

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

04:30, 30th March, 2012.

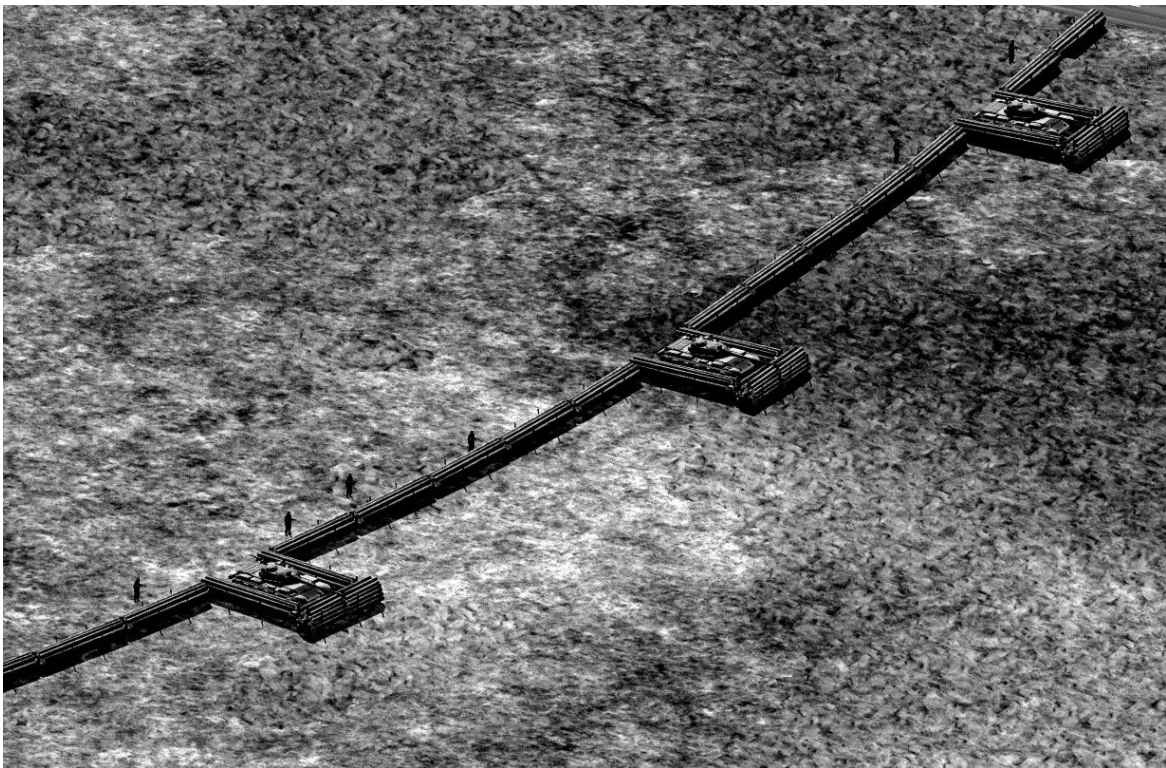
Situation

Over the last two weeks we have steadily been shrinking the perimeter of the IRGC's territory and forcing them back into Yasuj. Although this has come at a heavy cost to both our forces and civilians we have finally penned the IRGC into a corner. The stage is now set for the assault on Yasuj to finally remove the IRGC as a threat to the transitional Iranian government.

This will be a major operation involving substantial numbers of air and ground forces. The IRGC have spent months in Yasuj fortifying their positions, there are an estimated 10,000 IRGC troops still in Yasuj, protected by air defences and what armour the IRGC initially escaped to Yasuj with. Recon has revealed the presence of BMPs, T-55s and SP artillery along with the construction of basic revetments. Yasuj itself is a tough target, protected on its western flank by a river, crossable by two bridges, and on its eastern flank by the Mount Dena range.



