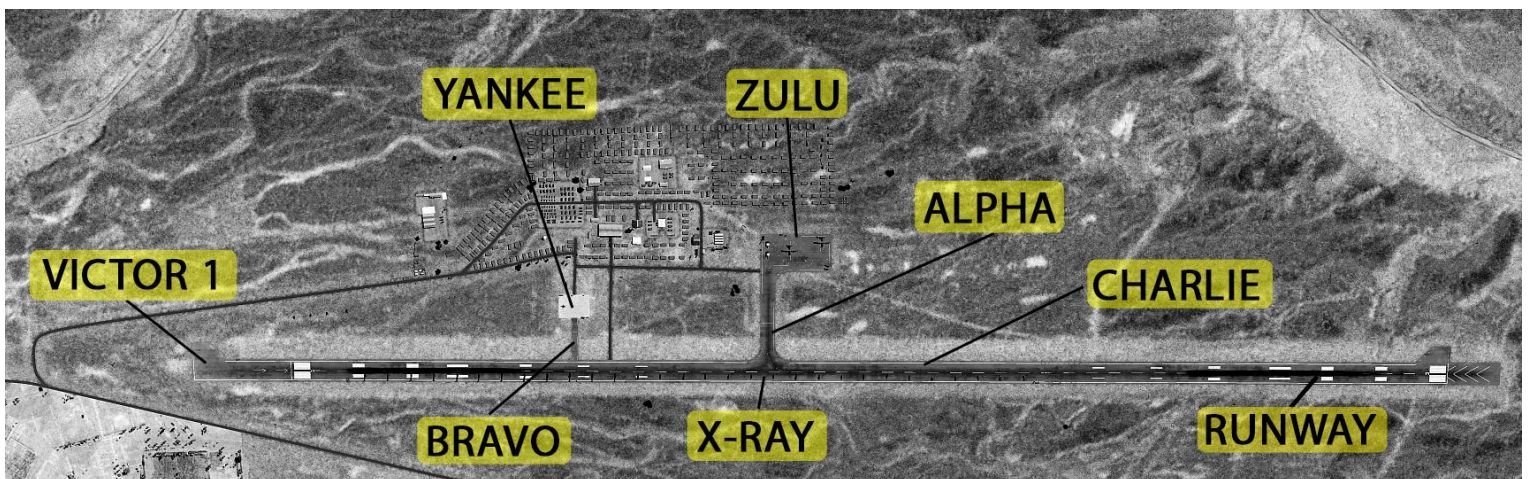


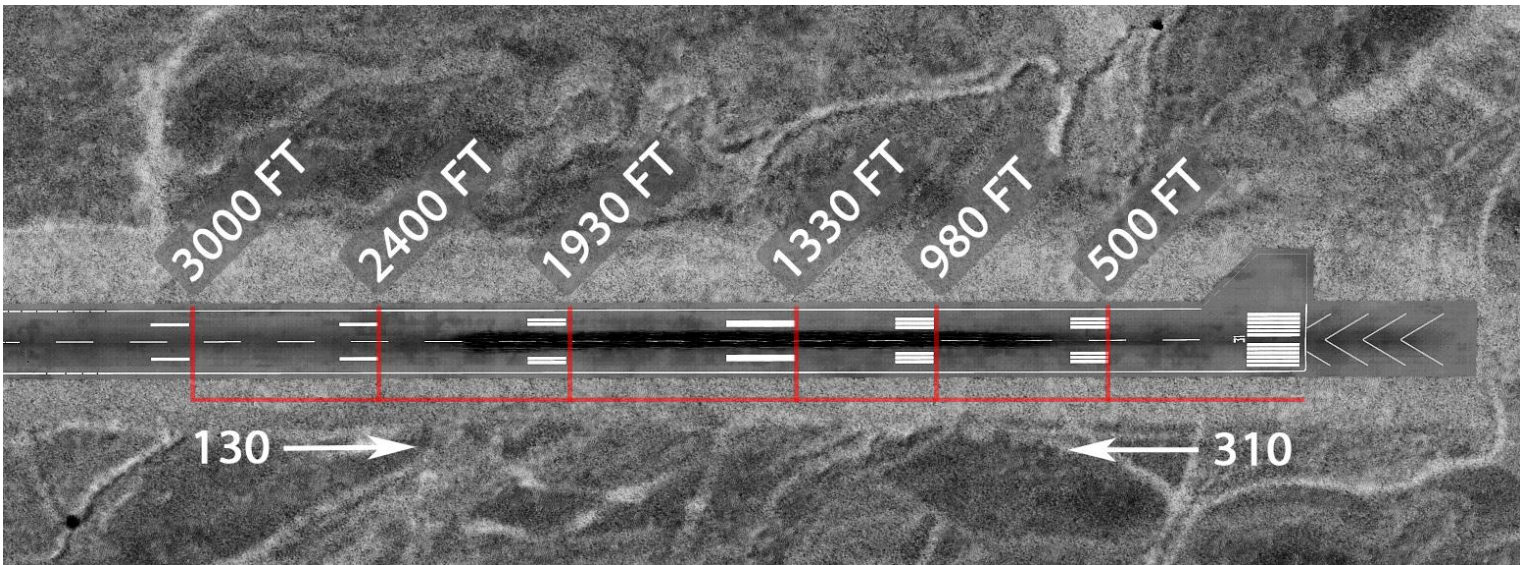
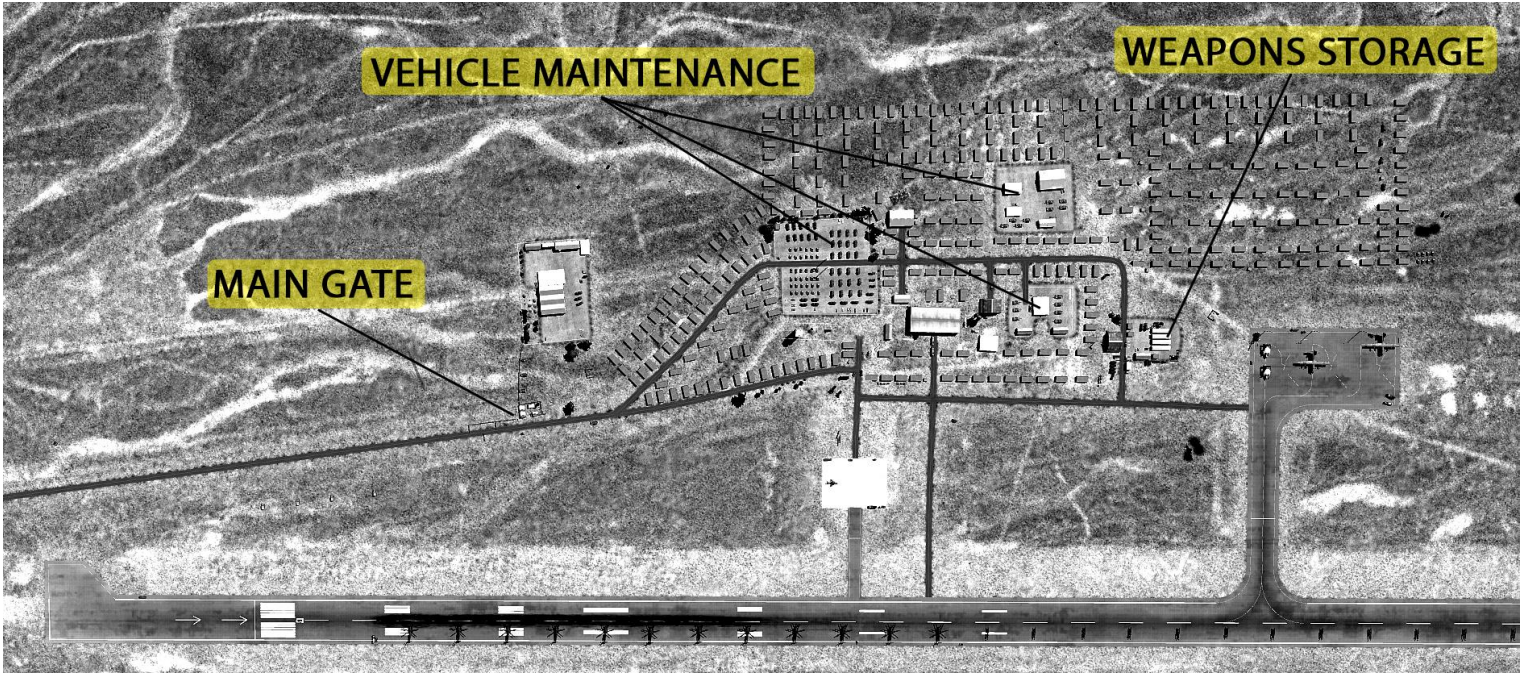


