
OPERATION CERBERUS NORTH

SPINS

Covering

INCIRLIK AIRBASE & SYRIAN THEATRE OF OPERATIONS



Incirlik Airbase

Incirlik Airbase is located on the eastern side of the city of Adana. It's location is N37°0'8" and E35°25'35". Field elevation is 190 feet MSL.

Air traffic control (ATC) at Incirlik consists of the Tower and Incirlik Radar Approach Control (RAPCON). The Tower is jointly staffed by USAF and TuAF personnel. It provides standard Visual Flight Rules (VFR) operations within 5 NM of Incirlik AB from the surface up to 4,000 ft MSL. RAPCON is jointly staffed by USAF and TuAF personnel, it provides ATC services for aircraft within 50 NM of Incirlik (excluding Incirlik Tower and Adana Tower airspace), from 1,000 ft AGL up to and including FL 280.

The local flying area surrounding Incirlik is designated as the Adana Military Terminal Control Area (MTCA) and is defined as a 50 NM circle around the Incirlik TACAN from 1000 ft AGL to FL 250.

All aircraft must contact Incirlik Approach Control prior to entering the Adana MTCA. All aircraft outbound from the Adana MTCA must follow instructions from ATC Departure at all times.

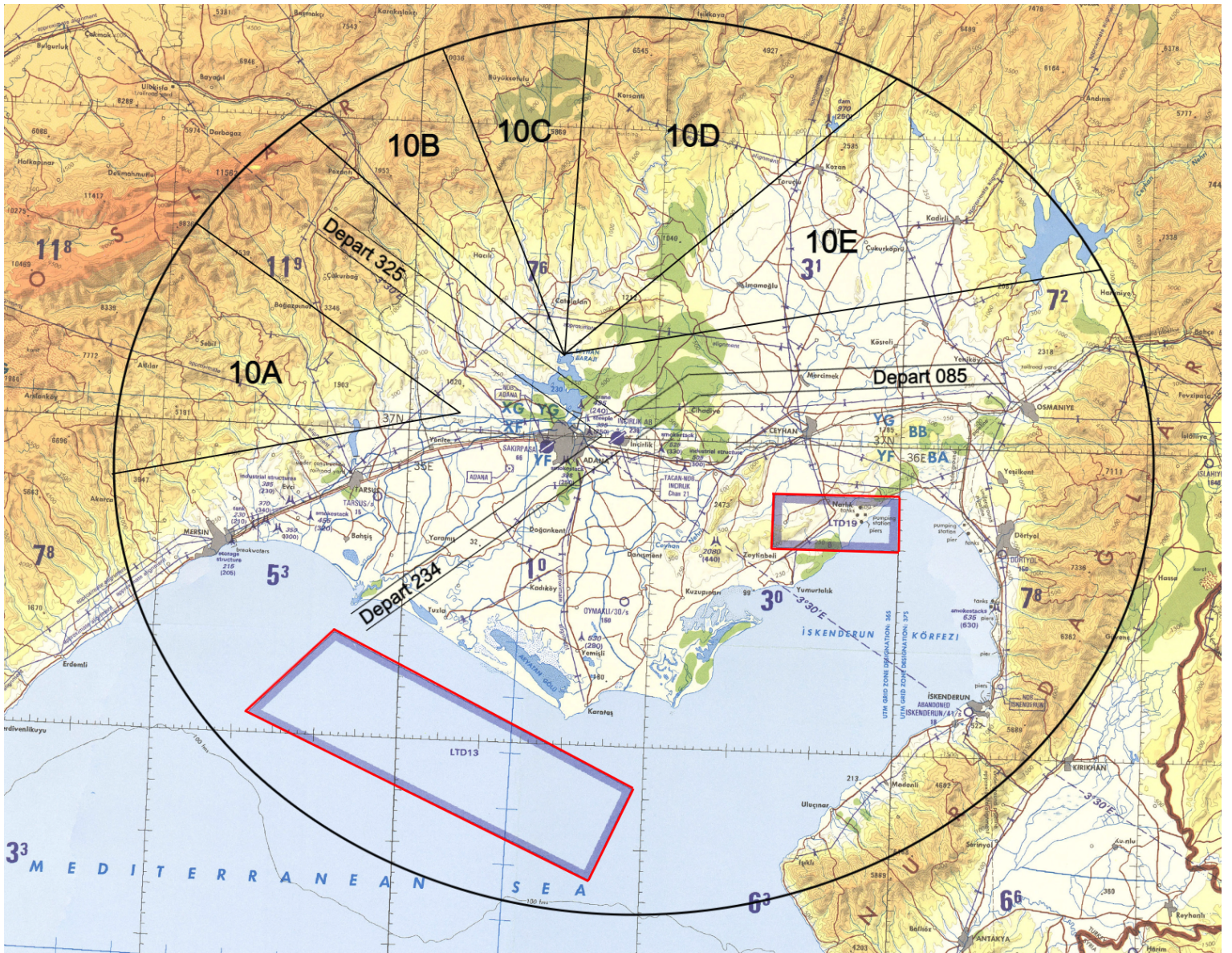
The MTCA has a number of training ranges and restricted flight areas, these are detailed below (also see chart on following page).

LTD13 is a gunnery range for both air to air and air to ground live fire training, it extends from the surface to FL280. LTD13 must not be entered without prior clearance from RAPCON. Any aircraft with weapons hot in LTD13 must notify RAPCON.

LTD19 is an oil loading terminal and must not be overflown at any time.

There are 5 additional training areas in the MTCA - areas 10A, 10B, 10C, 10D and 10E. All five areas extended from the surface to FL230. Low level flight is authorised in all five areas down to 500ft AGL unless explicitly authorised to lower altitudes. Live weapons are authorised for use in areas 10A-10E within specified parameters - these parameters will be provided within individual sortie briefings.

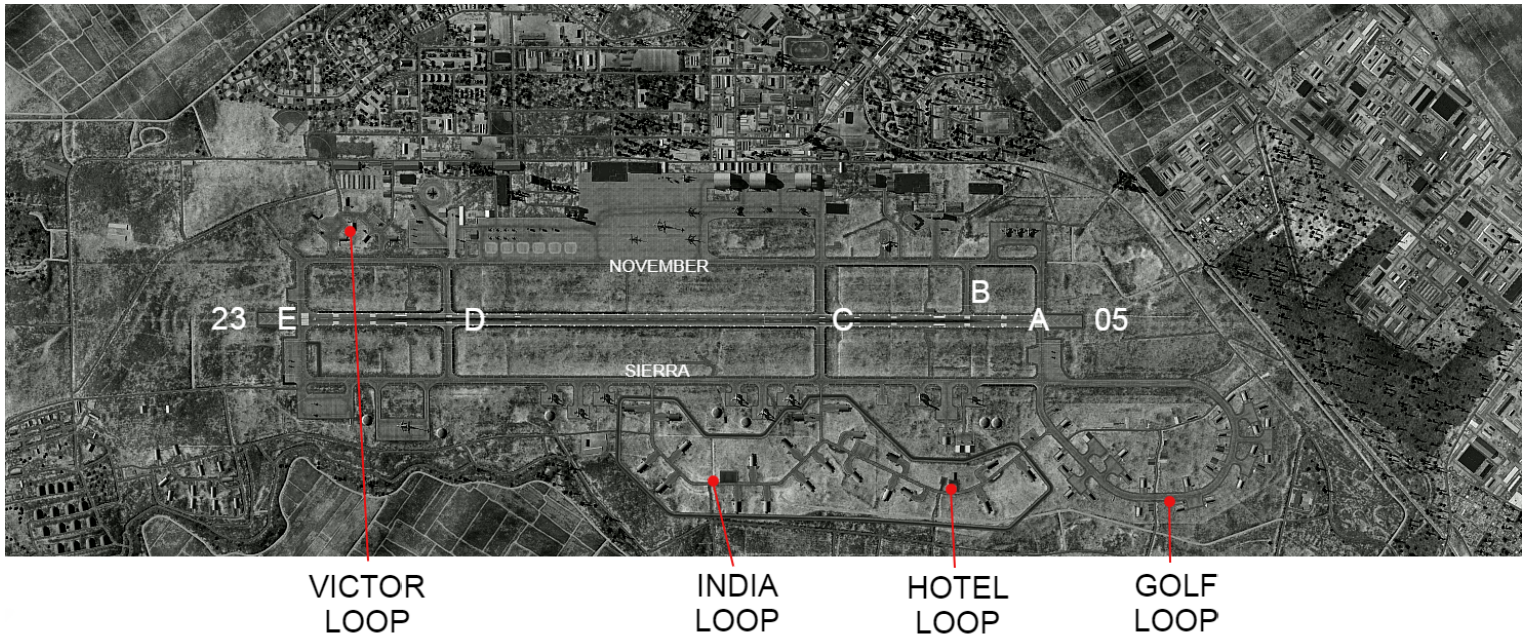
Adana MTCA:



Incirlik Airbase:

The runway at Incirlik is a single strip 10,000 feet in length, with a heading of 050 / 230. PAPI lights along with ILS guidance are provided for each approach.

Two main taxiways run parallel to the runway, designated *November* and *Sierra*. 5 additional short taxiways connect the main taxiways to the runway, designated *Alpha* through *Echo*. In addition to the taxiways there are 4 taxi loops linking the taxiways and aircraft shelters, these are designated *India*, *Hotel*, *Golf* and *Victor*.



Taxiways Alpha, Bravo, Charlie, Delta, Echo, November, and Sierra are 75 ft wide. All taxiways are weight bearing capable for heavy aircraft.

The Golf and Victor Loop taxiways are 75 ft wide. Hotel and India Loop taxiways are 39 ft wide.

Taxiway Bravo is 1000 ft from the termination of runway 23.

Taxiway Charlie is 3000 ft from the termination of runway 23.

Taxiway Delta is 2000 ft from the termination of runway 05.

Ground Procedures:

All aircraft movements on the ground (including engine starts) must be first cleared through ground control (comm freq 128.100 / 250.200). Ground control will coordinate the startup and taxiing of aircraft around Incirlik Airbase. During high activity periods a follow vehicle may be provided to guide aircraft around the base.

Standard procedure is for aircraft to move anticlockwise around the taxi loops but this is open to modification at the discretion of ground control.

Takeoff:

Upon receiving clearance to taxi aircraft should proceed directly to the runway threshold via the instructed route and hold short. Once in the hold position aircrew must contact the tower (comm freq 128.200) for takeoff clearance. Aircraft must not enter the runway without prior clearance from the tower.

Departure:

Departing aircraft must remain below 1500 feet until 5 miles out from Incirlik to ensure deconfliction from the overhead pattern. Once 5 miles is reached, contact ATC Departure (comm freq 128.500) for instructions to depart the MTCA. These instructions must be followed until handoff from ATC Departure at approximately 30 miles. Aircraft are required to be at the specified heading and altitude by the 30 mile mark to ensure deconfliction with inbound aircraft. Ensure that the restrictions in zones in LTD13 and LTD19 are observed at all times. Aircraft departing runway 23 will have a departure route close to LTD13 and should be especially vigilant not to stray off course.

The two standard departure routes are:

1. For runway 23, at 5nm out, turn to heading 234 and climb to FL250.
2. For runway 05, at 5nm, turn to heading 085 and climb to FL250.

Departure corridor 325 is less commonly used but may be utilised in certain circumstances.

Inbound / Approach:

Aircraft inbound to the MTCA must contact RAPCON Approach (comm freq 128.300) when 25 miles out from the MTCA (75 miles from Incirlik). RAPCON will confirm aircraft altitude via radar fix and direct aircraft to the standard approach altitude of FL 150 (note the aircraft must be at sufficient altitude to be detected by RAPCON). An entry corridor to the MTCA will be provided by RAPCON Approach and must be adhered to.

There are two primary entry corridors to approach the Adana MTCA:

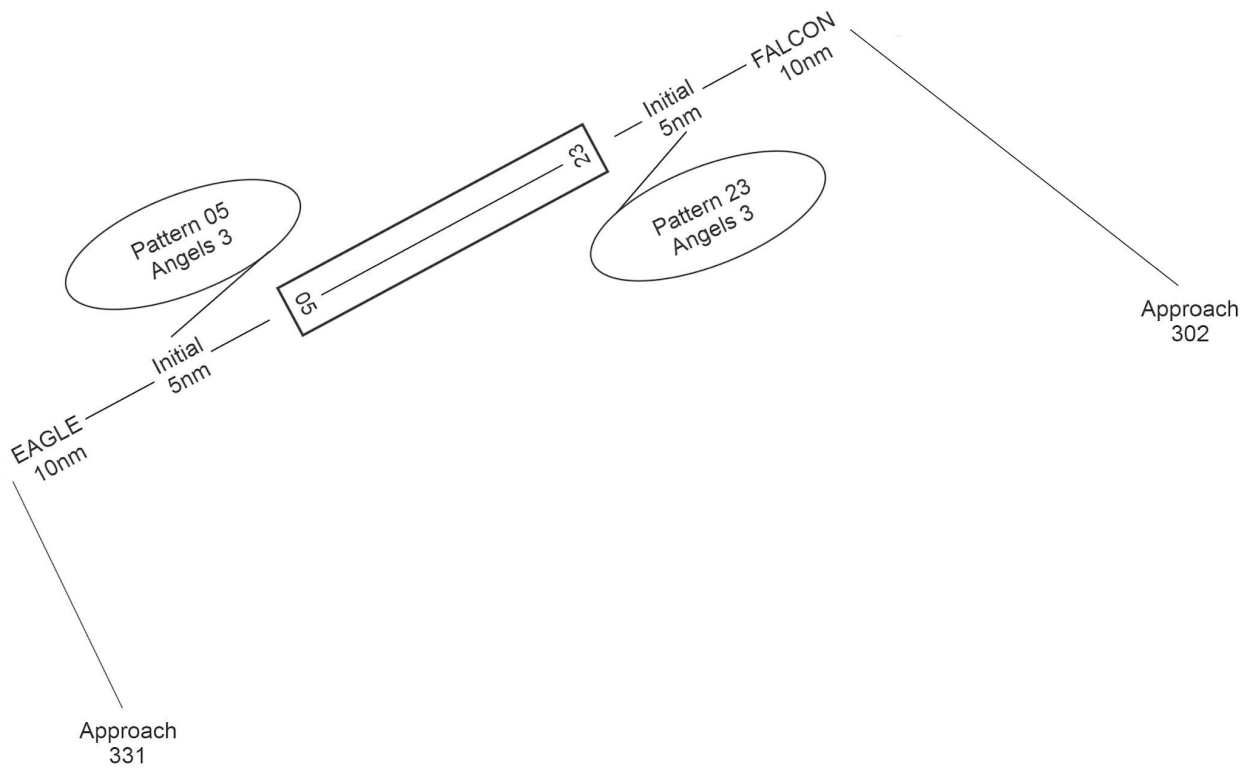
1. Corridor 331. From the lake south of Adana, follow a heading of 331 to point EAGLE to intercept the 230 radial for runway 05.
2. Corridor 302. Using Dorfyol as a reference point fly heading 302 to point FALCON, overflying Ceyhan to intercept the 050 radial for runway 23. Noise abatement procedures must be observed over Ceyhan.



