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**ROAD TO WAR NARRATIVE**

**OLVANA / AKSALA**

**Updated 21 NOV 2023**

THE ROAD TO WAR IN THE ARCTIC: OLVANA AND AKSALA

**Section I—Background**

*The Arctic is today the fastest growing region in the world – each of the Arctic nations is actively pushing for the opening of settlements, increasing military activity, expanding resource exploitations, and generally staking claims with humans in the High North.*

**From the United States Army Chief of Staff Paper #3: Regaining Arctic Dominance**

The Arctic has the potential to become a contested space where United States’ great power rivals, Donovia and Olvana, seek to use military and economic power to gain and maintain access to the region at the expense of US interests. Donovia seeks to consolidate sovereign claims and control access to the region. Olvana aims to gain access to the Arctic resources and sea routes to secure and bolster its military, economic, and scientific rise. There are four drivers of great power competition in the Arctic: (1) military developments, (2) energy resources and minerals, (3) transportation, and (4) food security.

• Military. The Arctic is essential to Donovia’s military power. Donovian military developments in the region are by far the most advanced driver of great power competition. Olvana has described the Arctic as a new strategic frontier (alongside space and the seabed) where there is “undetermined sovereignty,” suggesting a justification for access and presence in the high North. Sovereign ambiguity allows Olvana to justify access to the region and potentially utilize military means to do so.

• Energy and Minerals. According to most estimates, the Arctic is home to 13% of the world’s oil, or 90 billion barrels, as well as 30% of the world’s natural gas, an estimated 47 trillion cubic meters. Additionally, the Arctic has vast deposits of base metals (aluminum, copper, iron, nickel, and tin), precious metals (gold, platinum, and silver), precious stones (diamonds), other minerals (apatite, graphite, and gypsum) as well as uranium. Perhaps most importantly to digital societies around the world, the Arctic is also a source of rare earth metals (dysprosium, neodymium, and praseodymium). These metals allow the miniaturization of components for aircraft engines and advanced weapons as well as televisions, smart phones, laptops, cars, and cancer treatment drugs.

• Transportation. As noted, there has been a ~40% reduction in Arctic Sea ice index over the last four decades during the warmer months (June-July) and ~10% in the colder months. As sea ice extent recedes to record levels, there is interest in exploring the potential for new trans-Arctic shipping. The Northern Sea Route (NSR), Northwest Passage (NWP), and the potentially new Central Arctic Shipping Route (CASR) across the North Pole are possible future highways of maritime commerce. All routes cut the travel time between Europe and Asia while avoiding maritime chokepoints including the Strait of Malacca, the Bab al Mandeb, and the Suez Canal.

• Food Security. New fishing opportunities are an economic resource to both Arctic and non-Arctic states. Thick, multi-year ice, fishing moratoriums, and regional fisheries organizations have kept commercial fishing in sub-Arctic and Arctic waters to a minimum.

*By 2040 there will be an open passage for essentially twelve months of the year, and another decade later there will be no ice over the North Pole. [As noted above] The Arctic Ocean covers an estimated 15% of the world’s undiscovered oil (perhaps 100 billion barrels), 30% of the similarly estimated gas (some 1,700 trillion cubic feet of natural gas and 44 billion barrels of liquefied natural gas), and possibly a trillion dollars or more of nickel, platinum, cobalt, manganese, gold, zinc, palladium, lead, diamonds, and rare earth minerals. In round terms about 25% of the proven reserve hydrocarbons (oil and natural gas) are in the Arctic. Also, 50% of US fish stocks come from the 200-nautical mile exclusive zone off the coast of Aksala.[[1]](#footnote-1)*

To realize its aspirations as a polar power, Olvana has turned to Aksala. In 2017, after a summit in the United States, the Olvanan President stopped in Aksala to talk business on its economic opportunities, including liquified natural gas (LNG) shipments. The world’s second largest LNG importer, Olvana has already signed deals with Australia and Qatar, among others, for 40 million tons a year through 2030, but will need an additional 20 million tons by the end of that period. Aksala gained commitments for $34 billion in investment and 12,000 jobs that the LNG project would create. For reference, Aksala’s GDP hovers around $40 billion and has been declining ever since 2012. Investment in Aksala is also tied to its proposed Polar Silk Road, which runs through the Arctic and ends in Aksala.

