield environment of the Falklands

The Falklands, also known as the Falkland Islands, is an abbreviation for the Malvinas Islands, located at latitudes 51°40 to 53°S and longitudes 57°40 to 62°W,

situated in the waters of the South Atlantic Ocean east of the southern tip of Argentina, about 510 km at the closest to Argentina, about 480 km northeast of the southern tip of South America, about the same distance east of the Strait of Magellan, and about 13,000 km from the British mainland. It consists of 346 islands and reefs, its area is about 12,800 kilometers, and its capital is Port Stanley, also known as Port of Argentina. Before the opening of the Panama Canal in 1914, the Strait of Magellan was the main sea route connecting the Atlantic and Pacific Oceans, and the Falklands were located at the throat east of the Strait of Magellan, which was a necessary place for ships passing through the Strait or bypassing the Cape of Good Hope, so its strategic position was very important. After the opening of the Panama Canal, the Falklands became an important stronghold in the South Atlantic and a maritime outpost in the south of the South American continent, and its strategic position should not be underestimated. There are 15 long-lived islands in the Falklands, of which there are mainly two large islands, which are separated by the Falkland Strait. One of them is located in the east called Soledad Island, also called East Falkland Island, referred to as the East Island, with an area of about 6760 square kilometers; The other in the west is called Great Malvinas Island, also known as West Falkland Island, or West Island for short, with a surface of about 5280 square kilometers. There are two east-west running mountain ranges on the East Island, the highest peak is 705 meters, which is the highest point of the whole island, and the East Island is relatively gentle, mostly plain and hilly. The West Island is mostly mountainous and rugged, and the highest point of the West Island is Adam Mountain, which is about 700 meters above sea level. The Falklands has an oceanic climate with an average annual temperature of 5.5 °C, the highest average temperature of 18 °C and the lowest average temperature of minus 4 °C. The island has a humid climate, and due to the high dimensions of the southern hemisphere, the day in winter is only 9 hours a day, while the night is as long as about 15 hours.

The island is inaccessible, with only one simple road and dirt road, which is mainly used to connect traffic between ports. From The Port of Argentina there are easy roads to Darwin Harbour, San Carlos Port and Port Louis. The port of San Carlos, in the northwest of the Falklands, is the weakest port of the Argentine army, which is relatively sparsely populated, there is no fortification and coastal fortifications and anti-landing obstacles, the Argentine defense force is only about 50 people, and they are scattered in the coastal posts around Fanning Point. The hydrological and beach conditions near the port of San Carlos are conducive to landfall, and the terrain of the island is convenient for the establishment and consolidation of landing fields, which is located in the northern mouth of the Falkland Strait, 80 km from the port of Argentina on the island and 40 km from the port of Darwin.

More than 13,000 people were deployed by the Argentine army on the Falklands, including 4 battalions and support detachments in the Port of Argentina and Mount Kent areas, totaling more than 9,000 people; 1 battalion and support detachment were deployed in Darwin Harbour and Gusgrain area, totaling more than 1,700 people; About 50 people at The entrance to the Port of San Carlos at Cape Fanning; One battalion and support detachment were deployed on Fox Bay and PepperLe Island on the West Island, with a total of more than 2,000 people. The Argentine army expanded the Argentine port and built fortifications, the port has a strong air defense combat capability, and the Argentine army's island defense headquarters is located in the Argentine port.

Second, The landing operation at the port of Falklands

The entire Falklands War was roughly divided into three stages: the first stage was when the Argentine army recaptured the Falklands and the British army carried out strategic development. This stage lasted from April 2 to April 30, 1982, during which the Argentine side held the initiative in the war relatively, and the main activity of both sides was the occupation of the Falklands by the Argentine army and the use of special forces by the British army. The mixed fleet set out to seize the forward base in the South Atlantic, completed the deployment of the 200-nautical-mile sea and air blockade around Tsushima Island, and announced the imposition of a total blockade.

In the second stage, Britain and Argentina competed for air and sea supremacy in the combat area, and the two sides engaged in a deadly contest. This stage lasted from May 1, 1982 to May 20, 1982, during which the British army continuously expanded the sea and air blockade, the Argentine army tried its best to counter the blockade, and the two sides fought fiercely for air and sea supremacy in the combat area. On May 7, the British army extended the naval and air blockade to 12 nautical miles off the coast of the Argentine mainland, and by May 20, the British army basically achieved the purpose of blocking the Falklands and weakening the Argentine army on the Falklands, and made preparations for landing operations. In the third phase, the British army carried out landing assaults and island offensive operations. This phase lasted from 21 May 1982 to 14 June, during which the main operational operations of the British army were the implementation of island landing operations, island maneuver operations and siege operations against Argentine ports, which eventually led to the defeat of the Argentine army, the declaration of surrender, and the end of the Anglo-Argentine War.

