

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

08:00, 27th October, 2011.

Media

<https://youtu.be/O0EwZVbrY1o>

Situation

Following a successful operation against the Iranian anti ship positions and a sustained action over the Bandar Abbas and Qeshm area the second phase of Operation Persian Freedom, 'Crossing the Straits' is now underway.

Carrier Strike Group 3 has now entered the straits and has begun to support ground operations as well as now being better placed to support operations in northern Iran. Last night units from the 5th Marine Regiment captured the islands of Sirri, Tunb, Abu Musa and Larak.



Situation

The ultimate target of phase two is the capture of Bandar Abbas and Havadarya but before this can occur both Hormuz and Qeshm islands must be secured. Hormuz will be assaulted by elements of the 7th Marine Regiment shortly and a major operation on Qeshm was launched earlier today.

On Qeshm island the 1st Marine Regiment and the 11th Marine Regiment have already begun an assault in the Qeshm City and Dargahan areas. The 82nd Airborne Division's 2nd Brigade will shortly begin an assault on Qeshm Airport. This operation is being heavily supported by coalition air power.



Iranian ground forces on Qeshm have been heavily attrited after several days of air strikes, however there is still a significant ground force present on the island.



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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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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 = 305 1kn @ GL, 184 2Kn @ 6600, 180 7Kn @26000.

Temp 29C.

Clouds 6/10 coverage, 16,400 ft base, 2500 ft depth.



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Mission

Mission Summary:

- Report to Qeshm island marshall point and await CAS tasking.

Mission Details

You have been assigned to provide CAS to the ground forces operating on Qeshm island. You will lead a two ship (Gunman 2-1, consisting of yourself and Lt. 'Mono' Peyton) to the Marshall point south of Qeshm, here you will hold position and await tasking from Whiplash.

Lt. Col 'Davy' Jones will also lead a two ship to the marshall point, callsign Gunman 1-1.

The 82nd Airborne are tasked with capturing Qeshm airport and securing the surrounding area, whilst the Marine forces are already underway with their operation to secure Qeshm City and Dargahan.

Mission

Mission Specifics

Take off from Al Minhad and form up with your wingman and Gunman 1-1 at WP 1. Proceed to WP 3 and check in with Overlord. Overlord will direct Gunman flights to the Marshall point south of Qeshm, here all CAS aircraft will be stacked up away from the battlespace where they will be held until specifically tasked.



Mission

Overlord will assign an altitude block to hold within the stack, this will be in 1,000 ft intervals and it is imperative this attitude is maintained whilst in the stack.

Upon entering the stack flights should check in with Whiplash and await further instructions.

Whiplash will contact individual flights with tasking when required, at this point the flight will exit the stack, maintaining the assigned altitude until feet dry over Qeshm. Whiplash will provide contact frequencies for JTAC units on the ground.

To assist navigation, coordination and target acquisition in a complex and dynamic environment all units, both air and ground participating in this operation will use the following maps to communicate and plan attacks.

Qeshm Sector Map:



Mission

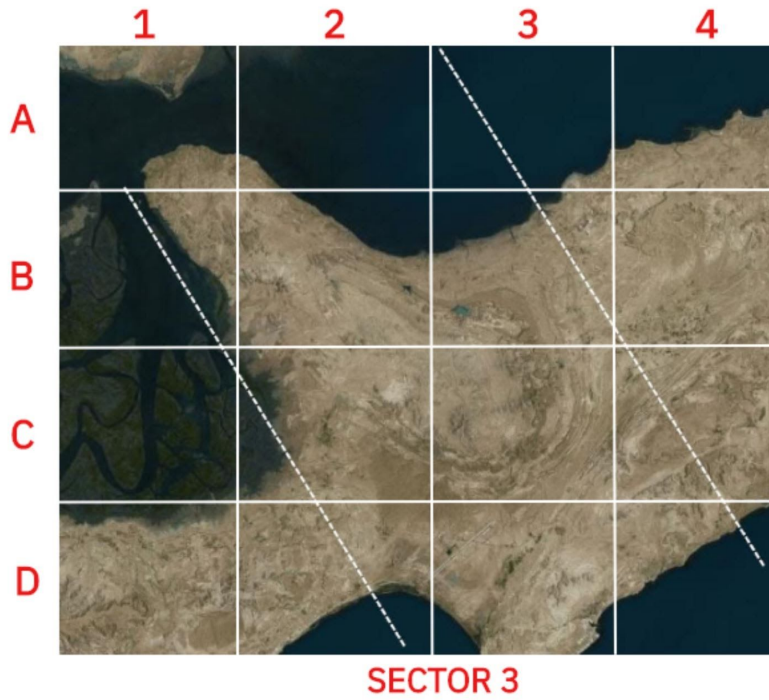


SECTOR 1

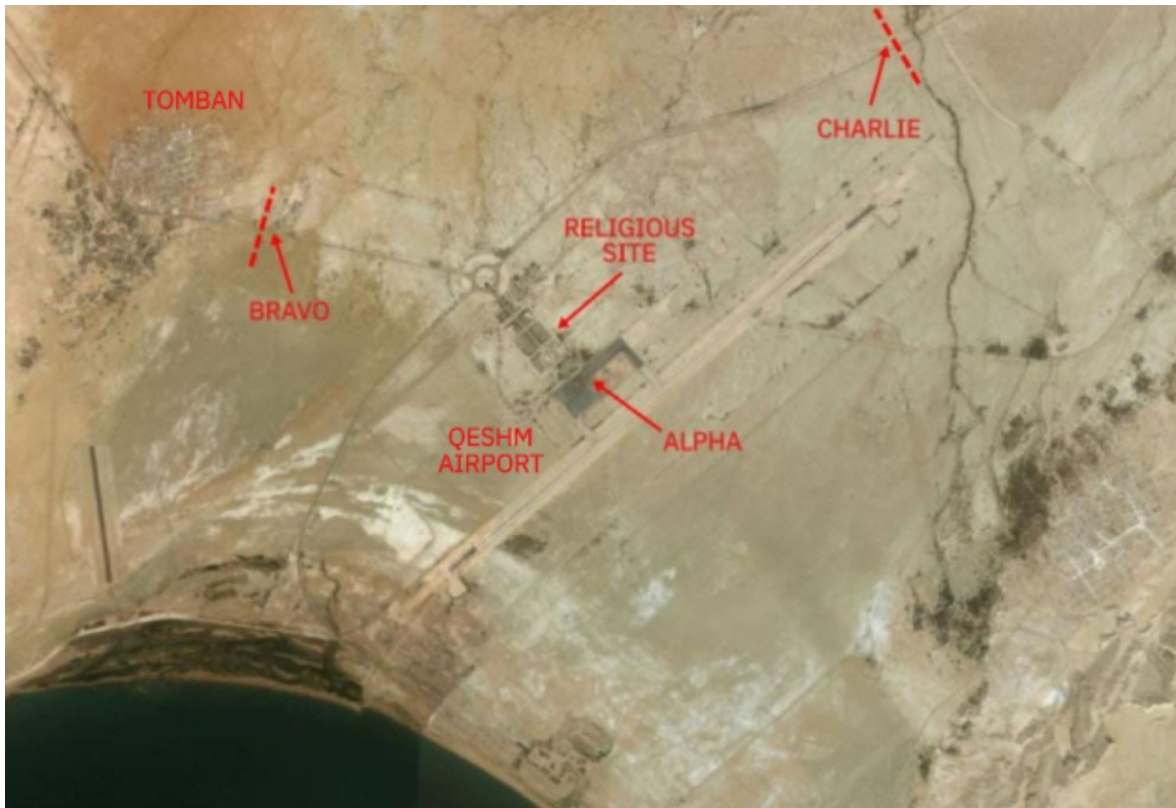


SECTOR 2

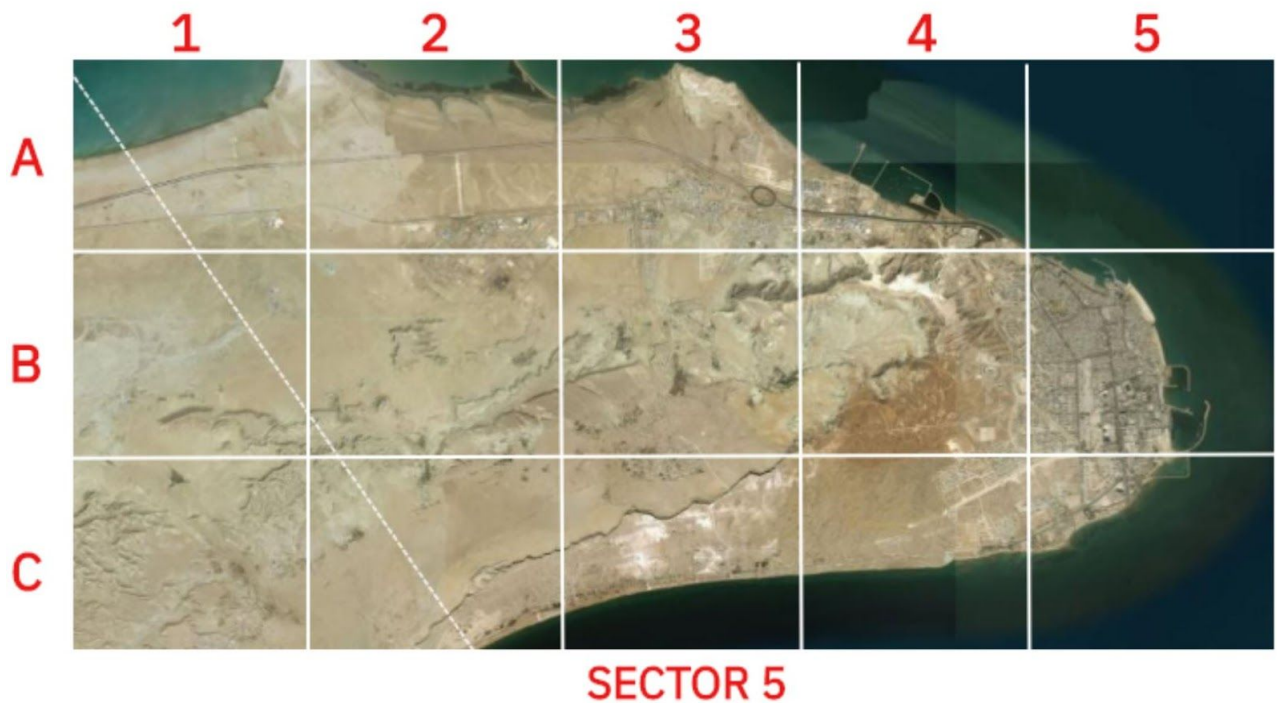
Mission



Sector 3, D3 - Qeshm Airport



Mission



Mission

Sector 5, Qeshm City



Qeshm Airport is located in sector 3, D3, it's primary target is Alpha (capture of the airport terminal complex). Bravo and Charlie refer to blocking positions that will be setup by the 82nd to defend against potential counterattacks.

Qeshm City, sector 5 will be a challenging urban environment. The marines are tasked with the capture of Alpha (port facility), Bravo (command and control position) and Charlie (local garrison HQ). To assist further with CAS in this setting all the major roadways in Qeshm City have been pre designated and will be referenced by JTACs.



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Mission

Finally, Dodge will be holding a CAP mission north of Qeshm to protect the operation.

All maps are included in your kneeboards along with a list of JTAC contacts in the field on today's operation.

Flight Plan

WP	Alt (k ft)	IAS (Kn)	Notes	WP	Alt (k ft)	IAS (Kn)	Notes
1	5	230	Form flights	6	15	230	
2	15	230		7	15	230	
3	15	230	Check in Overlord	8	7	200	Approach
4	15	230		9			Land
5	TBC	200	Hold position, await tasking				

Joker Fuel 3000lb

Bingo Fuel 2500lb



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Threats

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

SA-9 mobile SAM system in the Qeshm Airport area. These will be targeted ahead of the assault by the 82nd but additional threats may be present.

Expect anti air guns and MANPAD SAM's over Qeshm.