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Briefing conducted by CO 74th FS, Lt. Colonel Pete 'Davy' Jones.

12:00, 25th October, 2011.

Media

<https://youtu.be/aTdgCFXPiEs>

Situation

The initial stages of the air war have been highly successful so far. The Iranian IADS system has been almost destroyed and all airbases within practical striking range of the coalition forces have been seriously degraded.

Most notably the two SA-10 batteries in Iran were totally destroyed by the SEAD/DEAD flights and the EWR network across the Iranian coast was also destroyed.

Some Iranian threats remain but are currently limited to shorter range mobile SAM systems, static AAA batteries and aircraft operating at longer range from bases closer to Tehran.

Coalition forces remain in firm control of the skies over the Straits of Hormuz.

The air campaign continues with the degradation of Iran's command and control structure, as well as key infrastructure and logistical targets such as fuel refineries, munitions production facilities and communications nodes.



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Command and Control:

Local ATC will be responsible for all airspace control within 10nm of their respective airfields.

UAE airspace is currently closed to almost all civilian traffic and all airspace movement in the UAE / Gulf region will be controlled from E-3 platforms under the callsign **Overlord**.

Once handed off by ATC, coalition aircraft must report to Overlord who to ensure aircraft deconfliction will assign altitude blocks in high traffic areas.

Airborne radar coverage will be provided by a combination of E-3 and E-2 flights, the SA picture will be coordinated through the airborne command post and communicated via callsign **Darkstar**.

Upon entering the battlespace strike aircraft will be handed off from Overlord to the Air Support Operations Centre (ASOC), callsign **Whiplash**.

Whiplash will have final GO/NO GO authority on all strike missions and will also collate and prioritise requests for air support, assigning strikers to JTAC's when required.

All communications channels should be monitored as listed in the mission briefing at all times.



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Rules of Engagement.

Aircraft Classifications

Bandit - Aircraft identified as belonging to a hostile force.

Bogey - Unidentified aircraft.

Friendly - Aircraft identified as belonging to a friendly force.

Unknown - An unknown aircraft, presumed friendly.

Hostile Intent

Hostile Act considered if unit:

- Engages friendly forces with a weapons system.

OR

- Supports the weapons systems of other units, resulting in weapons release. Including but not limited to lasing, marking, radar illumination of targets.

Hostile Act considered if unit meets **all** the conditions below:

- Spikes/spots/marks a friendly target within their weapons range or the range of a supporting unit.
- Persistently maneuvers to maintain a weapons firing solution or to maintain solution for fire support.
- PosID as a bandit or belonging to a hostile force.

Hostile Act considered if unit meets **all** the conditions below:

- Moves in an aggressive manner towards friendly forces.
- Actively deploys countermeasures and/or seeks to avoid detection.
- PosID as a bandit or belonging to a hostile force.



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Rules of Engagement.

Hostile Act considered if unit meets **any** of the conditions below:

(note these conditions may often apply to individuals that are civilian in appearance)

- Observed preparation of an ambush position, including but not limited to the positioning of weapons systems, explosives or significant obstructions in tactically advantageous positions.
- PosID as engaging in the command and control of hostile forces.
- Observed in the use, transportation or maintenance of weapons systems that pose a threat to coalition forces within a contested battlespace.

Upon confirmation of a hostile act, aircrew are cleared to engage and act in self defence or the defence of friendly forces.

Predefined targets

Targets defined within a briefing are pre-cleared for engagement providing the briefed details are followed. In these conditions visual ID will not be required.

Dynamic Targets

Targets may be assigned to aircrew via ASOC or JTAC in the field.

Weapons release authority will be under the control of the JTAC/AFAC at all times. The only exception to this is if contact with JTAC/AFAC is lost and that in the defence of friendly forces the conditions for hostile intent can be met.

Surrendered Forces

The surrender of all forces must be observed and engagement ceased immediately.

