



TOP SECRET



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

22:00, 25th October, 2011.

## Media

<https://youtu.be/lOqetts4We4>

## 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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## SPINS

### 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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## SPINS

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 = 135 7kn @ GL, 027 9Kn @ 6600, 162 17Kn @26000.

Temp 15C.

Clouds 3/10 coverage, 13100 ft base, 1000 ft depth.





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## Mission

### Mission Summary:

- Destroy Silkworm Radar located at Hormuz Island.

### Mission Details

As the air war continues the time for the invasion of Iran grows ever closer and the focus of air strikes shifts to the preparation of the battle space.

Iran has a number of SSN-2 Silkworm antiship batteries covering the straits of Hormuz. These missiles pose a serious threat to naval assets transiting the straits and will impede naval operations during the invasion.

The 74th FS has been assigned the destruction of these targets.

Lt. Col Jones will lead a two ship against the battery on Qeshm Island.

Flt. Lt Hill will lead a two ship against the battery on the island of Hormuz.

### Mission Specifics

Upon take off, proceed along the designated flight plan, checking in with Overlord at WP2.

Despite the heavy damage inflicted on the Iranian IADS network there is still a potent SAM threat over the Straits of Hormuz, including a number of SA-15 launchers known to still be active.

Razor 3-1 a flight of Navy F/A-18's will provide SEAD for your mission. They will report on station at the MARSHALL point at **01:50 (21:50 ZULU)**.

You must arrive at MARSHALL at 01:50, at which point Razor 3-1 will commence SEAD operations. Once the initial threats are neutralised, Razor 3-1 will remain on station for as long as possible in case any additional SAM threats go live.

Your primary target is the Silkworm radar at Hormuz, designated CHARLIE.

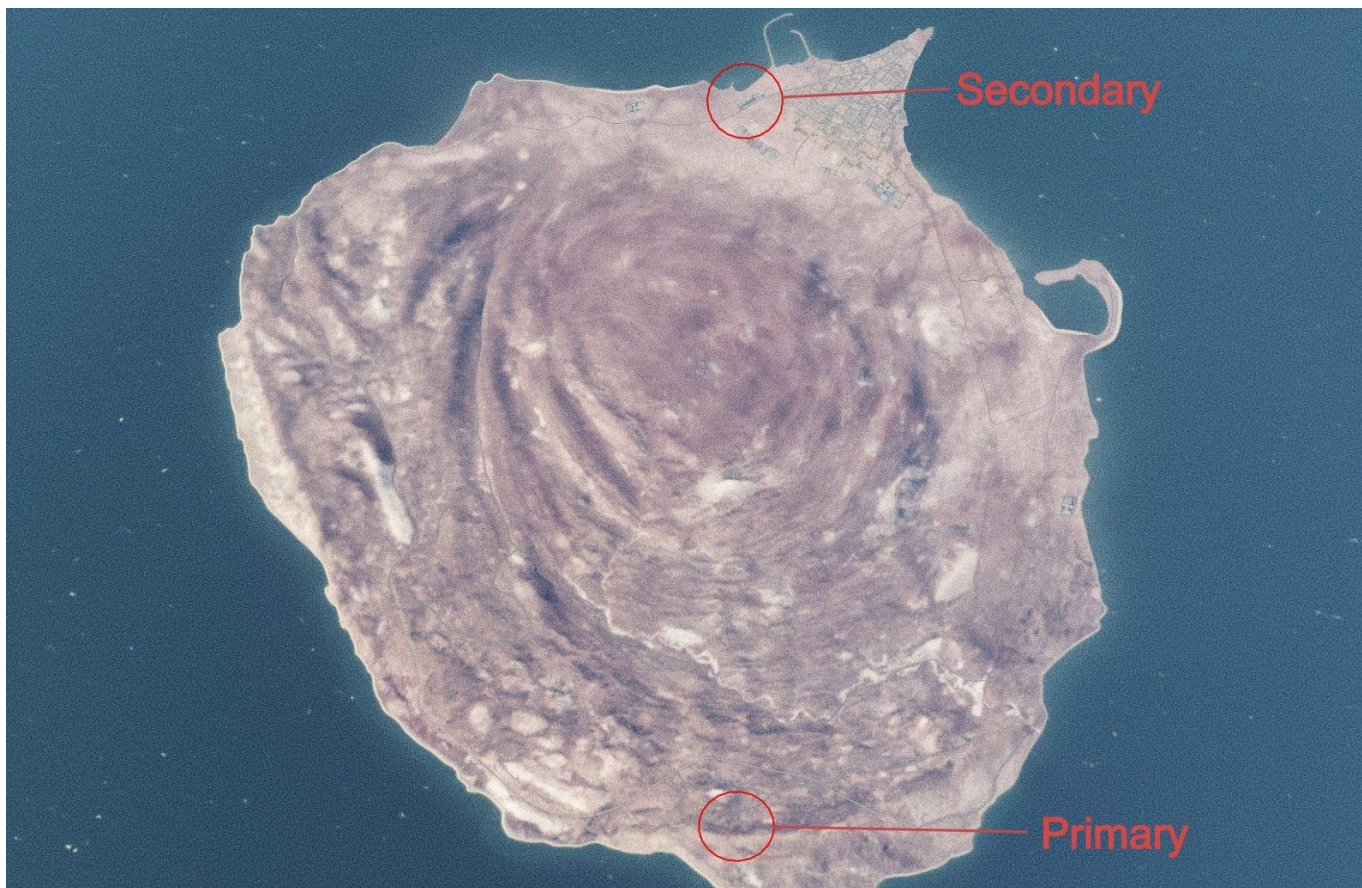
The radar is the priority but the destruction of the launchers at the battery is also highly desirable.

