

## Chapter 5-Phase Two: Land Navigation

### 1. CONCEPT

Candidates will demonstrate their individual proficiency in navigating from one point to another, while dismounted, without the aid of electronic navigation devices. Candidates must pass day and night land navigation to receive a GO for this event. Failing land navigation will eliminate the Candidate from the EIB test. **This event is not re-testable.**

### 2. CONDITIONS

#### Candidate Conditions

Candidates will have a 1:50,000-scale military topographic map, lensatic compass, protractor, and writing instrument.

They will be provided with a score sheet, four 10-digit grids of the points they must find, a 10-digit grid to their known release point, and a 10-digit grid to their end point. Units must have a calibration site for the Candidates to verify their compass. Units must provide two 100-meter pace count verification areas (one on open terrain and the second on varying terrain that best represents the land navigation course). Candidates will complete both iterations while in the EIB uniform and will be checked upon arrival to ensure they have no electronic equipment to assist them. If the Unit desires that Candidates have a cell phone, they must be turned off and sealed inside a non-transparent mailing envelope, evidence bag, etc.

#### Land Navigation Course Conditions

The navigation courses utilized for train-up and testing must have all points validated through a site survey conducted by an Engineer/Field Artillery Unit. If unable to use a validated course, validation may be accomplished as follows:

- At least two Army issued GPS devices to obtain a ten-digit grid per point: less than 20-meter difference between devices.
- All GPS devices used in the validation of the course must be the same model. Using a DAGR and a PLGR together to validate a course would not be acceptable due to the accuracy differences.
- Courses will not be validated with civilian GPS models under any circumstances.
- Unit will make all efforts to use two different land navigation courses for train-up and testing. If the same land navigation course is used, the Unit will need to change the location of all points prior to testing.

The EIB Board is responsible for certifying the navigation course prior to the start of train-up and again before testing. Certification differs from validation process and consists of having EIB Graders negotiate each lane to confirm:

- All points are present, in good condition, and have a reasonable expectation of being located.
- The validation parameters from previous surveys remain in effect.
- All points are equipped with a unique navigation punch to ensure Candidates were physically at the point.

Lanes consist of a known release point, four navigation points, and a known end point (may be same as release point). Units may create as many release points as necessary based on the number of lanes/Candidates. **The distance between points is 800-1000 meters during day and 600-800 during night. The total distance of a lane will not exceed 4500 meters during day and 3500 during night.** The total includes the distance traveled from the Release Point to the End Point. At the discretion of the EIB Board, navigation points may be marked at night with reflective material. Units are **NOT** authorized to use artificial illumination devices to mark individual points. The Unit will not use a self-correcting course during testing; no points will have any identifying grid locations. The points must be clearly visible and free of obstructions within a 10-meter radius. No Candidate will have any of the same points during testing that they had during training.

The NCOIC must have a spreadsheet that clearly shows all the requirements outlined in this paragraph; this spreadsheet will be inspected during validation. Day navigation will be conducted after sunrise and before End of Evening Nautical Twilight (EENT). Night navigation will be conducted after EENT and before sunrise.

### 3. STANDARDS

The following standards will apply for all Candidates conducting the land navigation course both Day and Night:

- Candidates stage at a known release point after receiving their points, course orientation brief, and safety brief. At the direction of the land navigation NCOIC/OIC, Candidates will be given the signal to start, and official timing will begin. No candidate will have an identical lane to another candidate in the same

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start time iteration cohort and a gap between iterations will occur. Units may use a staggered release to provide better control/reduce congestion.

b. Candidates record the identification for each of their navigation points as well as punch their score card with the punch provided at each point. Candidate must have their map and scorecard upon return.

c. Candidates have three hours to correctly locate three out of four of the navigation points on their lane, return to the end point, and report to the EIB Graders. Upon reporting to the Graders, the Candidate's completion time will be recorded on the score card. Candidates will not be permitted to re-enter the course, even if they have returned before time has expired.

Candidates failing this task will be segregated in a holding area until they can be processed by the NCOIC/OIC, followed by the EIB NCOIC/OIC for out-processing. No Candidate who fails land navigation will continue with Phase Three.