In the third phase of the landing operation, the British army took the landing operation at the port of San Carlos as a breakthrough point, and laid the foundation for victory by establishing a landing field to ensure the continuous landing of follow-up troops to develop the island attack. The course of the landing operation at the port of San Carlos is as follows:

On 20 May 1982, after United Nations Secretary-General De Cuéliard declared that mediation had failed, Britain immediately issued a statement that it would no longer conduct diplomatic negotiations to resolve the Falklands dispute, and claimed to "immediately land on the Falklands and capture the whole island within 2 weeks."

In the second phase of the war, the British army carried out a 20-day long preparation for landing operations, and its landing deployment was: dividing the landing troops into two echelons, the first echelon was an amphibious assault echelon, mainly composed of about 5,000 combat, support and support units such as the 3rd Marine Brigade, and the main combat task was to make a surprise landing from the port of San Carlos and its nearby beaches, and after seizing the favorable terrain of the port of San Carlos and its nearby coast, the landing field was established, and then the troops were divided into two roads, respectively, to attack the port of Argentina and the port of Darwin; The second echelon is a follow-up echelon, mainly composed of about 4,000 people from the 5th Infantry Brigade and the Support and Support Detachment, and its main combat task is to use its established landing field to quickly land after the amphibious assault echelon has landed and develops in depth, and cooperate with the amphibious echelon to develop an attack in depth to the Argentine army and jointly capture the Falklands.

In the early morning of 21 May, in order to cooperate with the sea landing operation, the British first used the airborne assault team to secretly carry helicopters to quietly land near Fanning Point at the northern end of San Carlos Bay, in one move annihilating the surveillance posts and vigilance detachments of the Argentine army, and before the amphibious assault group rushed to the beach to land, it eliminated all kinds of obstacles laid by the Argentine army, destroyed the coastal defense facilities of the Argentine army, opened up the passage between the waterline and the shore beach in time, and at the same time made preparations for the landing troops at sea. Approaching dawn, the British took advantage of the darkness of the night to quickly sail the landing fleet to San Carlos Bay. At 06:30, about 1,000 people of the Ying Landing Assault Echelon debarked from the sea to landing craft, armed clippers and helicopters to carry out multi-point, multi-batch sea landings and vertical landings on the beaches defended by the Argentine army. The vanguard detachment was in a group of 10 people, taking a small landing craft to rush to land, in the process of impact, the British army almost did not encounter any resistance, and successfully implemented the beach landing, which compared with the previous landing operations in the backwater attack, in the process of grabbing the beach, there were a large number of casualties in the process of landing, it really surprised the British army.

After the British army landed, it quickly attacked and searched for the remnants of the enemy, and soon seized the favorable terrain of the port of San Carlos and its vicinity, after 4 hours of rapid action, the British army established a landing field of about 25 square kilometers, and at the same time stepped up the construction of fortifications, organized the vigilance and air protection in the landing field, repaired the port dock, and laid a simple helicopter landing field with steel plates, thus creating favorable conditions for the landing of the subsequent echelons. Although the Argentine army carried out many air raids on the British army in an attempt to save the war, the general trend was gone. In the following 48 hours, the British landing force has reached about 5,000 people, the landing materials have reached 32,000 tons, by the 25th, the British landing field has been expanded to about 10 kilometers in front, about 15 kilometers in depth, a total area of 150 square kilometers, at this point, the British landing operation was over.

Third, The main enlightenment of the Port landing operation in the Falklands

In the Anglo-Argentine Island War, the British landing operation was first launched in the form of a port landing operation, and in the landing operation, because the combat plan reached the enemy's surprise, coupled with the relatively full preparation for the landing operation, although the confrontation between the British and Argentine armies in the port operation was not very fierce, some good practices of the British army are still worthy of our serious study and study, from which we can get a lot of appropriate inspiration.