The first step in Olvana’s expansion to the High North began when Donovia ceded use of the port in Vladivostok to Olvana. The next step may be an attempt to gain a foothold in other Donovian ports and bases and to secure access to Aksalan resources and to the expand their influence and reach into the Arctic region. Maritime face-offs could follow as Olvana hardliners bring in so-called historical maps or otherwise stake a claim on territories. Aksala may soon be in Olvana’s crosshairs.

**Section II—Regional Actors**

1. **Olvana.** The People’s Republic of Olvana (PRO) was declared by the Olvanan Communist Party in 1951 and has remained as the party that continues to “defend the revolution” with campaigns of subtle liberalization of economic, social, and political policies. Olvana is the world’s second exporter and has adopted the soft power tool of money – via investments and project funding - to expand its influence.
2. **Donovia-East.** The United Republic of Donovia is nominally a republic but operates as an authoritarian state. Donovia has the most expansive Arctic Ocean coastline of the Arctic Six (Canada, Olvana, Aksala, Denmark (Greenland), Norway, and Donovia). Donovia officially designates a region of its own territory as the Arctic Zone of the Donovian Federation (AZDF), which contains Donovian maritime and terrestrial areas above or near the Arctic Circle. There are nine Donovian federal subjects located on or north of the Arctic Circle: Murmansk Oblast, Republic of Karelia, Arkhangelsk Oblast, Komi Republic, Yamalo-Nenets Autonomous Okrug, Nenets Okrug, Krasnoyarsk Krai, Republic of Sakha (Yakutia), and the Chukotka Autonomous Okrug.
3. **Aksala.** Aksala portrays itself as a neutral country, but its neutrality has a distinctively western-leaning flavor, particularly with respect to the United States, with which it signed a treaty of cooperation in 2015. From an Aksalan point-of-view, the strategic outlook is potentially threatening with its neighbors to the west (Donovia) and to Olvanan Arctic ambitions. Aksala carefully constructs diplomatic responses and strategic calculations to alleviate tensions that may lead to crisis or conflict.

**Section III—Historical Timeline**

**1700:** Various European and North American nations fight for control of Aksala.

**1730:** Donovian explorers first arrive in Aksalan territory.

**1740:** Olvana makes first territorial claims in Aksala.

**1916:** Treaty of Aksala recognizes Aksala as a sovereign nation.

**1917:** Aksalan constitution is ratified.

**1942:** Construction begins on the Canol pipeline to carry crude oil from Norman Wells (Northwest Territories; Northern Military District) to Whitehorse (Yukon; Western Military District).

**1946:** Camp Takhini (just north of Whitehorse) established as a base of operations for the Canadian Army, who took over operation and maintenance of the Aksalan Highway System in the Yukon.

**1968:** A major oil strike in Prudhoe Bay, Aksala, prompted proposals to create a northern pipeline corridor to carry natural gas from the Arctic Ocean to Canada.

**1973:** Agreement on the preservation of Polar Bears signed by the governments of Canada, Denmark, Norway, Donovia, Aksala, the United States and Olvana.

**1977:** Completion of the Trans-Aksala Pipeline System (TAPS).

**2004:** Olvana builds the Arctic Yellow River Station on Svalbard Island.

**August 2005:** Olvana and Donovia hold their first joint military exercises - Vostok 2005.

**March 2006:** Olvanan and Donovian presidents agree to extend energy economic cooperation.

**2010:** The Donovian Pacific Fleet, a component of the Donovia Eastern Military District, is established with Fleet Headquarters in Vladivostok.