SPINS
for
FOB Juliet
&
The Kerman AOR



FOB Juliet has only two hardened ramps suitable for aircraft parking. Ramp Zulu (600 x 335 feet) is assigned to C-130s and connects to the runway via taxiway Alpha. Ramp Yankee (255 x 195 feet) provides parking for AV-8Bs and is connected to the runway via taxiway Bravo. Ramp X-Ray is a temporary parking area formed from a large section of the main runway and is allocated to rotary assets. Ramp X-Ray is 5800 feet long and 100 feet wide, adjacent to ramp X-Ray is taxiway Charlie with the painted centre line marking the boundary between ramp and taxiway. The remaining section of the main runway, located at the southeast end of the base is the new active runway. The runway is 3000 feet in length and 200 feet wide. Runway heading is 310 or 130. Unless in exceptional circumstances, runway 130 will always be used for takeoff and 310 for landing. Distance markings on the runway are as displayed below. The northwest end of the runway has been allocated as a vertical landing pad - designated 'Victor 1'. The pad is 200 x 300 feet and capable of withstanding Harrier operations.



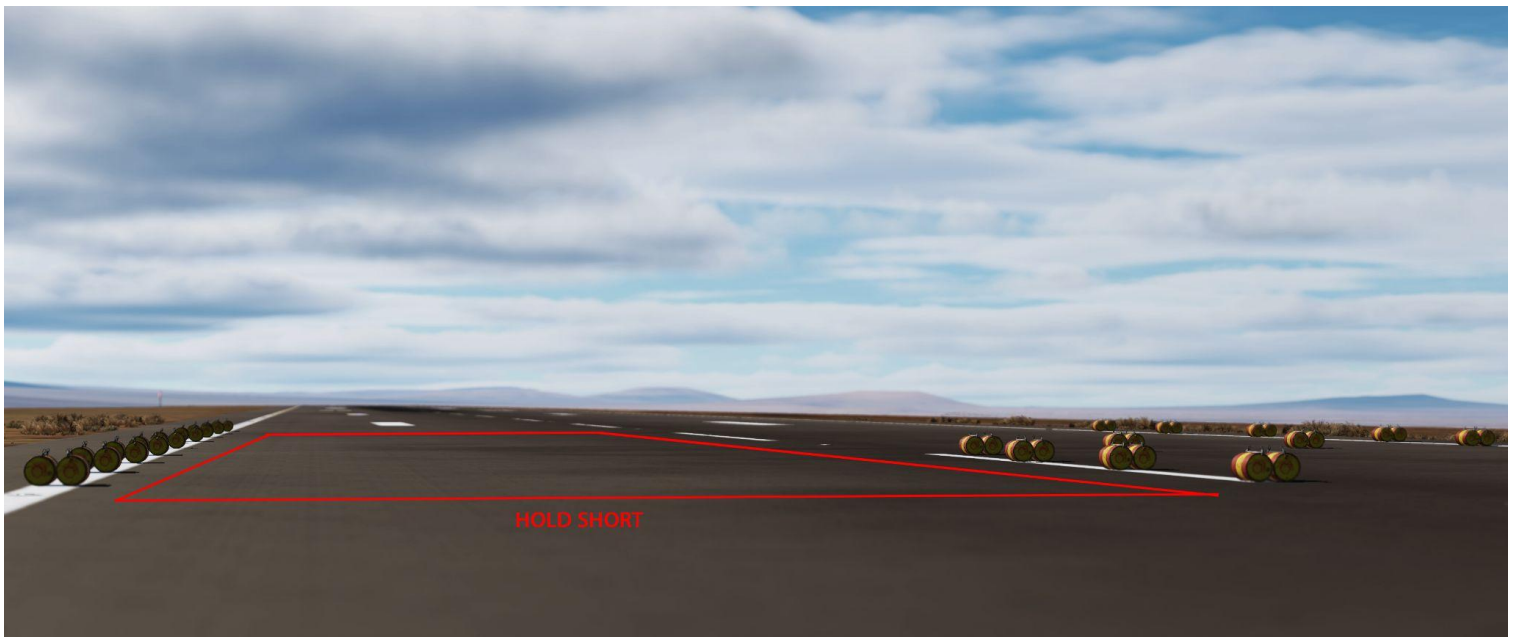
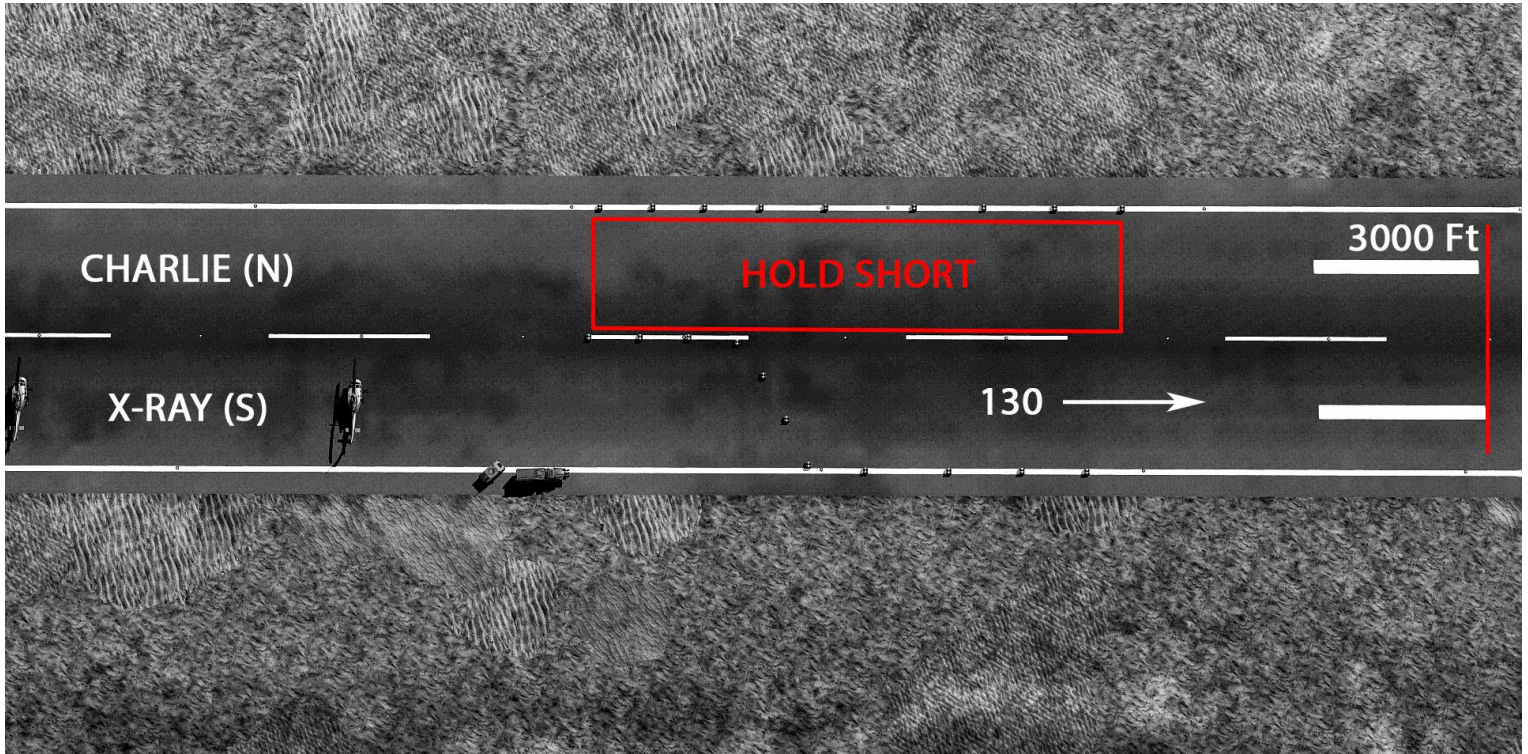


Ground and Air Traffic Procedures

Ground procedures:

All aircraft engine starts must first be cleared through 'Juliet Ground'. Once ready to taxi, aircraft must also gain authorisation from Juliet Ground. Aircraft must not taxi without prior clearance due to limited taxiway space. Aircraft will proceed as directed and wait at the hold short for runway 130.

When taxiing on taxiway Charlie, aircraft must stay on the northern side of the white centre line at all times.