Arrival:

Having already contacted RAPCON Approach, aircraft arriving at the MTCA boundary (50nm from Incirlik) must next contact RAPCON Arrival (comm freq 128.400) for final clearance to enter the MTCA. Once cleared aircraft must continue to follow the assigned entry corridor and altitude until ordered to descend to point EAGLE or FALCON.

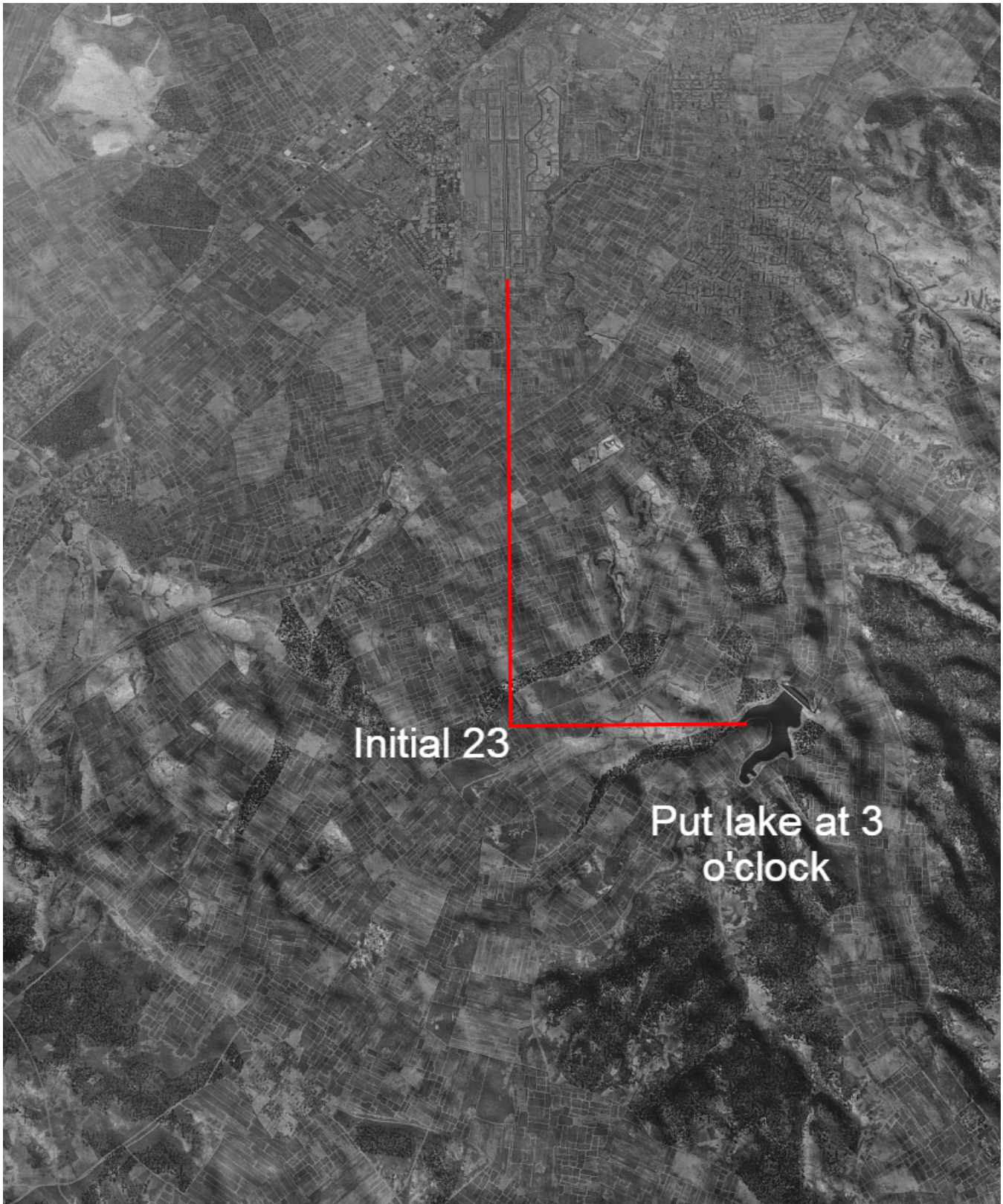
EAGLE is located 10nm from the start of runway 05. FALCON is located 10nm from the start of runway 23. Aircraft should be 3000 feet AGL upon arrival at EAGLE or FALCON. Upon arrival at this point aircraft will make the turn for initial - located 5nm from the runway start. In VFR conditions the use of the overhead break maneuver is at the discretion of the pilot.



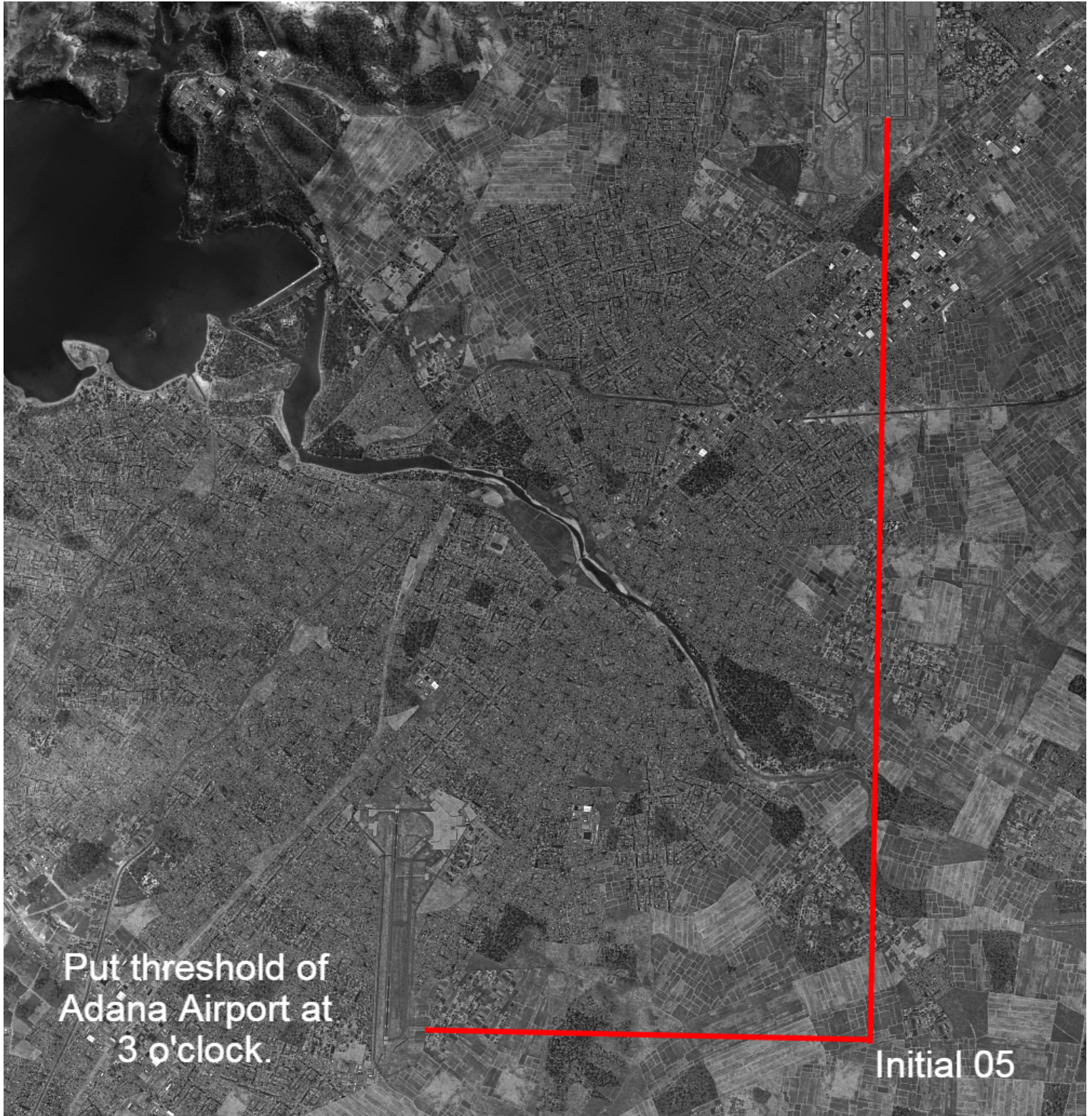
Contact Tower:

On arrival at Initial, aircraft should contact Incirlik Tower for clearance to land. If an immediate landing is not available aircraft will be instructed to enter the overhead pattern.