Situation

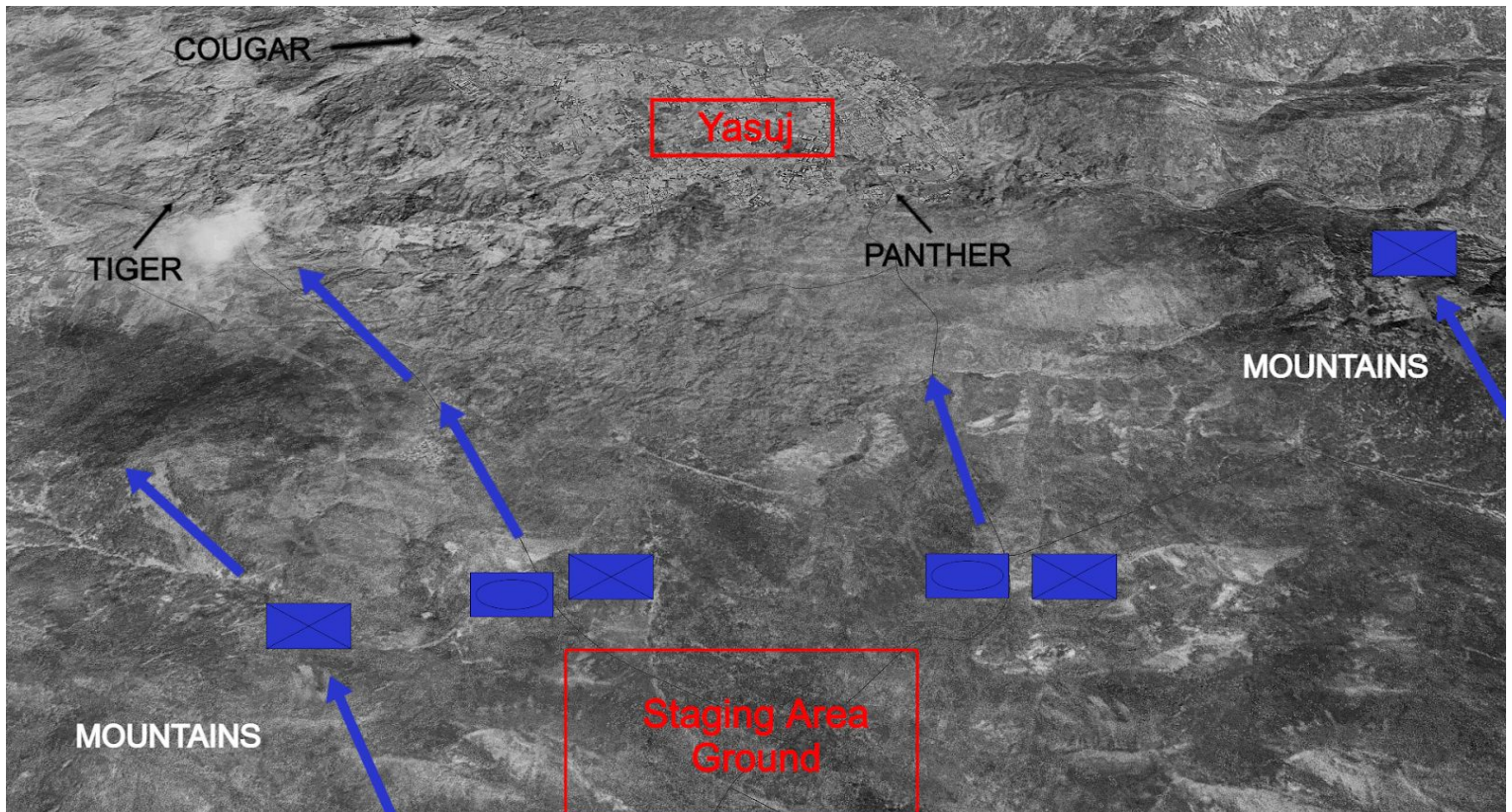


Situation

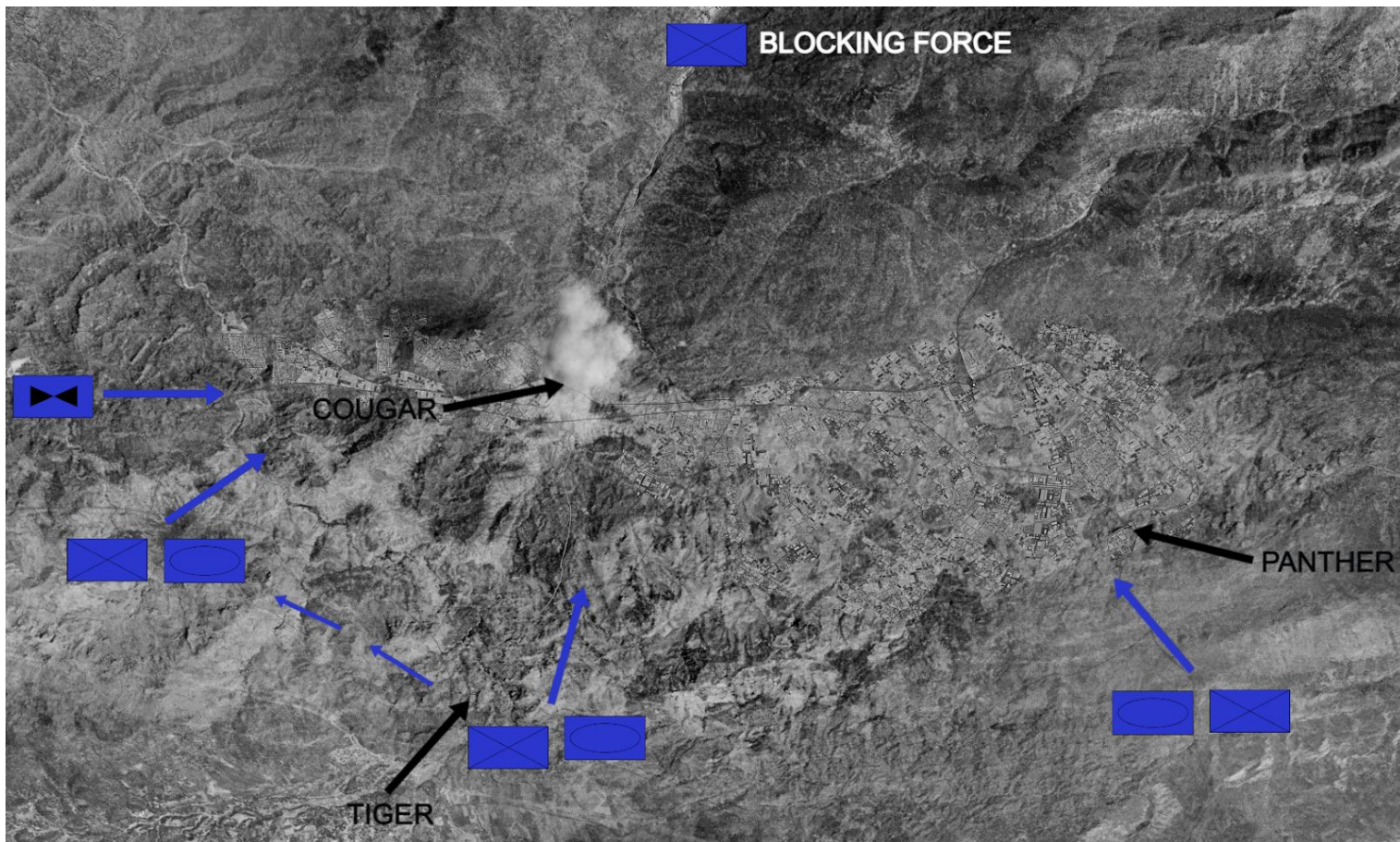
Air operations will begin at 03:00 ZULU. The ground attack on Yasuj will commence at 03:20 ZULU (07:20 local) and will be led by V Corps' 170th Infantry Brigade. The brigade's armoured formations, staging west of Yasuj, will start the attack by advancing on the two western bridges, codenamed Panther and Tiger. Infantry from 2nd Battalion will secure the high ground on the flanks of the armoured attack.

Once Tiger is secured, the armour on the northern flank will split into two groups, with one group turning east and assaulting the city whilst the second group pushes further north to attack the city from the northwest. Both groups will be targeting the bridges at Cougar, which link the southern body of the city with the suburbs to the north. Simultaneously troops from the 82nd airborne will be deployed by CH-47 onto the roads overlooking the northern side of Yasuj and will advance along the high ground into the northern sector of the city.