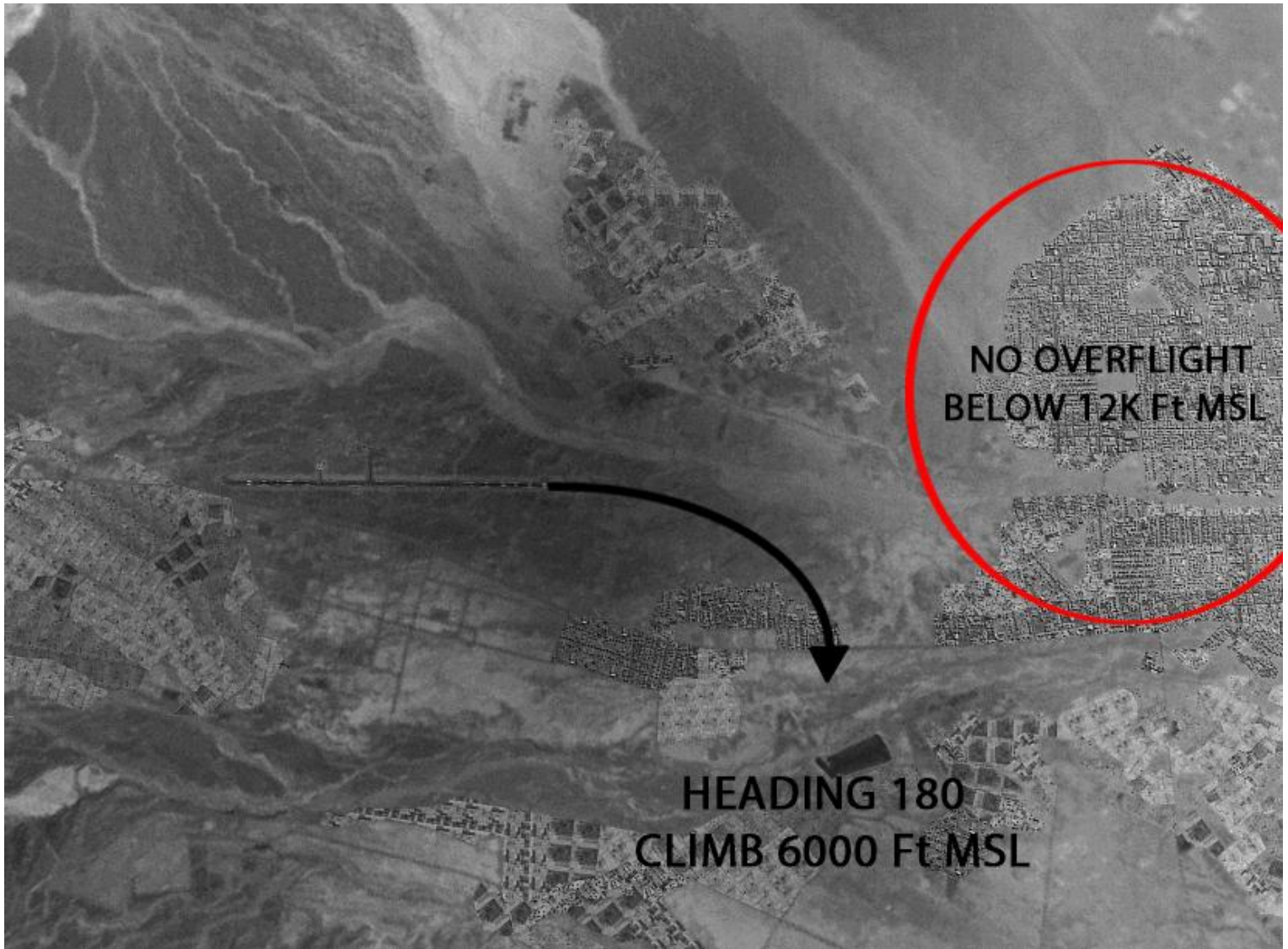


Takeoff:

Once at the hold short point for runway 130, aircraft will contact 'Juliet Tower' for clearance to takeoff. The runway must not be entered without