Visual reference for Initial 23:



Visual reference for Initial 05:

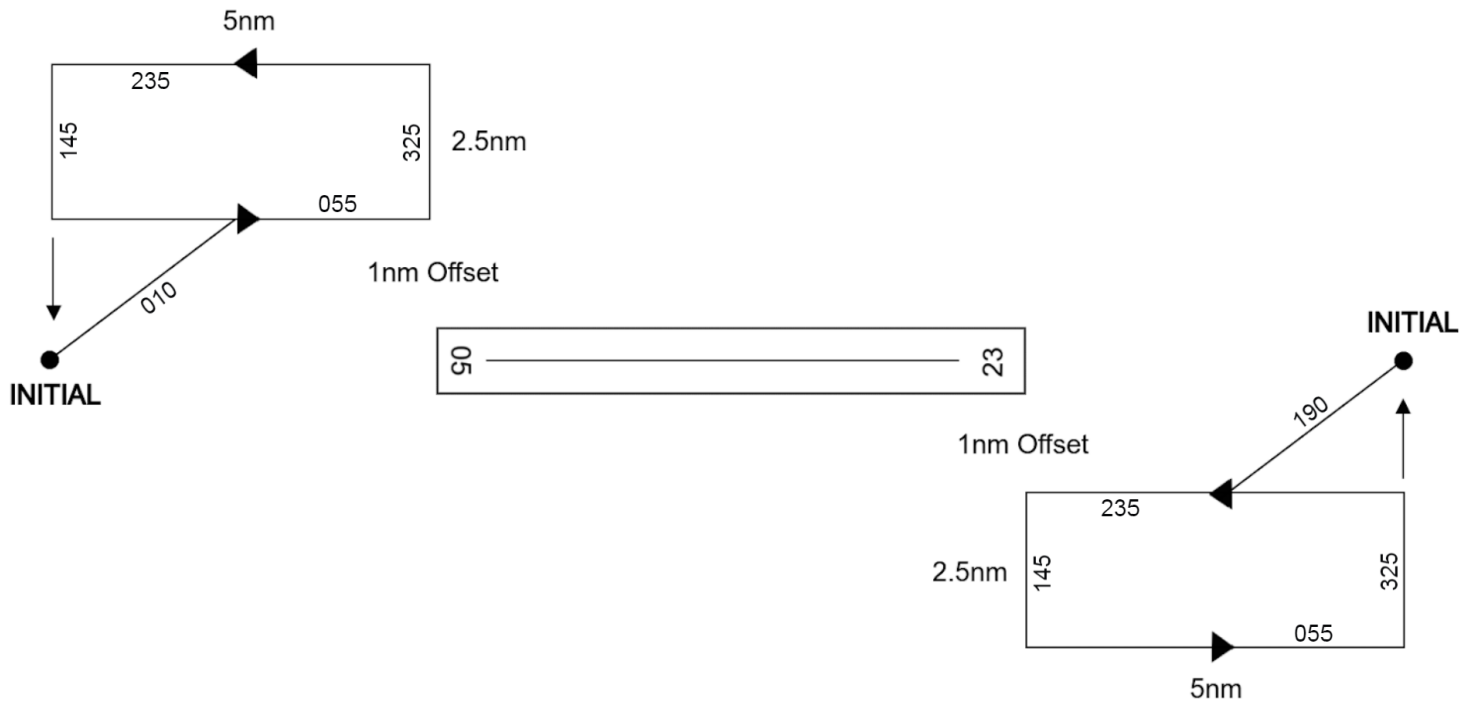


Put threshold of
Adana Airport at
3 o'clock.

Initial 05

Incirlik Pattern:

Incirlik airbase operates a non standard pattern to better manage the congested airspace within the MTCA.



For aircraft using runway 05, enter the pattern by flying 45° from Initial (heading 010) and intercepting the upwind leg (heading 055), followed by left hand turns onto the crosswind leg (325) downwind leg (235) and base leg (145).

For aircraft using runway 23, enter the pattern by flying 45° from Initial (heading 190), and intercepting the upwind leg (heading 235), followed by left hand turns onto the crosswind leg (145) downwind leg (055) and base leg (325).

The floor for both runway patterns is 3000 feet AGL, with 1000 feet intervals between layers.

Both patterns are offset from the runway by 1nm.

For both the 05 and 23 patterns, the upwind and downwind legs are 5nm in length (the distance from Initial to runway threshold), with the crosswind and base legs 2.5nm in length.

To exit the pattern for landing, aircraft will extend the base leg by 1nm to hit Initial before turning 90° left onto final approach.

Aircraft in the pattern for runway 05 must not cross to the south of the runway. Aircraft in the pattern for runway 23 must not cross to the north of the runway.