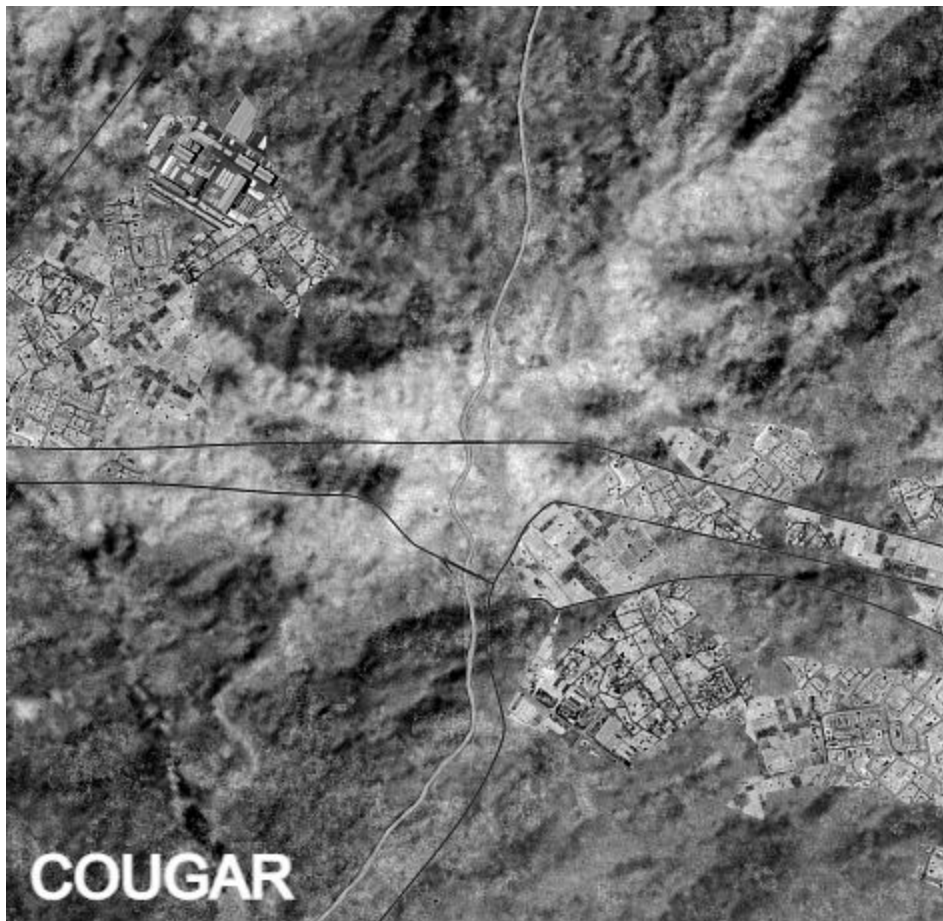
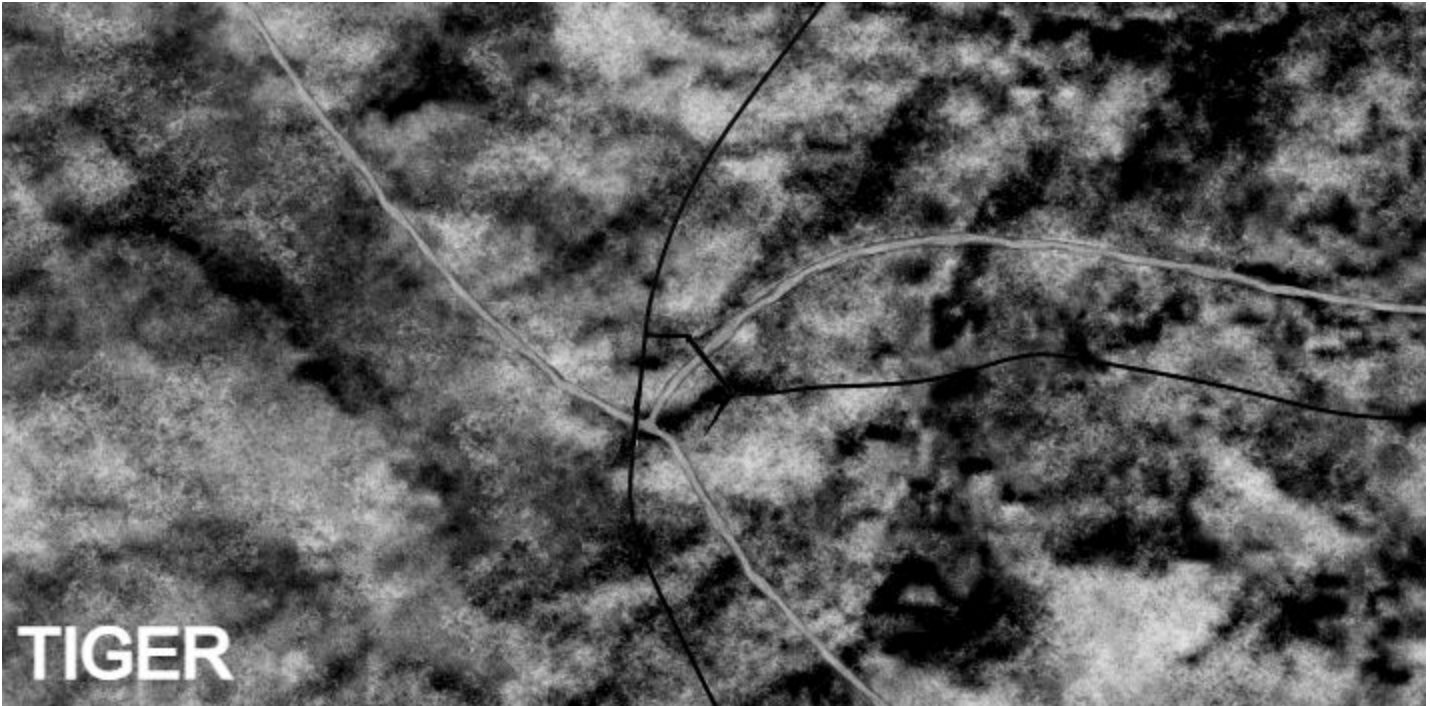
Finally a blocking force will be deployed into the eastern pass through Mt. Dena to cut off the remaining escape route out of Yasuj.