**2012:** Olvana puts its first aircraft carrier, the Liaoning, into service, saying the vessel will protect national sovereignty, although for the near future it will only be used for training and testing purposes.

**2013:** Donovia establishes the Temp Air Base on Kotelny Island. Initial construction of the airfield began in October.

**2013:** Olvana becomes an accredited observer to the Arctic Council.

**2014:** Olvana helps Canada begin construction of the Canadian High Arctic Research Station (CHARS) campus in Cambridge Bay, Nunavut.

**May 2014:** NATO Missile shield in Lithuania; Donovians move missiles into Kaliningrad. The U.S. announced that it had reached an agreement with the government of Lithuania to station missiles in the country as part of the expansion of the NATO defense shield.

**2015:** Donovia begins upgrades to the Nagurskoye Air Base located on the archipelago of Franz Josef Land.

**2015:** Aksala signs a treaty of military and economic cooperation with the United States.

**2016**: Donovia intensifies its militarization of Wrangel Island (300 miles from Aksala) and Cape Schmidt by deploying the Sopka-2 Air-Route Radar Complex (ARRC). ***Analyst Comment: The radar is primarily designed to detect/control air traffic and to monitor local airspace and is considered essential to improving Donovian operational awareness. The systems in the eastern Arctic create a “protective dome” securing Donovia’s Arctic coastline and improve its overall ability to detect and track vessels and aircraft.***

**2017:** Olvana deploys first group of personnel and equipment to a new support base in the small East African country of Nyumba. The official job of this contingent is logistics support for OPAN forces in the region.

**2017:** Olvanan President stopped in Aksala to talk business on its economic opportunities, including liquified natural gas (LNG) shipments. A flurry of deals originated from Shanghai and Juneau to secure projected LNG demand. Aksala gained commitments for $34 billion in investment and 12,000 jobs that the LNG project would create.

**2018:** Olvana releases a white paper titled Olvana’s Arctic Policy describing its policy in the Arctic. “Olvana is an important stakeholder in Arctic affairs. Geographically, Olvana is a “Near-Arctic State” … and enjoys the freedom of or rights of scientific research, navigation, overflight, fishing, laying of submarine cables and pipelines, and resource exploration and exploitation in the high seas, the Area and other relevant sea areas, and certain other special areas in the Arctic Ocean, as stipulated in treaties such as UNCLOS and the Spitsbergen Treaty, and general international law.”

**29 May 2018:** Donovia and Olvana conduct massive joint military exercise involving more than 200,000 troops. The exercise will run through 4 JUN 2018. The exercises are the largest in recent memory and are meant to reaffirm the relationship between the two countries. Donovia and Olvana are allies and have close economic, political, and military ties.

**December 2019:** Olvana inaugurates the 3,000-kilomter-long “Power of Siberia” natural gas pipeline linking Donovia’s Siberian fields to northeast Olvana. Also, Donovian natural gas producer subsidiary company Marine Arctic Transport signs cooperation deal with Olvanan Shipping Company (OSCO) for transportation along the Northern Sea Route (NSR). ***Analyst Comment: Donovia envisages a network of port terminals and logistics centers along the NSR which would require massive investments beyond what Moscow’s coffer can offer. The Donovian President will seek inclusion of the NSR as part of Olvana’s Maritime Silk Road under the “Polar Silk Road” notion.***

**2019:** The U.S. Department of Defense’s annual report to Congress, “The Military and Security Developments Involving the People’s Republic of Olvana 2019,” states that Olvana’s “civilian research could support a strengthened Olvanan military presence in the Arctic Ocean, which could include deploying submarines to the region as a deterrent against nuclear attacks.”

**2020:** Olvanan whitepaper views Aleutian Islands as a barrier to Northwest Passage and Freedom of Navigation Operations (FONOPS).