prior clearance from Juliet Tower. All takeoffs should be made using short field takeoff procedures.

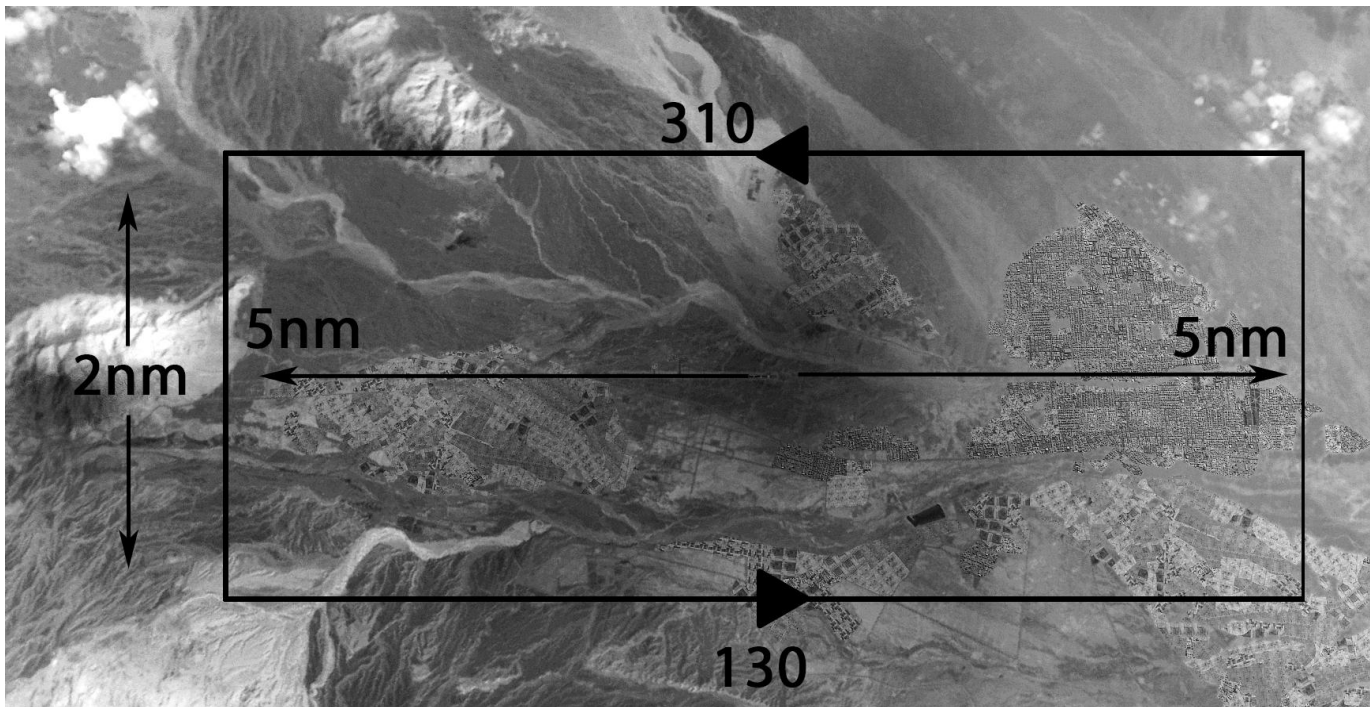
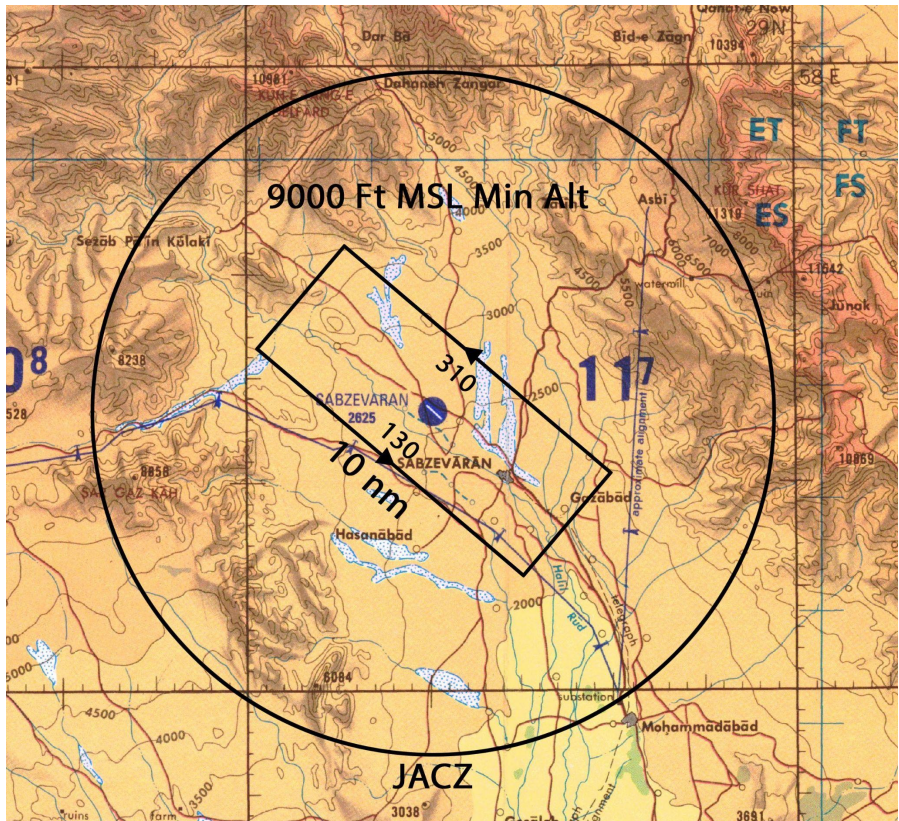
Departure:

Once airborne, aircraft must turn immediately to heading 180 to avoid overflying Jiroft and climb to 6000 feet MSL as soon as safely possible. This heading should be maintained whilst the aircraft contacts Juliet Departure, deviating from this course only when directed to do so. Departing aircraft within the JACZ must not exceed 8000 feet MSL during the departure phase without proper clearance to ensure deconfliction from overhead traffic. Once clear of the JACZ, departing aircraft will be handed off from Juliet Departure to the Direct Air Support Centre (DASC) *Chieftain*.



Arrival:

Upon arrival at the JACZ, aircraft must immediately contact Juliet Arrival, they will then be directed to enter the overhead pattern for FOB Juliet. For fixed wing aircraft the pattern runs anticlockwise, with the downwind and upwind legs extending 5 nm past either side of Juliet for a total length of 10 nm. The minimum allowed altitude in the pattern is 9000 feet MSL, aircraft must not break this restriction until directed by Juliet Arrival. At this point aircraft should switch to Juliet Tower. Aircraft in the pattern must avoid overflying Jiroft below 12,000 feet MSL.



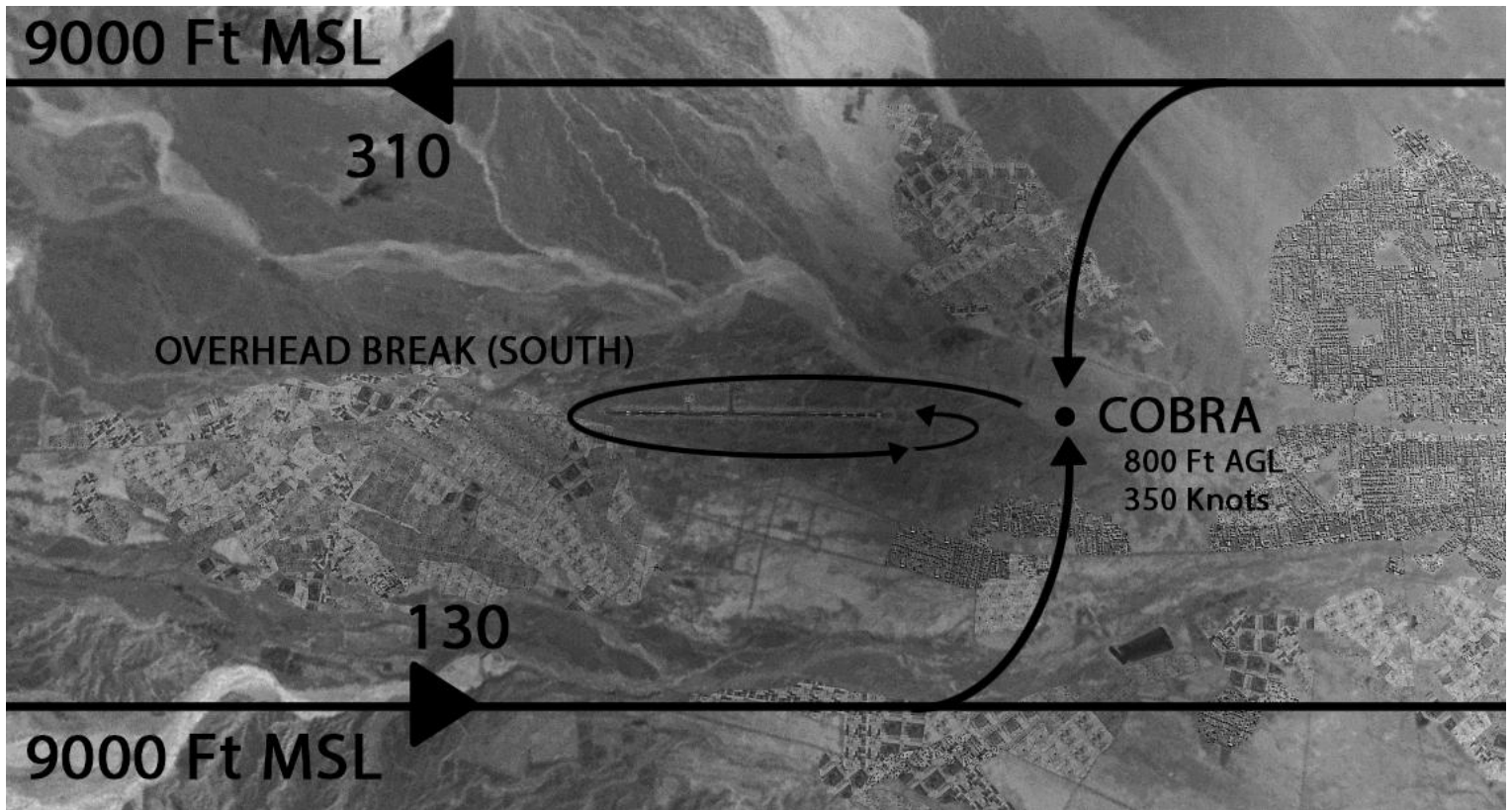
Landing:

Once directed by Juliet Arrival to break the 9000 ft deck, aircraft will contact Juliet Tower for final clearance to land. Juliet Tower will clear the aircraft to the required runway.

One of the following landing procedures will be used.

Slow Landing:

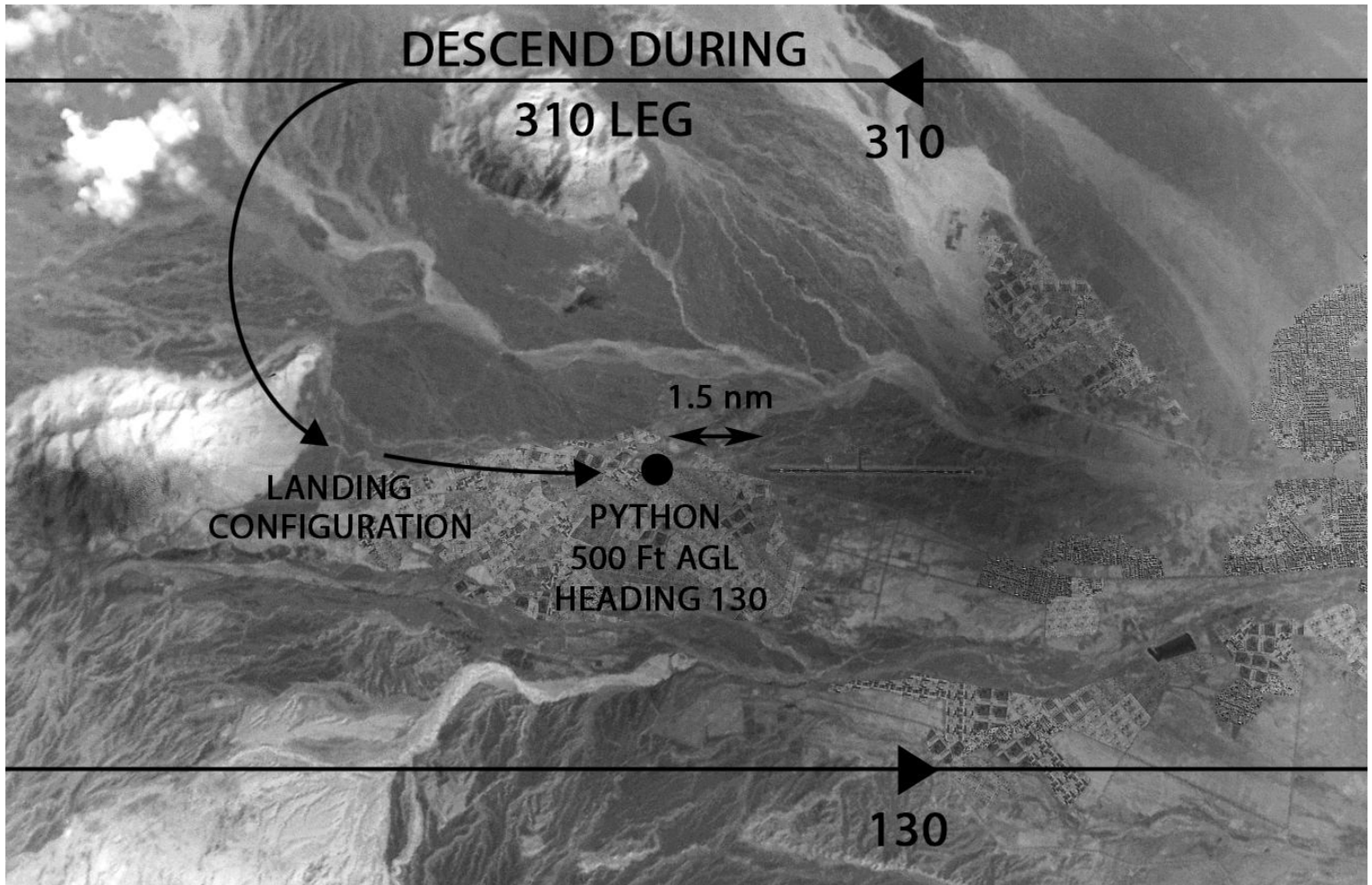
Slow landings will be made using runway 310. Once directed to descend by Juliet Arrival, aircraft will make contact with Juliet Tower for final landing clearance, then depart the pattern and proceed to point Cobra, arriving 1 nm short of the runway threshold at 800 feet AGL and 350 knots. Note the approach to Cobra should be made perpendicular to the runway heading to avoid low level overflight of Jiroft. Upon arrival at Cobra, aircraft will turn to heading 310 and execute an overhead break to the south (pilot's left) and land.



Vertical landing:

Vertical landings will be made using pad Victor 1. Once directed to descend by Juliet Arrival, aircraft will make contact with Juliet Tower for final landing clearance, then depart the pattern and descend during the final 310 leg, before turning for point Python (1.5 nm from the 32X TACAN station), arriving at 500 feet AGL, in landing configuration, on a heading of 130.