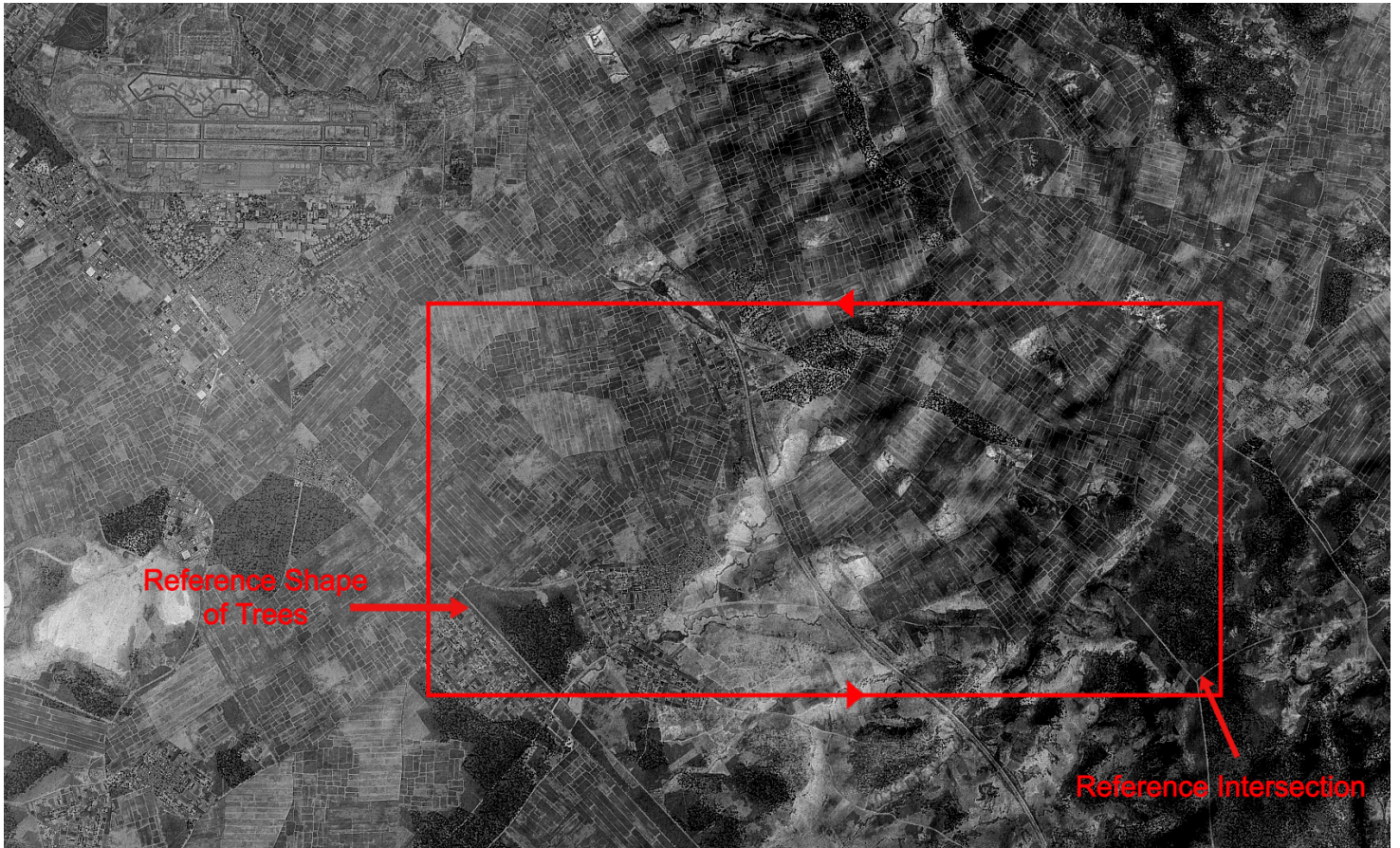
For aircraft performing overhead breaks for landing the maximum altitude is 2000 feet AGL.

The use of the 05 pattern is to be avoided whenever possible due to it's overflight of Adana and conflict with Adana Airport's pattern.

Visual Reference - Overhead pattern runway 05:



Visual Reference - Overhead pattern runway 23:



Runway Selection:

Standard runway selection will be to use 05 for takeoff and 23 for landing to minimise overflight of Adana.

ATIS:

Incirlik Airbase operates a 24 hour ATIS system for up to date weather information. ATIS is available on frequency 128.950.

Emergencies:

In emergency situations resulting from a damaged aircraft or critical fuel state, the approaching aircraft should bypass the conventional ATC procedures and contact Incirlik Emergency (comm freq 128.700). Immediate clearance to land will be authorised via either runway.

TACAN:

Incirlik Airbase operates a TACAN station, it's frequency is 21X and identifying code is DAN.

Noise Abatement Procedures:

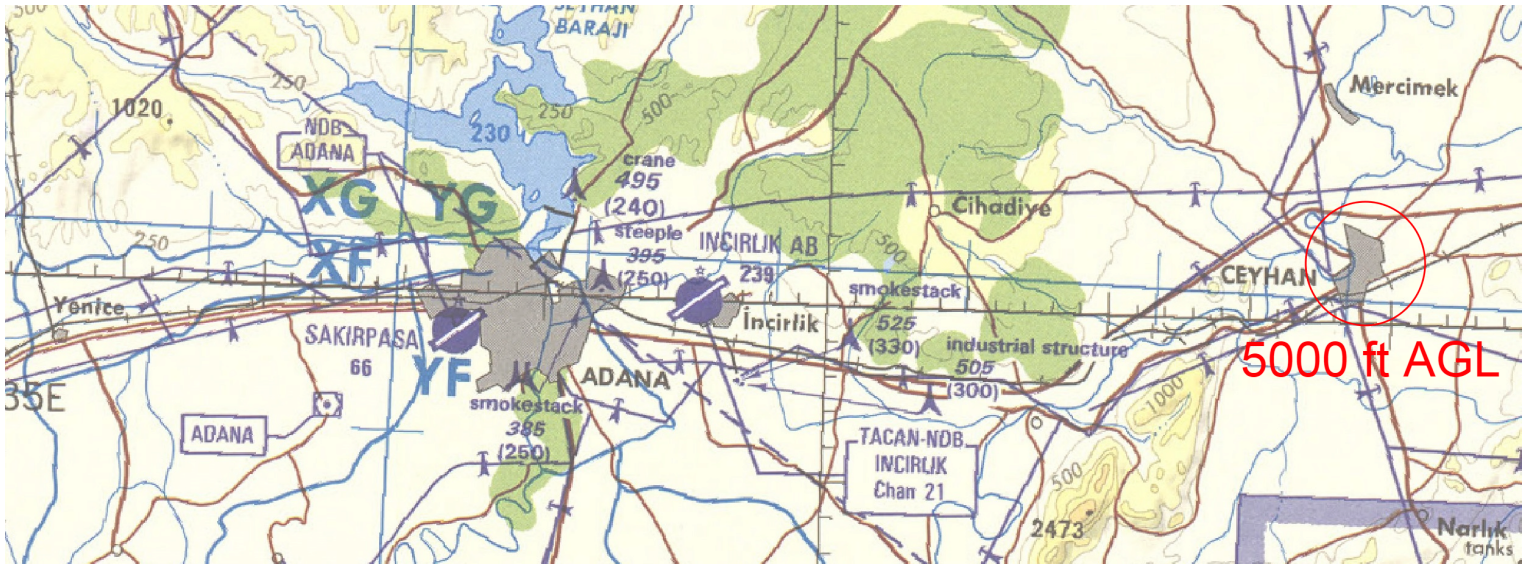
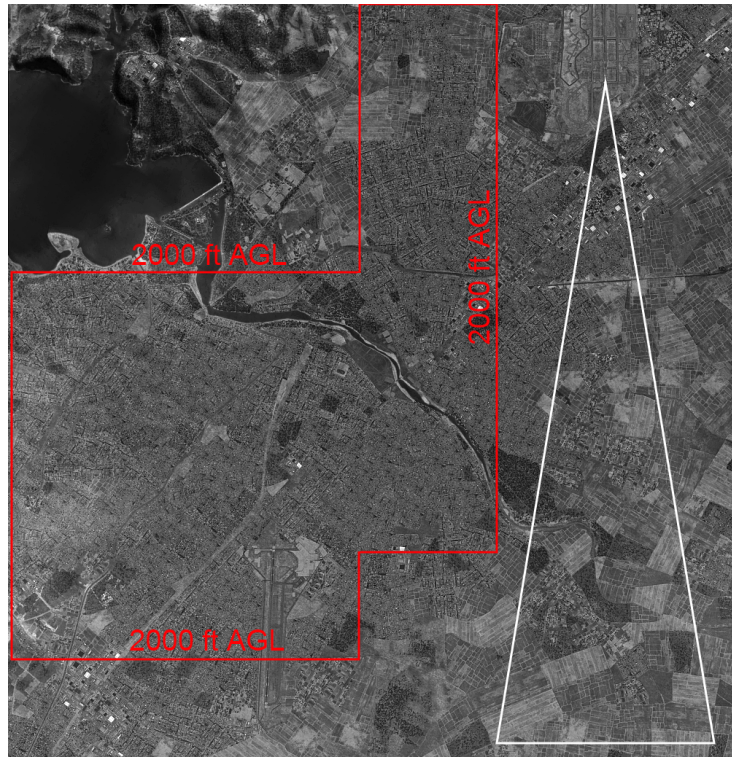
To comply with local noise abatement regulations the following instructions must be observed at all times unless an exception is explicitly given.