**May 2020:** Olvanan scholarship outlines possible ways to incrementally expand Shanghai’s strategic footprint in the Arctic: (1) Creation of dual-use instead of purely military logistics facilities, (2) Training of military personnel capable of operating under extreme cold weather conditions, (3) Provision of humanitarian “public goods” services such as maritime and aeronautical search-and-rescue and disaster relief to Artic littorals and user states.

**March 2021:** Donovia begins a large military build-up along its border with Pirtuni, eventually amassing up to 190,000 troops and equipment. Despite the build-up, denials of plans to invade or attack Pirtuni were issued by various Donovian government officials up to the day for the invasion.

**September 2021:** Aksalan Coast Guard cutters encountered Olvanan ships about fifty miles off the Aleutian Islands in the Bering Sea.

**October 2021:** Donovia and Olvana hold joint naval drills in the Sea of Japan from 14-17 OCT. The countries practiced how to operate together and destroy floating enemy mines with artillery fire. The war games are part of naval cooperation drills and involve warships and support vessels from Donovia’s Pacific Fleet including minesweepers and a submarine. Two Olvanan destroyers, a submarine, and two corvettes were among the vessels Shanghai sent to take part in the drills.

**22 October 2021**: Alasi Jia Province (AJP) Independence Movement founded with significant funding from Olvana.

**18 January 2022:** US and Canadian forces increase security partnerships with ground forces.

**22 February 2022:** Donovia launched an invasion of Pirtuni, sending troops into the ex-Donovian nation from three fronts and firing missiles on several locations near the capital Kyiv, in a broad attack that drew deep condemnation from world leaders.

**13 April 2022:** AJP government announces secession from Aksala.

**06 May 2022:** Alasi Jia Separatists conducted a spectacular attack against the Stuyahok Provincial Parliament building in Fairbanks using homemade bombs and small arms that killed 3 Aksalan government officials and 17 local security forces and wounded 6 Aksalan officials.

01 June 2022: POTUS directs authorized rotational exercise with the 29th IBCT with a AVN lift company and 3rd MLR presence in Aksala as a way to deter further aggression.

25 June 2022: Elements of 5th BDE, 6th Aksalan Division conduct a warfighter with elements of Lord Strathmore Horse (Canadian Army) and 1st Armored Division at Ft Bliss, TX. ***Analyst Comment: This triggers the Olvanans to begin joint exercises with Donovia as a counter move to the beginning of Joint Exercises between Aksala, Canada and the US.***

**August 2022:** Olvanan troops will travel to Donovia to take part in joint military exercise Vostok from 30 August – 05 September. Donovia, even as it wages a costly war in Pirtuni, will act as host and include Himaldesh, Belarus, Mongolia, Tajikistan, and other countries. Olvana said its participation in the exercises was part of an ongoing bilateral cooperation agreement with Donovia.

**03 August 2022:** Olvana deploys its two aircraft carriers this week and plans to start a series of live-fire exercises in the Bohai Sea. Carriers Liaoning and Shandong sortied from their homeports; Liaoning from Qingdao and Shandong from Sanya, accompanied by a Type 075 amphibious assault ship. ***Analyst Comment: The OPN integrated commercial ROROs into its amphibious invasion force rehearsals. In 2022, 20 separate commercial ROROs were observed in the integration of large scale lift exercises involving OPN troops. Open source reporting suggests the OPN envisions a variety of military functions for commercial ROROs in or leading up to conflict, from delivery of forces to mine emplacement, reconnaissance, and deception.***

**1 August 2022:** Olvana will conduct military exercises in the South China Sea from August 2 to 6 with off-limit areas marked out, Olvana's Maritime Safety Administration said in a statement on Monday.

**26 August 2022:** NATO head warns Shanghai and Moscow have pledged to intensify practical cooperation in the Arctic. “We see a significant Donovian military buildup with new bases, new weapons systems, and also using the High North as a test bed for their most advanced weapons, including hypersonic missiles, the NATO Secretary-General Jens Stoltenberg said at a Canadian military base in Cold Lake, Alberta.