(1) Seizing comprehensive control of the battlefield and opposing the landing party to implement first control and then landing is the key to seizing victory in port landing operations

When it was decided to carry out the landing operation, the British were faced with a choice between directly capturing the Falklands and first sealing and then seizing. Judging from the battlefield situation at that time, the British army already had the momentum and ability to directly seize the Falklands, and the British army also saw the advantages of directly seizing the Falklands and being able to greatly speed up the process of the entire Falklands War, which was most in line with the operational policy of "rapidly retaking the Falklands" put forward by the Cabinet of Wartime. The reason why the British wartime cabinet proposed the operational policy of "rapid reoccupation of the Falklands" was mainly based on the fact that the southern hemisphere would enter the harsh winter at that time, and the Falklands was close to the Antarctic, and in the severe winter season near the Antarctic, the British army's operations must be decided quickly. The commander of the British army in charge of specific operations saw that it was extremely unfavorable for the British army to carry out landing operations without the sea and air firepower of the Argentine army being severely damaged. Therefore, the British army resolutely made up its mind to seal first and seize later. The British army carried out a naval and air blockade of the Shima Island and the Argentine coast beyond 12 nautical miles, and carried out key firepower strikes on the Airfields, Radar Stations, and military facilities on the Falklands. After seizing comprehensive control of the battlefield, the British also seized the initiative on the battlefield. In the Battle of the British-Argentine Islands, because the British army successfully seized the air, sea and electronic powers, ensured the implementation of an all-round naval and air blockade against the Argentine army, completely isolated the Argentine army on the Falklands, eliminated the threat of the Argentine army's naval and air forces before the landing operation was launched, and thus firmly grasped the initiative on the battlefield, and the victory in the final landing operation completely proved that the operational policy of first controlling and then landing was extremely correct.

(2) Surprised by the enemy and chosen to land at a weak place is an important guarantee for ensuring the victory of the port landing battle flag

On May 20, 1982, the British announced that they would "immediately land on the Falklands and capture the whole island in 2 weeks", which marked that the horn of the British landing operation had been sounded, but from where and how to board? It was a key consideration of the British commander, and from the perspective of the battle plan at that time, the British army prepared two sets of plans for comparison.

The first option was to attack the Argentine port from the direction of Bluff Bay, south of The Argentine Port. The advantages of this plan are: First, the beach near Bluff Bay is relatively straight and wide, the bottom of the shore beach is better, which is convenient for amphibious forces to fight, the battlefield capacity is large, and it is convenient to invest more troops at one time to grab the beach and land. Second, after the landing forces landed on this beach, they could directly direct the attack on the Argentine port, the capital of the Falklands, so that they could directly take the key targets of the Argentine army. Third, the axis of attack is relatively short, which can achieve the purpose of a quick battle and a quick decision. Fourth, because the Argentine port protrudes outward, after landing troops land from the direction of Bluff Bay, they directly attack to the north, which can cut off the connection between the Argentine port and the outside world, not only cut off the retreat of the defending enemy in the Argentine port, but also block the Argentine army reinforcing the Argentine port, and can achieve the purpose of quickly splitting and isolating the defenders of the Argentine port. Fifth, it is convenient for sea and air firepower to effectively support landing operations; east of the Argentine port is the Atlantic Ocean, and its sea surface is wide, which is convenient for the deployment of all kinds of ships of the navy, and the Argentine port is suitable for identification, which is very convenient for coordination between the navy and air force and the landing troops, and is also convenient for rapid support for the landing troops from the sea. The biggest shortcoming of this plan is that this area is the key defensive area of the Argentine army, because it is the capital of the Falklands, so the Argentine army has deployed heavy troops here, and the entire Falklands Argentine army has deployed more than 13,000 people, and in the area between the Argentine port and the Kent Mountain on the west side of the Argentine port, the Argentine army has deployed 70% of the troops, a total of more than 9,000 people, which is obviously a strong point for the Argentine army in this area.

Second, the Defense System of the Argentine Army in the Port of Argentina area is very complete, and the Argentine Army has set up a large number of permanent fortifications here, forming the "Gartieri" defense line, and setting up a large number of water and beach obstacles in the port and nearby beaches.

The second plan: to implement the landing from the direction of Fanning Point, directly using the port and airport to implement a combination of flat landing and vertical landing to seize control of the port of San Carlos. The advantages of this plan are: First, to cut from the weak point of the Argentine army, the port of San Carlos is the final weak part of the defense of the entire Falklands of the Argentine army, and the success of the landing from this direction is very certain. The second is to facilitate the direct landing of the port of San Carlos, once the port of San Carlos is quickly captured, the port equipment can be fully utilized to ensure the follow-up troops, especially the heavy equipment used in the port terminal to quickly unload and land, and the port as an important landing and transportation base. Third, landing from the port of San Carlos can achieve the effect of surprise, because the west of the port of San Carlos is the Falkland Strait, facing the island of The Great Malvinas, and each other's horns, the Argentine army believes that the British army can not land here at all, that is, the Argentine army is neglectful. The fourth is to land in the port of San Carlos to facilitate the implementation of deceptive operations, making it difficult for the Argentine army to determine the true intentions of the British army, and facilitating effective countermeasures in the direction of the port of San Carlos from other directions. Fifth, the conditions of the beach near the port of San Carlos are also relatively good, which is convenient for amphibious forces to quickly grab the beach and land. The biggest shortcoming of this plan: First, landing from the port of San Carlos, the axis of attack to the Argentine port, the key target of the Argentine army, is the longest, and it is necessary to attack through layers of attacks before the Argentine port can be captured.