Situation



Situation





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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.

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



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SPINS

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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SPINS

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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SPINS

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.

Weather

Wind = 236 7kn @ GL, 190 10Kn @ 6600, 113 15Kn @26000.

Temp 20C.

Clouds 6/10, base 16000 feet, 1500 feet depth.



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Mission

Mission Summary:

- Support the attack on Yasuj and strike air defences and artillery defending the city.
- Provide on call CAS to ground forces entering the city.

Mission Details

Today's operation in Yasuj will be the most complex we've taken part in during Operation Persian Freedom and there will be a significant number of friendly forces both in the air and on the ground during the operation.

There will be several phases to our role in the operation. The 74th FS will be up in force as 6 groups of two ships (Gunman 1 through 6), these 6 groups will be split into two flights - Alpha flight (Gunman 1, 3 and 4) and Bravo flight (Gunman 2, 5 and 6). Alpha flight will be under control of Lt. Colonel Jones (Davy) and Bravo flight under the control of Flt. Lt. Hill (Steep).

The squadron will get airborne and RV at WP1, push time from WP1 is 02:45 ZULU. The squadron will push in force from WP1 and proceed on flight plan to WP MARSHALL. We will hold at Marshall whilst the first two waves of aircraft penetrate the Yasuj airspace.

Outlaw 2-1 will lead the attack as a four ship of HARM equipped F-16's. Outlaw will neutralise the SA-6 and two SA-8's operating in Yasuj. Outlaw will push from Marshall at 03:00 ZULU.

Once the SAM's are down, Renegade 4-1 (F-16's) will make high level precision strikes against IRGC command and control positions in the city.

Our squadron will be in the third wave of aircraft. We will push from MARSHALL once the SAMs are down and proceed to two holding stacks west of Yasuj. Alpha flight will hold over the northern (November) sector of the city and Bravo flight over the southern (Sierra) sector.

Once stacked all flights will start marking locations of their primary targets within their assigned sectors. Gunman 2-1 your flight is assigned Sierra sector 2, Sierra 2 is defined as the area fully enclosed by the road loop leading out of Panther.