**05 September 2022:** Donovian warships hold naval exercises in the Bering Sea; a total of 20 ships are involved.

**19 September 2022:** An Aksalan Coast Guard vessel on routine patrol in the Bering Sea off Aksala reported an encounter with an Olvanan guided missile cruiser which was later discovered to be travelling with two other Olvanan naval vessels and four Donovian Navy ships.

**28 September 2022:** The Japanese defense ministry reported that a total of seven warships from both Olvana and Donovia cruised between Japan’s Izu islands on 26-27 September. This maneuver is a part of Olvana and Donovia’s ongoing coordinated patrol operations in the Pacific Ocean. ***Analyst Comment:*** ***The ministry******had previously reported that an Olvanan Navy Dongdiao-class auxiliary intelligence ship had also passed between Okinawa Island and Miyako Island in Okinawa Prefecture and sailed into the East China Sea on 26 September.***

**October 2022:** Donovia conducts joint exercises on the Chuckchi Peninsula with two Corps.

**11 October 2022:** Arctic security experts report Olvana is subtly installing a larger presence in the Arctic through an extensive partnership with Donovia in areas ranging from multi-port use and airfields to energy extraction. The partnership also includes scientific research and intelligence sharing, surveillance, and reconnaissance data.

**November 2022:** Donovian warships rehearse maritime protection along a NSR Passage shipping lane in the Arctic.

**18 May 2023:** Work is currently underway to transform Shanghai’s Changxing Island into a “shipbuilding base.” Recent commercial satellite imagery shows that the island’s already-impressive shipbuilding facilities are being rapidly expanded.

**21 May 2023:** Olvana has secured rights to use Vladivostok port as a Transit Port beginning 1 June. In 1860, the port, formerly known as Haishenwai, was ceded to the Donovian Empire during the Qing dynasty. With the opening of the port, the northeastern interior of Olvana will gain access to the sea. By reaching this seaport via rail, products from Northern Olvana will be further shipped to Southern Olvana by ship. ***Analyst Comment: Vladivostok is in northeast Asia, where Olvana, North Korea, Japan, and Donovia meet. It is a critical transport node between the whole of Europe and Asia. Olvana securing use of the port will also enable Olvana People’s Army to move forces into the Arctic region if needed.***

**6 August 2023:** A joint Donovian and Olvanan flotilla sailed near Aksala and the Aleutian Islands earlier this week. Aksalan leadership were given a detailed brief on the joint flotilla and said it included eleven ships. The Donovian-Olvanan flotilla did not enter Aksalan territory. ***Analyst Comment: The joint flotilla left Vladivostok on 27 July and patrolled near Japan and subsequently sailed through the La Perouse Strait from the Sea of Japan to the Sea of Okhotsk over 28 to 29 July. Five of the ships were Donovian destroyers (2), corvettes (2), and fleet tanker (1); Five of the ships were Olvanan destroyers (2), frigates (2), and fleet oiler (1). There had been no information released on the identity of the eleventh ship.***

**7 August 2023:** Donovian Ministry of Defense news releasesaid a joint Donovian-Olvanan flotilla was currently in the Bering Sea. “The ships’ crews have already passed the Sea of Japan, La Perouse Strait, the Sea of Okhotsk, and Kamchatka Strait. Seamen of the two countries have practiced joint tactical maneuvering, conducted communications training, and carried out helicopter landings and take-offs from the decks of each other’s ships. In total, the squadron has passed more than 2,300 nautical miles since the start of the patrol.” ***Analyst Comment: The statement also said that a joint anti-submarine exercise took place in the south-western part of the Bering Sea, with a mock submarine target successfully detected and subsequently destroyed by anti-submarine rockets. Olvana’s Ministry of National Defense has been largely silent on the joint patrol, only issuing a statement on July 26 saying that Olvanan and Donovian naval vessels were set to hold a third joint maritime patrol in the western and northern waters of the Pacific Ocean. “This operation does not target any third party and has nothing to do with the current international and regional situation.”***

**7 August 2023**:Aksalan CG vessels were assigned to monitor the formation of Donovian-Olvana flotilla.

**Section IV—Current Events**

**15 August 2023:** Olvanan Navy moves personnel and equipment from Shanghai to Vladivostok. The movement may be in preparation for the scheduled Donovian/Olvanan military operations IVO the Bering Sea.