If soldiers abandon a vehicle and move away from the battlefield in a manner consistent with surrender they must be allowed to escape to a safe distance before engaging the vehicle. Surrender should be distinguished from retreat, surrender is defined as the abandonment of all weapons/ weapons systems and overt actions such as white flags, raised hands.



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Control of Air Support.

Air support requests (ASR) will commonly be made through the ground commander CAS to the air support operations center (ASOC).

The ASOC will process the ASR and match to available CAS platforms. ASOC will direct the CAS platform to the AO and connect them to the JTAC / AFAC.

The JTAC or AFAC will provide the targets details, locations of friendly forces or civilians and specify the attack details such as IP, attack direction, weapons to be employed and egress routes. The JTAC will also specify the type of control authority they will have over the attack, these are detailed as below:

Type 1

JTAC requires control of individual attacks and must visually acquire the attacking aircraft and the target for each attack. Targets and friendly positions should be marked whenever possible.

Visual acquisition must be obtained through eyes-on or via optics such as binoculars, without the use of third party devices such as laptops or other digital imagery.

Control will be made over the attack direction of the aircraft to reduce the risk of collateral damage or the attack affecting friendly forces.

Type 2

JTAC requires control of individual attacks but JTAC is unable to visually acquire the attacking aircraft at weapons, unable to visually acquire the target, or the attacking aircraft is unable to acquire the mark/target prior to weapons release.

JTAC can acquire the target visually or use targeting data from a scout, fire support team, joint fires observer, unmanned aircraft (UA), special operations forces, CAS aircrew, or other asset with accurate real-time targeting information.



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Control of Air Support.

Type 3

JTAC provides clearance for multiple attacks within a single engagement subject to specific attack restrictions.

JTAC does not need to visually acquire the aircraft or the target.

JTAC will provide attacking aircraft with targeting restrictions and then grant blanket weapons release clearance to meet the stated restrictions.

JTAC maintains abort authority.

9 Lines

The JTAC will commonly provide the CAS platform with a 9 line specifying the instructions for the attack. The 9 line format is as follows.

1. Initial point (IP)
2. Heading from the IP to the target.
3. Distance from the IP to the target in nautical miles.
4. Target elevation in feet above mean sea level.
5. Target description.
6. Target location coordinates.
7. Type of mark.
8. Location of friendlies from the target, direction, and distance in meters.
9. Egress direction.



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Terminology

The JTAC and air support platform will communicate using set terminology. This terminology is detailed here.

Cleared hot - air support is cleared to engage the target.

Winter - this is the predetermined abort code in theatre. If the JTAC issues code winter or calls abort then the attacking aircraft must safety weapons systems and maneuver off target.

Contact - refers to spotting visual references used to talk onto a target.

Tally - Visual confirmation by the pilot of the target.

Visual- Visual confirmation of friendly forces.



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Weather

Wind = 207 3kn @ GL, 109 8Kn @ 6600, 188 15Kn @26000.

Temp 20C.

Clouds 8/10 coverage, 8200 ft base, 2100 ft depth.



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Mission

Mission Summary:

- Transit from Al Dhafra AB to Al Minhad AB.

Mission Details

The 74th FS have been given orders to relocate to Al Minhad AB in Dubai. This decision has been made in order to keep the A-10's as close to the frontline as possible, providing some mitigation for the slower speed of the aircraft.

Command has indicated that they wish us to keep moving forwards in line with the progress of coalition forces so that once they start to make contact with Iranian forces on the ground, the coalition's premier CAS platform will be in a position to respond rapidly and with improved loiter times.

Mission Specifics

The entire squadron is tasked to take off at 14:20, rendezvous at WP1 and proceed directly to and land at Al Minhad AB in Dubai.

As always Overlord will be in control of coalition airspace, ensure instructions are followed with regards to altitude blocks as the airspace above the UAE is growing ever more congested.



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Flight Plan

WP	Alt (k ft)	IAS (Kn)	Notes
1	5	230	Form flights
2			Landing

Threats

No threats expected.