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Mission

Our primary targets are any AAA or SA-9's present within each sector. These targets are all mobile and the IRGC have been relocating them every few hours. Search your sector for targets and mark their positions. We will begin our push from the stack to the IP at 03:15 ZULU. Gunman 1 will push first, followed by the rest of the flights in numerical order at 30 second intervals (Gunman 2 PUSH + 30 sec, Gunman 3 PUSH + 60 sec etc). Flights will push through the IP and onto their targets. Ensure your targets are destroyed as rapidly as possible to ensure the safest air space possible as the ground assault begins.

Each flight will then egress towards their secondary targets. Gunman 2 your secondary target is an artillery position located on a plateau north of the city. At least 4 2S1 Gvozdika SP artillery pieces have been sighted on recon flights. Once we have hit our secondary targets all Alpha and Bravo flight will pull back to their respective stacks.

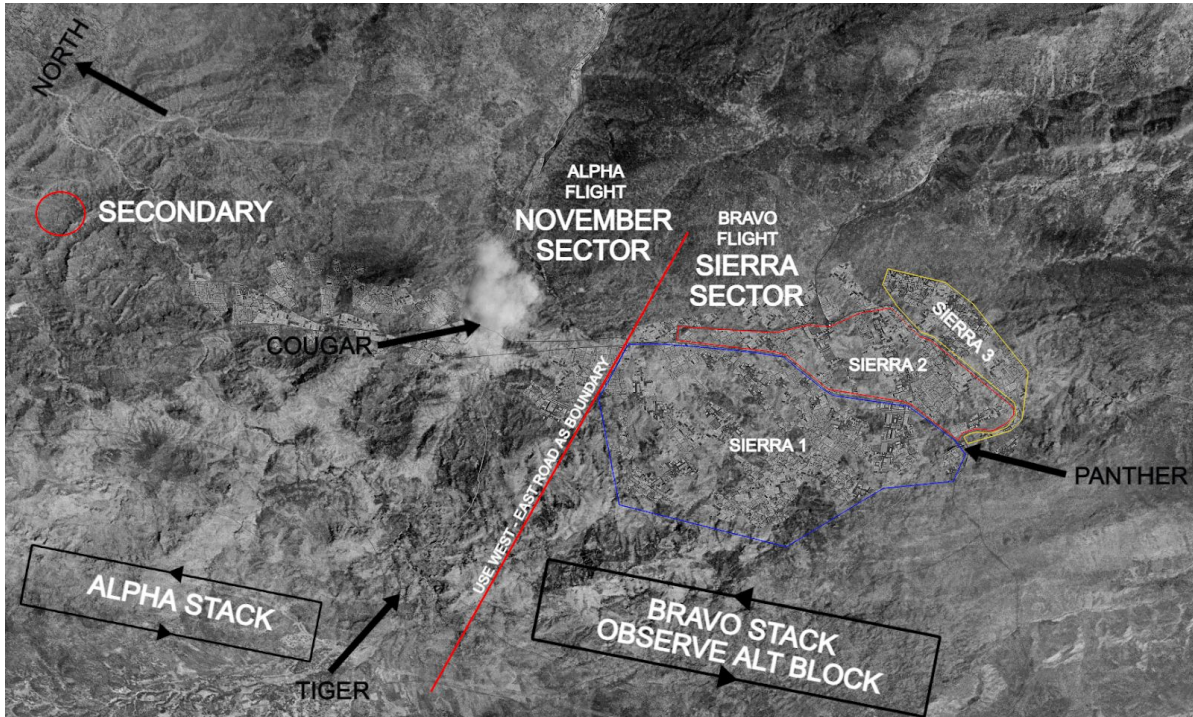
Once back in their stacks, flights will monitor their assigned ground force frequencies (these are listed in your kneeboards as colours on the FM radio). Cycle through the FM frequencies and listen for calls for air support, Gunman 2-1 when picking up calls for support you will be responsible for allocating the request to Bravo flight members.

Pay close attention to assigned altitude blocks during the flight, we will be operating in congested airspace and deconfliction will be essential.