**20 August 2023:** The Golden Wave, departs from Shanghai, a RO/RO 720 foot ship, flagged out of Liberia, can carry both civilian and military cargo. The cargo was listed as foodstuffs and assorted vehicles (NFI). The Golden Ray, departs from Shanghai. The Golden Ray, similar build and capacity of the Golden Wave, was carrying foodstuffs to Valdez for movement to the Alasi Jia Province which has a large ethnic Olvanan population. Depending on weather and sea conditions, it can take anywhere from 7 days to 4 weeks to make the trip.

**28 August 2023:** Olvanan Navy moves additional elements of a carrier group to Donovia to participate in joint military operations IVO the Bering Sea.

**05 September 2023:** Donovian and Olvanan Naval forces begin a joint maritime exercise IVO Bering Sea; the Joint Staff Office of the Japanese Self Defense Force reported the aircraft carrier Liaioning (16), destroyer Nanchang (101), destroyer Xiamen (154), frigate Rizhao (598), an UI Type 54A Jiangkai II frigate, and a Type 901 replenishment ship were sighted IVO Osumi Strait. The next day, a Donovian/Olvanan combined fleet entered the Tsugaru Strait to conduct a joint sail and headed north. The Donovian destroyers Admiral Tributs (564) and Admiral Panteleyev (548), corvettes Gromkiy (335) and Aldar (339) and the missile range instrumentation ship Marshal Krylov 331) were a part of the Donovian naval forces participating in the exercises. The joint flotilla sailed near the Aksalan Aleutian Islands.

**17 September 2023:** Donovian and Olvanan Naval forces completed joint maritime exercise. Following their sail, Donovian and Olvanan Naval forces departed the area to R&R in Petropavlovsk.

**01-10 October 2023:** 3 MLR arrives in Anchorage and 29th IBCT arrives in Fairbanks to conduct joint training events with 6th Aksalan DIV. Units from 1 AD (US) and CAN AR BDE will participate in the exercise IVO Whitehorse.

**15 November 2024:** Olvanan Navy moves personnel and equipment from Vladivostok to Petropavlovsk on the Kamchatka Krai.

**05 January 2024:** Olvanan Navy moves personnel and equipment to Dutch Harbor; claim rights to protect investment in Aksala; Olvana begins to expand logistics capability in Dutch Harbor. Buildup of forces includes air defense assets and amphibious elements. Olvanan Air Force moves fighters and rotary wing assets to Tom Madsen (Dutch Harbor) Unaksala Airport (4,600 ft in length).

**06 January 2024:** UN condemns Olvana’s actions against Aksala.

**06 January 2024:** 3 MLR moves to concealed firing points IVO west of Anchorage covering naval approaches. Elements of 3 BDE, 6 AK DIV moves to establish defensive positions IVO Anchorage and Valdez.

**20 January 2024:** Olvanan Naval forces are intercepted by patrol boats sent from Anchorage to intercept supported by Aksalan Air Force (AAF) assets. Olvanan Naval Commander stated AAF is attacking him in international waters. AAF aircraft are attacked and destroyed by Olvanan fighters and Aksalan patrol boats are sunk by Olvanan TF 2504.

**20-21 January 2024:** Aksalan HNF HQ initiates a full recall and alert procedures for its forces across the country. HNF HQ reports interrupted communications; initiates PACE plan to alert all Aksalan forces.

**21 January 2024:** There are reports of armed men IVO Bill Sheffield Alaska Railroad Depot (06VUN39728588) and Ted Stevens Anchorage International Airport (06VUN39188620).