The city of Adana must not be overflown below 2000 ft AGL.

The area directly surrounding Incirlik Airbase on the south side (base housing) must not be overflown at lower than 1000 ft AGL.

The town of Ceyhan, 18nm east of Incirlik must not be overflown lower than 5000 ft AGL.





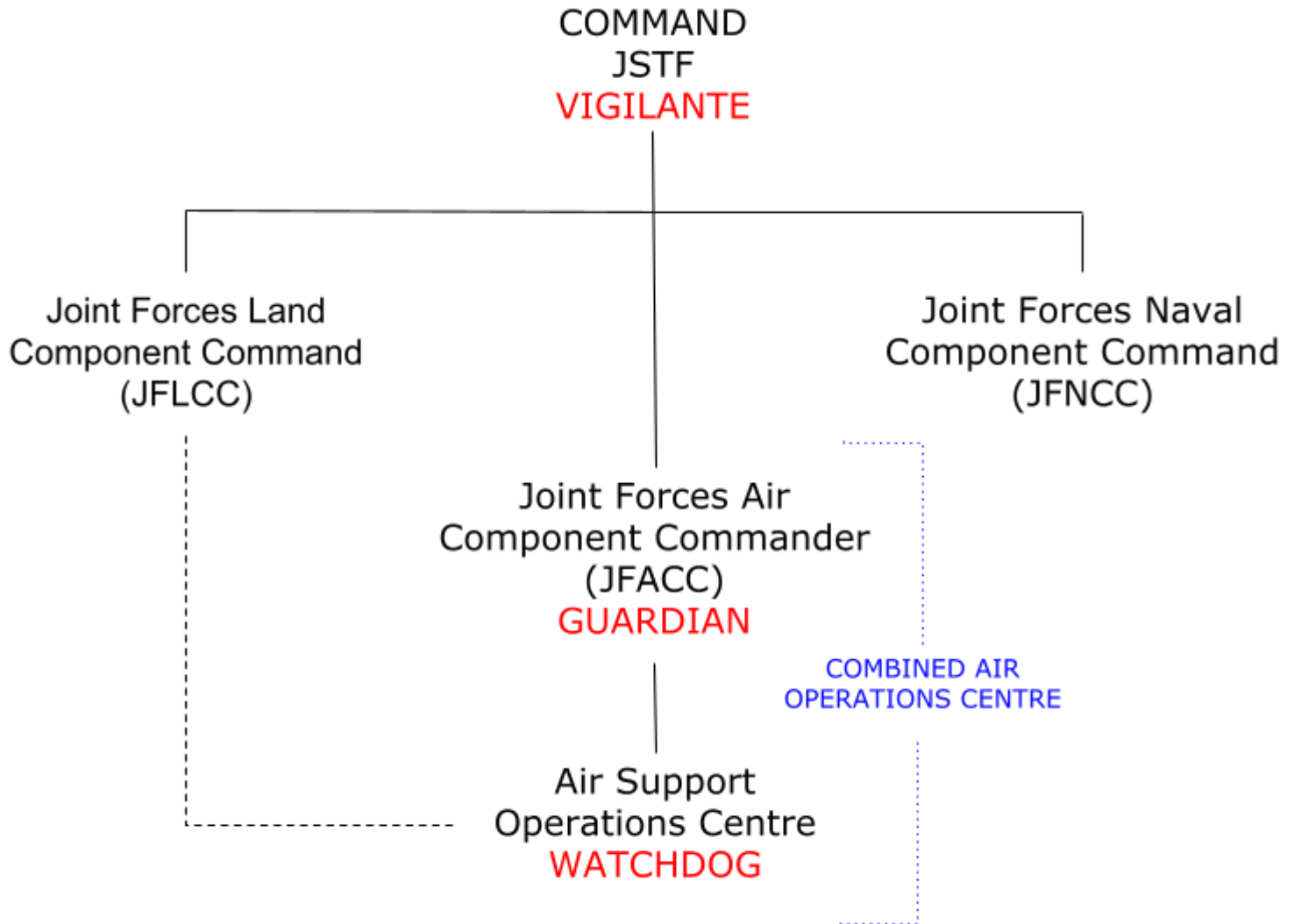
Incirlik Frequencies:

Function	Frequency
Ground Control	128.100 / 250.200
Incirlik Tower	128.200
ATC Departure	128.500
RAPCON Approach	128.300
RAPCON Arrival	128.400
ATIS	128.950
Incirlik Emergency	128.700
TACAN	21X (DAN)
ILS - 05	109.3
ILS - 23	111.7

Syrian Theatre of Operations (STO)

The following SPINS apply to all aircraft operating in the STO and reporting into the Joint Syrian Task Force (JSTF).

Command Structure JSTF:



Command of the JSTF (Vigilante) is headquartered at Incirlik. The JSTF has three lines of reporting into Vigilante, namely the Air (JFACC), Land (JFLCC) and Naval (JFNCC) component commanders, with all forces in the STO reporting into one of these.

All aircraft (fixed and rotary) in the STO fall under the command of the JFACC (Guardian). The Combined Air Operations Centre (CAOC), also headquartered at Incirlik consists of the JFACC HQ and the Air Support Operations Centre (ASOC - designated Watchdog). The Airborne Command and Control Centre (ABCCC - designated Sentinel) will provide the link between airborne aircraft and the CAOC. An ABCCC will be on station around the clock and will contain a senior mission commander at all times, the senior commander is designated as Sentinel Actual.

Requests for air support from the components of JFLCC will be made into the ASOC and designated to aircraft through the ABCCC.

Area of Responsibility:

The following SPINS will cover the Area of Responsibility (AOR) within the STO for all aircraft under command of the JFACC.

The AOR for Operation Cerberus North is defined as all of Syria north of Homs with the exception of the coastal region west of the Nusayriyah Mountains. The southern side of the AOR terminates with No Fly *Sierra*, the western side terminates with No Fly *Whiskey*. The northern and eastern boundaries of the AOR are formed by the Turkish and Iraqi borders.

Further details on access routes to the AOR, no fly zones and restricted airspace are provided in the following pages.



Access to Syrian Airspace:

Access to North Syrian airspace will be through the 'Gold Corridor', located in the NW tip of Syria. This is the only permitted route to access Northern Syria - Turkey has not cleared our aircraft to access Syria from their airspace along their northern border and all routes further south will venture into heavily defended Syrian airspace.

Aircraft ingressing into Syria through the Gold Corridor will do so by entering the corridor north of Iskenderun at 21-25 Kft MSL and following a heading of 112, passing north of Aleppo.