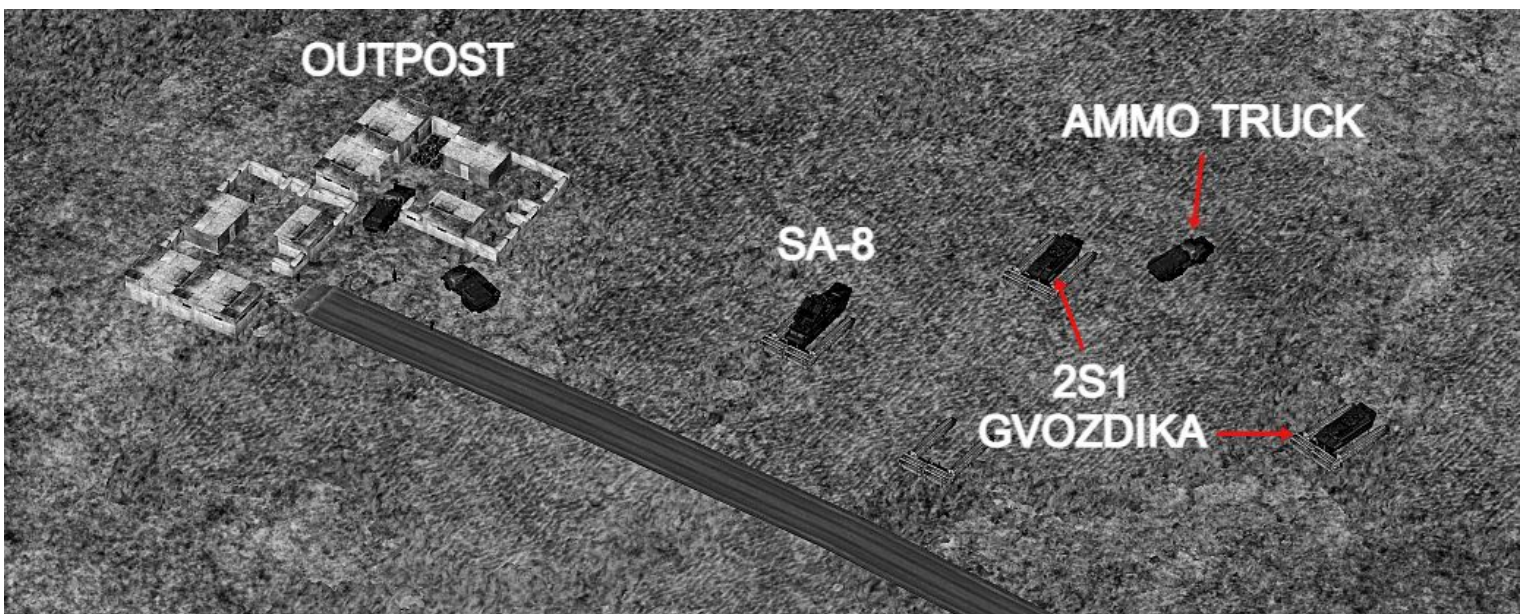
The three bridges, Panther, Tiger and Cougar have been assigned waypoints in your flight plan to aid target acquisition in the city.

The 74th will remain on station providing on call CAS until relieved by the 81st FS.