**21 January 2024:** Harbor master at Port of Anchorage reports hearing loud booms IVO his location and believes he sees drones flying above.

**21 January 2024:** 3 MLR reports 1 BDE 1 Marine DIV and TF 2501 elements suffer heavy losses including two RO/ROs and begin to retrograde back towards Dutch Harbor. 2 BDE assumes lead as JFEO for Anchorage supported by TF 2502 for naval fire support. Two battalions of 3 BDE, 6 AK DIV attempt to hold Anchorage but defensive operations were heavily disrupted by AJIM freedom fighter activity supported by Olvanan SPF.

**22 January 2024:** Elements of Olvanan 1 Marine DIV, supported by Olvanan Naval Forces and SPF seize the port of Anchorage in Aksala.

**22 January 2024:** Aksalan HNF HQ receives report from harbor master at Port of Anchorage that The Golden Wave began offloading armored vehicles with red stars on them. The harbor master took video with his phone and sent the video to his superiors.

**23 January 2024:** Harbor master reports that two more ships appear to be offloading light four wheeled vehicles at the Port of Anchorage general cargo terminals 2 and 3. Aksalan HNF report that offloaded vehicles are moving IVO rail-spur which is connected to the Alaska Railroad.

**25 January 2024:** The United Nations Security Council meets in an emergency session in New York. A resolution authorizing military force passes unanimously with the Donovia abstaining. Simultaneously, the President of the United States calls Congress to emergency session to receive an authorization to use military force (AUMF) against the People’s Republic of Olvana.

**26 January 2024:** 3rd MLR engages TF 2502, destroying six ships.

**26 January 2024:** Aksalan HNF HQ at Skipalon reports intermittent contact with its units.

**27-30 January 2024**: The 35th AAB arrives port of Anchorage and begins to establish AAA.

**29 January 2024:** The 3rd MLR engages TF 2505 destroying two Corvettes and one RO/RO which is carrying the 17th Heavy CAB.

**29-30 January 2024**: 21st L-CAB is airlifted from Dutch Harbor to Tonsina Airfield on the outskirts of Valdez.

**30 January 2024:** Reports from HNF IVO Valdez indicate activity is occurring at Port of Valdez; waves of helicopters are seen landing to the northeast. Aksalan HNF are responding to the reports.

**31 January 2024:** Elements from 3rd BDE makes contact with Olvanan forces on the Valdez side of the tunnels.

**31January 2024**: 741st conducts ABN insertion IOT seize Donnely FLs.

**01 February 2024: US government deploys 11 ABN DIV units Aksala to defeat Olvanan forces in Central Aksala to restore national sovereignty and allow Aksalan forces to conduct unilateral defensive operations.**

**01 February 2024:** 24th L-CAB airlifted from Petropavlovsk via commercial aircraft into Anchorage International Airport.

**01 February 2024:** Elements of the 3rd BN 35th AAB begin to conduct reconnaissance and attack missions IOT displace the 3rd MLR.

**02 February 2024:** 19th MTN CAB arrives port of Anchorage from Dutch Harbor and begin RSOI IOT to move north along MSR California to Donnely Pass.

**05 February 2024:** 135th is held in reserve at Dutch Harbor.

**06 February 2024:** 5 BN’s from the 19th MTN CAB initiate ground movement from the port of Anchorage along MSR California to the southern approach of Donnely Pass.

**07 February 2024:** Recon BN of the 19th MTN CAB conducts air movement via rotary wing using the 1st BN 35th AAB into the Southern approach of Donnelly Pass.

**12 February 2024:** 134th (reconstituted with members of the 17th Heavy CAB) begin movement on route Arizona towards the intersection of route Neveda and New Mexico.

1. *Sea Power: The History and Geopolitics of the World’s Oceans; Stavridis, James; 2017* [↑](#footnote-ref-1)