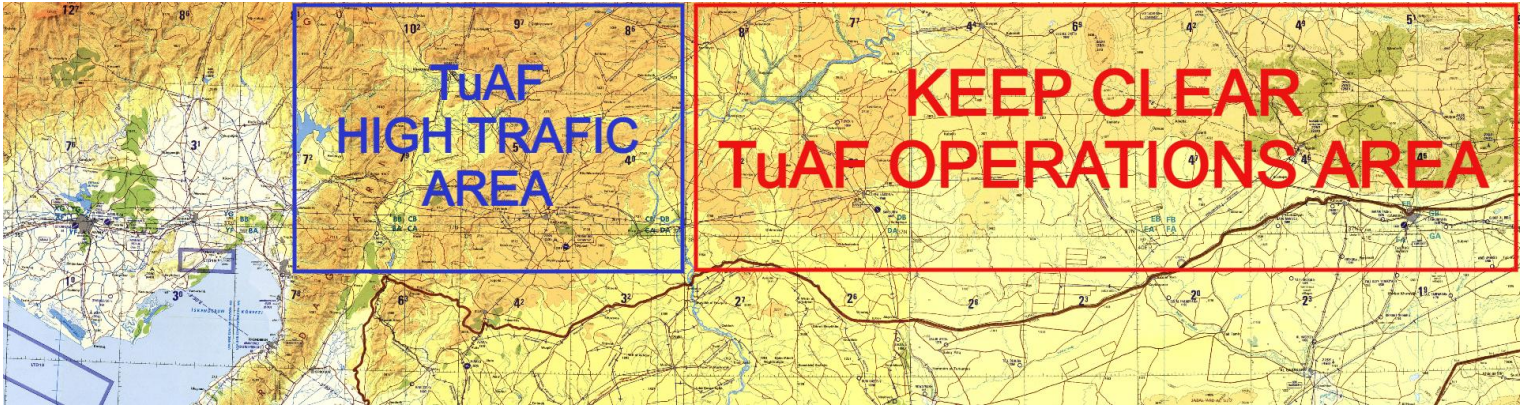
Aircraft egressing through the Gold Corridor will do so by approaching the southern side of Aleppo, before turning onto heading 292 at an altitude of 17-20 Kft MSL no closer than 5 miles from Aleppo.

Unless explicitly operating under radio silence, aircraft entering the Gold Corridor must contact Sentinel for clearance into the AOR.



Restricted Airspace:

Turkish airspace north of the Turkish/Syrian border and east of the Euphrates river is restricted to non TuAF aircraft. Airspace north of the Turkish/Syrian border and west of the Euphrates is not explicitly restricted but should be avoided during TuAF operations as an active TuAF route into their current operating areas.



No Fly Zone:

No fly zones have been established in two positions to prevent the Syrian Air Force from attacking SDF, YPG and civilian locations in northern Syria. The first zone - *Whiskey* (Longitude $E36^{\circ}20'$), is located west of Hama and runs north to south from the Turkish to Lebanese borders. Syrian aircraft are not permitted to cross the Nusayriyah Mountains.



The second no fly - Sierra, is located 5 miles south of Homs (Latitude N34°37') and runs west to east from the Lebanese to Iraqi borders.



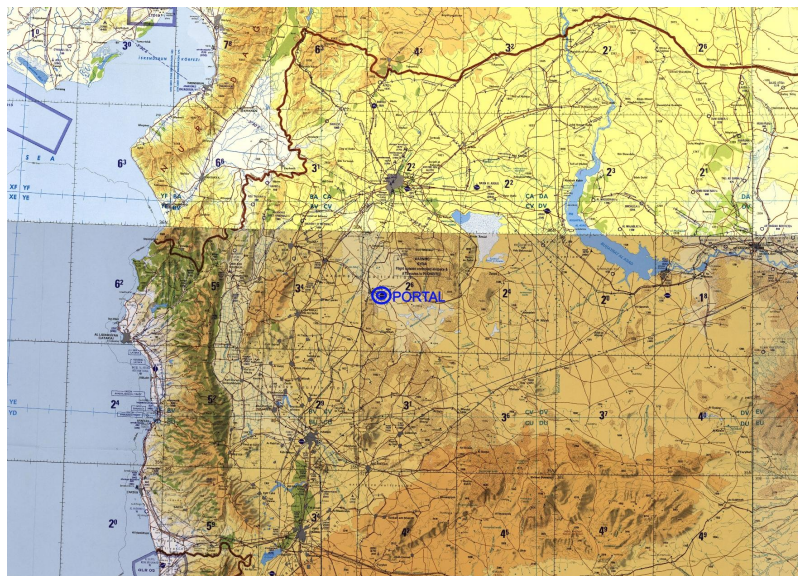
The no fly order applies to all Syrian rotary and fixed wing aircraft.

The no fly order only applies to Syrian aircraft and NOT Russian aircraft operating over Syria. Due to Syria operating Russian built aircraft any incursions into the no fly zone must be identified visually to avoid the unintended engagement of Russian aircraft..

Patrolling JSTF aircraft should not proceed further south into Syria than Hama without prior authorisation or direct instruction due to the substantial SAM threat south of Homs. If responding to an incursion into the no fly zone then the ABCCC will coordinate SEAD support.

Bullseye:

The bullseye within the STO is Abu al-Duhur airfield, located at N 35°43'59" E 37°06'17", designation - Portal



AAR Tracks:

The following Air-Air Refueling tracks are in operation to support Cerberus North.

Texaco will operate east of Aleppo on a north to south track.

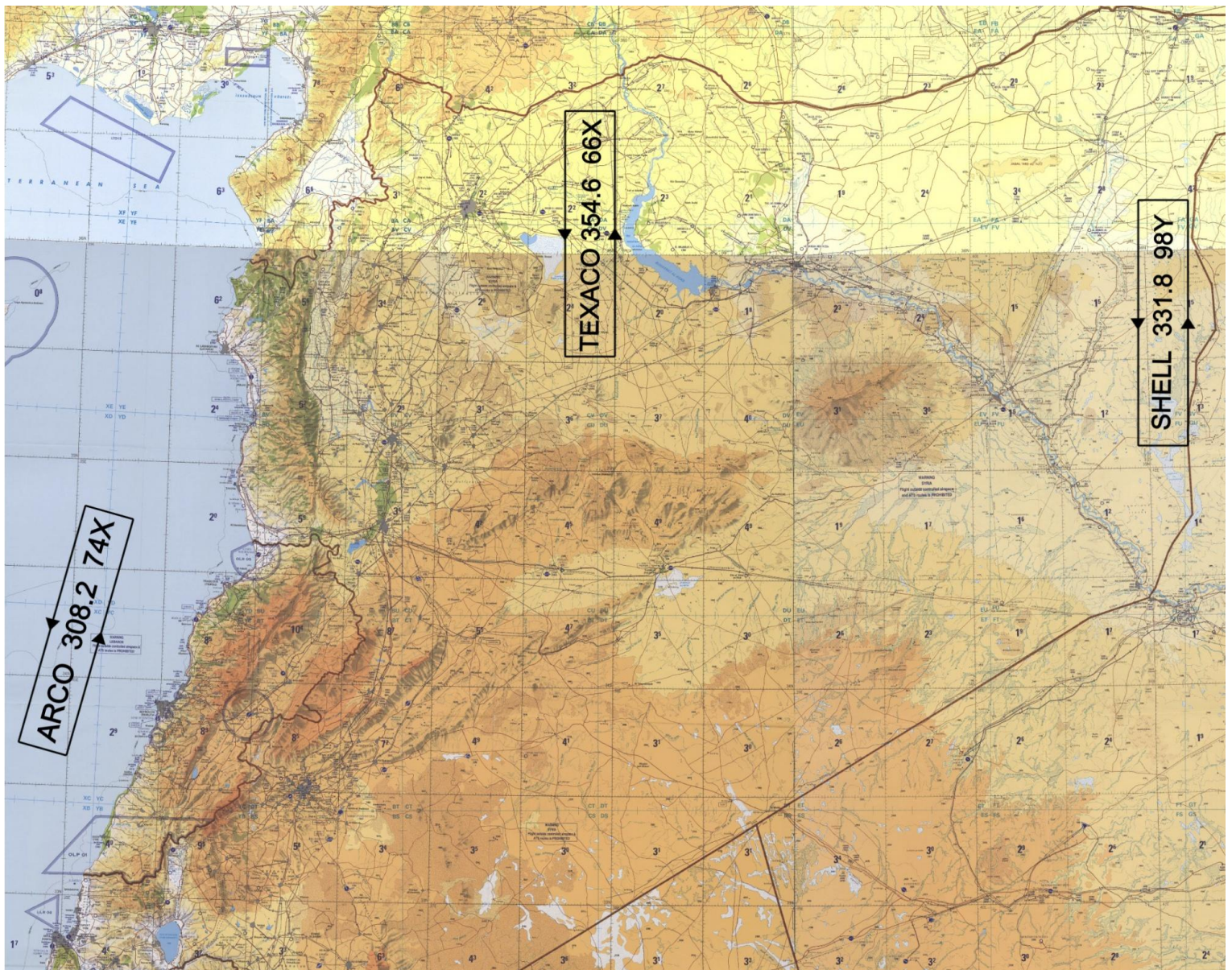
TEXACO 354.6AM, TACAN 66X.