Mission



Mission

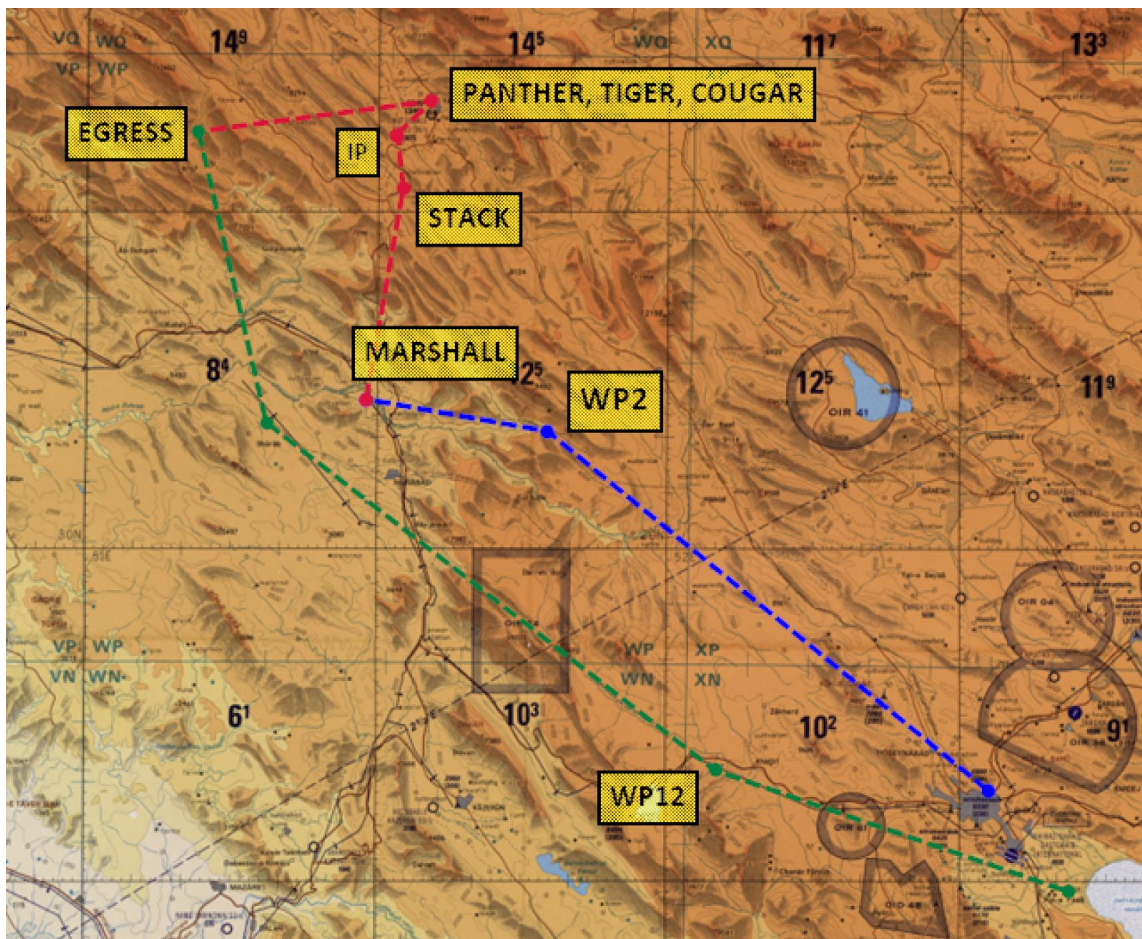


Flight Plan

WP	Alt (k ft)	IAS (Kn)	Notes	WP	Alt (k ft)	IAS (Kn)	Notes
1	8700	230	RV, 02:45 ZULU	8			COUGAR
2	17.5	230		9			SECONDARY TARGET
3	17.5	230	MARSHALL	10	17.5	230	EGRESS
4	17.5	230	STACK	11	17.5	230	
5	17.5	230	IP	12	17.5	230	
6			PANTHER	13	8	230	APPROACH
7			TIGER	14			LANDING

Joker Fuel 2500lb

Bingo Fuel 2000lb





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Threats

SA-8, SA-9 and SA-6 in Yasuj.

Various AAA in Yasuj, including ZU-57.

Unknown MANPAD threat but consider it to be very potent, avoid low level flight over Yasuj unless absolutely necessary.

*** NOTES TO PLAYER ***

This is a very detailed and intricate mission with many, many moving parts and combinations of events. It has been thoroughly planned and tested but as we know from time to time updates to DCS can cause new issues. To safeguard against any mission breaking AI bugs many AI tasks have a failsafe built in on a timer - if the AI fails to achieve it's goal within (typically) 5-10 minutes the failsafe will fire and the mission should progress. If you find yourself stuck at any point and suspect a bug then wait for a few minutes and hopefully it will fix itself and allow you to proceed.

This mission can also and quite deliberately be one of the most challenging in the whole campaign, Yasuj is well defended! If you are having difficulty then please accept the following advice. The only objective you have to complete is the primary air defence targets, defeat these at distance using mavericks. If you fail to kill any secondary targets the mission will still progress, so the threats in this area can be avoided if they are giving you problems. Finally each CAS task you accept to handle personally will increase the threat level in the city, this can be avoided by assigning each task to a member of Bravo flight instead - but of course you then miss out on the action yourself. Taking the easy route will result in a lower score and no doubt a reduction in the pride you have in your abilities.

At the time of testing (January 2021) there are several bugs affecting the preset radio channels in the A-10. It is recommended you use manual radio settings.