A secondary target has also been allocated on Hormuz, a Silkworm storage facility on the NW of the island. This target is designated as DELTA. DELTA however is within 300 feet of a populated area and therefore precision munitions should be used to minimise the chance of collateral damage.

Straits of Hormuz:



Hormuz Island:



Silkworm Radar (library picture):





A CAP will be held north of Bandar Abbas to provide protection to the strike aircraft.

## Flight Plan

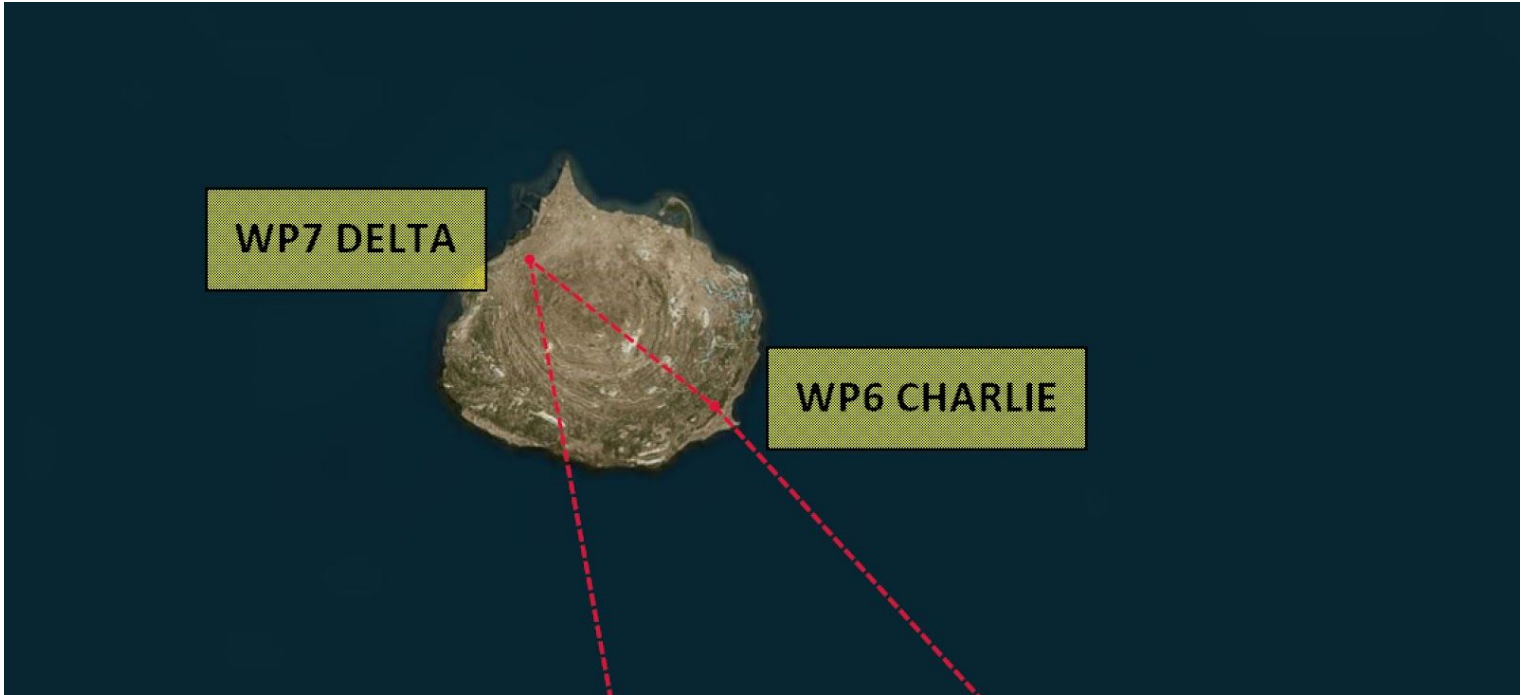
WP	Alt (k ft)	IAS (Kn)	Notes	WP	Alt (k ft)	IAS (Kn)	Notes
1	5	230		7	20	230	Secondary TGT - DELTA
2	20	230	Check in Overlord	8	15	230	Egress
3	20	230		9	20	230	
4	20	230	Marshall, RV SEAD escort <b>TOT 01:50 / 21:50 ZULU</b>	10	10	230	
5	20	230	IP	11			Land Al Minhad
6	20	230	Hormuz Island - CHARLIE				

Joker Fuel 2500lb

Bingo Fuel 2000lb



## Flight Plan



## Threats

Expect AAA in the Bandar Abbas area up to altitudes of around 13,000 feet.

There are at least two SA-15's active within your operating area.

Expect anti air guns and MANPAD SAM's within the vicinity of Hormuz as well.

No hostile air expected.

\*\*\*PLAYER NOTES\*\*\*

Note that Zulu time may be displayed in the aircraft, this is 4 hours behind local time listed in the briefing.