Second, it was impossible to achieve the goal of a quick war and a quick decision, which was inconsistent with the operational policy set by the British wartime cabinet.

Through constant weighing of pros and cons, the British supreme commander chose the second set of combat plans according to the actual situation of the battlefield and after careful consideration. Through the actual battle that followed, it was proved that the choice of the British commander was extremely correct. The British army chose to open the knife from the weak place, quickly seized the beachhead, and gained a foothold, especially the rapid capture of the port and the airfield, which ensured the rapid landing of the follow-up troops on the island, which also maintained the continuous combat capability of the troops, thus laying a solid foundation for the victory of the landing operation on the entire Falklands.

(3) The implementation of extensive deceptive, pretentious and camouflage measures is the basic method and the means of achieving unexpected actions by the enemy at the port landing

In order to achieve the suddenness of the landing operation in the port of San Carlos, the British army took a series of deceptive measures: First, it carried out extensive public opinion deception, which could not be shown. In order to conceal the real attempt to land in the port of San Carlos, the British deliberately spread through various media many unfavorable factors for the landing in the western part of the East Island, which seemed to tell people that it was impossible for the British army to land from the port of San Carlos, but chose the landing area on the beach south of Port Stanley. The second is to carry out frequent pretense in the fake landing areas and carry out loud attacks from the east to the west. In order to create the illusion of landing on Port Stanley, the British army frequently went out to bomb Port Stanley and dispatched warships to shell Port Stanley, and at the same time dispatched thousands of Marines and paratroopers to carry out multi-point and multi-means offensive attacks on the Argentine army, so that the Argentine army could not judge the true intentions of the British army.

The third is to carry out high-intensity electronic warfare against Argentine and strict information control on our own side. At the same time, in order to prevent their own communications from exposing their own communications, the British army carried out strict control over all kinds of communications and contacts of troops in the theater, and timely carried out radio camouflage and manipulation to electronically deceive the Argentine army. The fourth is to take the means of hard destruction to attack the reconnaissance and early warning system of the Argentine army, so that the Argentine army will become deaf and dumb. Before the landing was launched, the British army used joint naval and air firepower to focus on attacking the radar stations and observation posts of the Argentine army, and promptly knocked off the eyes and ears of the Argentine army, thus creating a favorable fighter for the landing operation.

(4) The implementation of multi-point rapid landing and the rapid projection of combat forces to the other shore are important guarantees for winning victory in port landing operations

Before the port landing was launched, due to the full preparation of the British army, the Argentine army did not know where the main landing direction of the British army was. At the time of the launch of the port landing, the British amphibious landing assault force took landing craft, armed clippers, and amphibious vehicles to implement multi-site and multi-point beach landing, and the airborne detachment took helicopters to implement multi-point vertical airborne landing. In order to cooperate with the landing forces, the British army carried out landing operations in the port of San Carlos, used aircraft and warships to bomb Argentine Port, Guslin, Port Howard, Fox Bay and other places, and used part of the landing force to land in Darwin Harbor, Port Louis and Lone bay to carry out a diversionary attack on the Argentine army, through this series of deceptive means, distracting the attention of the Argentine army, making it difficult to determine the landing location, scale and combat intention of the British army.

Due to the influence of the British army's deceptive operations, the Argentine army misjudged the British military's combat intentions. The Argentine army concluded that the British army would land in the port of Argentina, so the Argentine army deployed its main force in this direction, and deployed three-quarters of the Argentine army in the Argentine port area, resulting in the British landing at the port of San Carlos, the Argentine army had no way to do anything.

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Dear Readers,

In order to actively explore the difficult issues of joint operations, through long-term teaching and scientific research practice, we have published this monograph summarizing the teaching and scientific research results. In order to thank our readers for their love over the years, we dedicate high-quality books to you with 70 grams of printed paper and exquisite covers. If you need the above books, please contact us and do not purchase pirated books with incorrect proofreading and poor paper. At the same time, all monographs are not published in any electronic version, and we will defend our copyright rights once discovered.

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I wish you good health! Live happily! Learn to progress! May your work improve!

Author

October 28, 2015 in Nanjing

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