Shell will operate in the east along the Iraq/Syria border, north of Sierra.

SHELL 331.8AM, TACAN 98Y.

Arco will be on station over the Mediterranean, flying a course parallel to the Lebanese coast.

ARCO - 308.2AM, TACAN 74X.



Theatre Rule of Engagement

The standing ROE within the STO are divided into two categories; air to air and air to surface. This is in recognition of the complexities of the two different missions being served by Operation Cerberus North.

Air to Air:

The air to air component of Cerberus North will primarily be focused on the enforcement of the no fly zones. Given the prevalence of the Russian Air Force in theatre enhanced ROEs have been established to prevent an unintended engagement of Russian aircraft.

The standing ROE for A-A weapons is *return fire* or *fire upon authorisation*.

Return fire can only be utilised following the deployment of a weapon by an aircraft that also meets the condition for a hostile act as laid out on the following pages. Return fire action can be taken without clearance from a higher agency providing the ROEs have been met.

Fire upon authorisation requires specific clearance from the senior mission commander to engage.

In addition the following condition applies within the STO.

All aircraft violating the no fly zone must receive visual identification due to the potential for Russian aircraft to enter the no fly zones.

Air to Surface:

The air to surface component of Cerberus North will likely cover a variety of target types and environments. It is likely that aircraft will be operating in a very complex and dynamic environment with hostile and friendly forces both operating in close proximity to civilians.

The following standing ROEs apply to all air to surface operations within the STO.

Predefined targets. Targets specifically defined within a briefing are pre-cleared for engagement providing the risk of fratricide and collateral damage is eliminated and the briefed details are followed precisely. Predefined targets will not require visual identification by the attacking aircraft to engage. For targets to meet the predefined condition precise coordinates must be available and the target must not be within an area requiring fire control or within a no fire area.

Dynamic Targets. Targets that do not meet the conditions for a predefined target will be considered a dynamic target. Dynamic targets may be assigned in the field via the CAOC or through a JTAC/FAC. Dynamic targets that are assigned and are not under the control of a JTAC/FAC require visual identification from the attacking aircraft or JTAC/FAC prior to engagement and clearance to engage from the mission commander. When an aircraft is under the control of a JTAC or FAC weapons release authority will be under the control of the JTAC/FAC at all times

Air to Surface - Restrictions:

The following restrictions and conditions apply at all times within the STO to reduce the likelihood of fratricide and collateral damage. The JFLCC and CAOC will collaborate on a daily basis to produce the air support chart (ASC).

The ASC will identify the following:

- 1. BCL** - Battlefield Coordination Line.
- 2. FSCL** - Fire Support Coordination Line.
- 3. RFA** - Restricted Fire Area.
- 4. NFA** - No Fire Area.
- 5. FFA** - Free Fire Area.

BCL: The BCL displays the current forward line of troops (FLOT).

It is marked on the air support chart by a solid blue line and letters BCL, noting the coordinating agency and date/time it was updated.

FSCL: The FSCL marks the expected furthest forward operating area of friendly ground forces.

Ground forces should not advance beyond the FSCL without coordinating with agencies controlling aircraft attacks. Any targets that lie between the BCL and FSCL can only be attacked by aircraft when under the control of a JTAC/FAC.

Targets beyond the FSCL fall under the control of the CAOC or senior mission commander.

The FSCL should follow well defined terrain features easily identifiable from the air.

The FSCL is marked on the air support chart by a solid black line and letters FSCL, noting the coordinating agency and date/time it was updated.

RFA: The RFA is a blanket condition that applies to all areas not covered by another restriction.

It can also be designated to a particular location and is marked on the air support chart as an enclosed area in a black outline with the letters RFA, noting the coordinating agency and date/time it was updated.

FFA: Targets within a FFA require no authorisation or control to engage targets providing the theatre ROEs are met.

It is marked on the air support chart as an enclosed area in a green outline and letters FFA, noting the coordinating agency and date/time it was updated.

NFA: The employment of weapons in a NFA is forbidden in order to protect civilian or culturally significant locations.

It is marked on the air support chart as a closed area outlined in red with a cross through it and letters NFA, noting the coordinating agency and date it was updated.

Examples of Air Support Chart Markers:

FSC "JFLCC" 06/06/2012



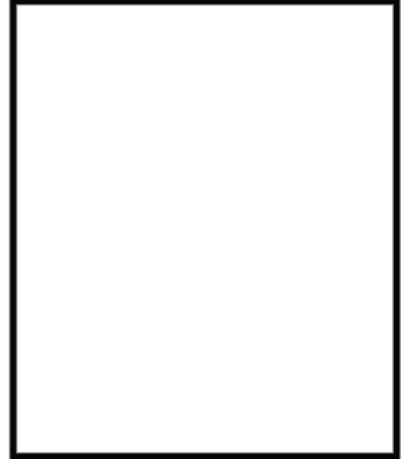
BCL "JFLCC" 06/06/2012



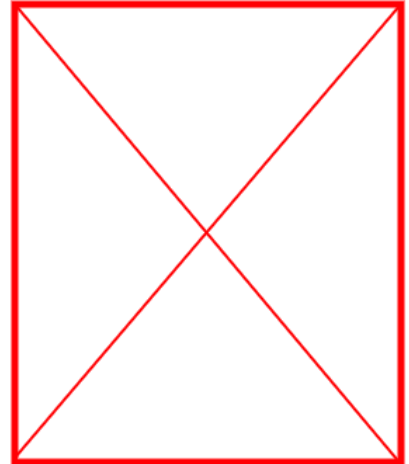
FFA "JFLCC" 06/06/2012



RFA "JFLCC" 06/06/2012



NFA "JFLCC" 06/06/2012



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/FAC.

The JTAC or FAC 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.

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.

The pilot will respond by reading back lines 4,6 and 8. If readback is successful the JTAC/FAC will pass remarks and restrictions, these will cover the process for the attacking aircraft to 'call in' on their attack run, weapons release heading/final attack heading and any relevant threats.

Terminology:

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

Bomb on Target (BOT) - target location will be described, usually through a 'talk-on'.

Bomb on Coordinates (BOC) - target location will be passed as precise coordinates.

Cleared hot - air support is cleared to engage the target under type 1 or 2 control.

Cleared to engage - air support is cleared to engage the target under type 3 control.

Abort - If the JTAC/FAC calls abort then the attacking aircraft must safety weapons systems and maneuver off target immediately.

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.

Air to Surface - Exceptions:

If control of an attack has been placed under that of a JTAC/FAC and contact with the JTAC/FAC is subsequently lost, then the attack may proceed in the defence of friendly forces if the conditions for hostile intent can be met and friendly forces are in clear and imminent danger.

Hostile Intent

Hostile Act considered if unit:

- Engages friendly forces with a weapons system, resulting in weapons release.

OR

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

Alternatively a 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 defined hostile force.

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

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

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

(note these conditions may 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 JSTF forces within the STO.