From point Python, aircraft will make a straight in approach to pad Victor 1, hitting the key (0.5 nm from the pad) at 325 ft AGL. The landing aircraft will be talked down onto the landing pad by Juliet Tower.



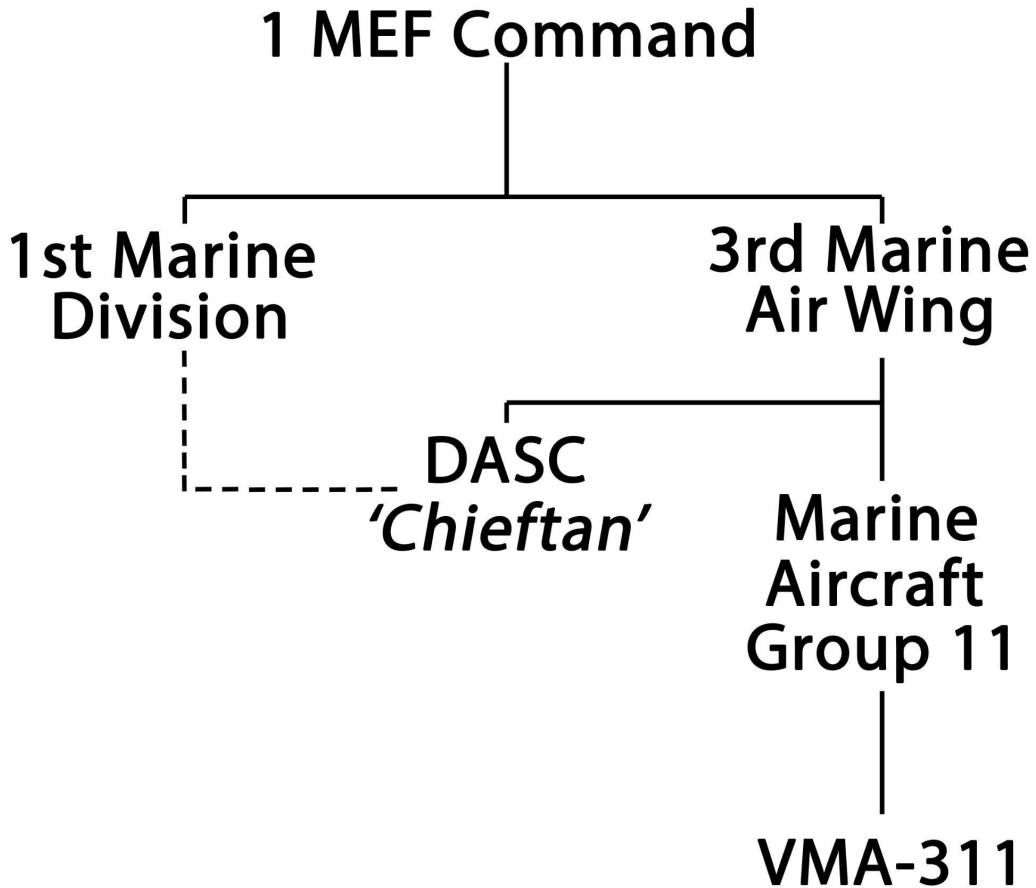
FOB Juliet Radio Frequencies:

Juliet Ground	141.000
Juliet Tower	141.500
Juliet Departure	142.250
Juliet Arrival	142.600
Juliet Emergency	143.100

The Kerman AOR

The following SPINS apply to all 1 MEF aircraft operating within the Kerman AOR.

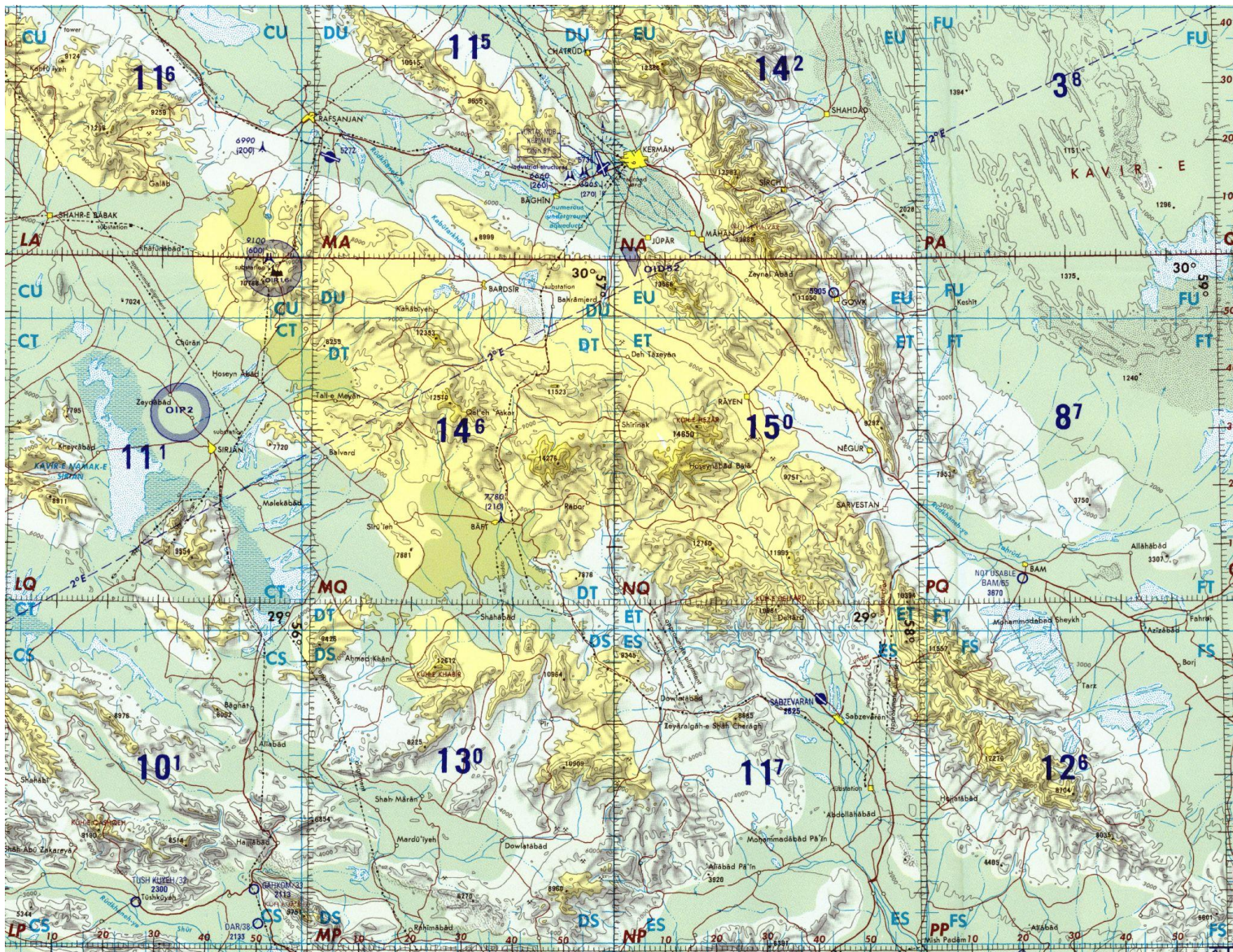
Command structure:



The Direct Air Support Centre (DASC), callsign Chieftain, is responsible for all Marine airborne command facilities, including control and direction of air traffic, organisation of air support assets, tasking to CAS requests and advising on fire target lines, control measures and enemy activity. Aircraft operating within the Kerman AOR must maintain continual communications with Chieftain whilst within it's boundaries..

DASC ' <i>Chieftain</i> '	291.500
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Kerman AOR Boundaries:



The Kerman AOR is defined as an area approximately 200 nm east to west by 150 nm north to south, the AOR is under the sole operational command of 1 MEF. Any aircraft tasked into the Kerman AOR via the wider Persian Freedom ATO will be under the control of Chieftain whilst within these boundaries.

Altitude Blocks:

Outside of the JACZ, aircraft operating within the Kerman AOR will operate within the attitude blocks shown below unless explicitly instructed otherwise by either Chieftain or their briefed flight plan.

50,000 Ft MSL

MQ-9 & C-130

35,000 Ft MSL

F/A-18

25,000 Ft MSL

AV-8B

10,000 Ft MSL

ROTARY

Bullseye:

The bullseye for the Kerman AOR is Mt. Hezar (N29°30'55", E57°16 '24"), codenamed White Cap.



Air support:

The DASC 'Chieftain' is responsible for the organisation of joint tactical air requests (JTARs) within the Kerman AOR and will match available CAS platforms with requests for air support.

Within the Kerman AOR, CAS will be controlled by either a ground based FAC or a FAC(A) in an F/A-18 Hornet. All ground based FACs will operate under the callsign *Sandman*. All FAC(A)s will be under the callsign *Wolf*.

Fire support:

Requests for fire support will be made through the Forces Fire Coordination Centre 'Steel Rain'. The FFCC will plan, coordinate and execute all lethal and non lethal fire missions within the Kerman AOR. The FFCC 'Steel Rain' will coordinate deconfliction of fire missions with aircraft via the DASC 'Chieftain'.

Rules of Engagement

Air to Air:

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.

Air to Surface:

The air to surface operations within the Kerman AOR 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.

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 DASC or through a FAC. Dynamic targets that are assigned and are not under the control of a FAC require visual identification from the attacking aircraft and clearance to engage from the mission commander. When an aircraft is under the control of a FAC, weapons release authority will be under the control of the FAC at all times.

Air to Surface - Restrictions:

The following restrictions and conditions apply at all times to reduce the likelihood of fratricide and collateral damage. The DASC and 1 MARDIV command 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 Areas.
4. NFA - No Fire Areas.
5. FFA - Free Fire Areas.

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 FAC.

Targets beyond the FSCL fall under the control of the 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.

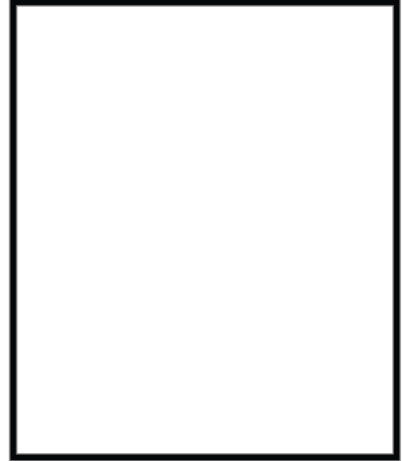
FSC "JFLCC" 06/06/2012



BCL "JFLCC" 06/06/2012



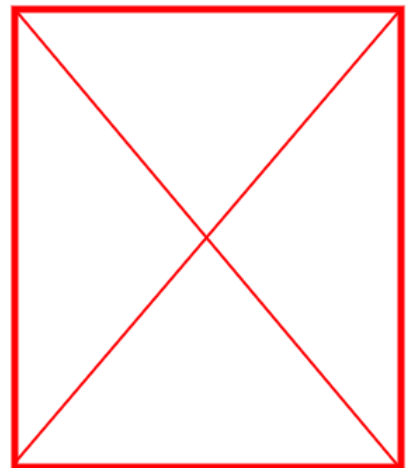
RFA "JFLCC" 06/06/2012



FFA "JFLCC" 06/06/2012



NFA "JFLCC" 06/06/2012



Control of Air Support:

Joint Tactical Air Requests (JTARs) will commonly be made through the ground commander CAS to the direct air support centre (DASC).

The DASC will process the JTAR and match to available CAS platforms. DASC will route the CAS platform to the AO and connect them to the assigned FAC.

The 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 FAC will also specify the type of control authority they will have over the attack, these are detailed as below.

Type 1:

FAC 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:

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

The FAC 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:

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

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

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

FAC maintains abort authority.

9 Lines:

The FAC 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 description or coordinates.
7. Type of target 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 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 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 FAC calls abort then the attacking aircraft must safety weapons systems and manoeuvre 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 a FAC and contact with the FAC is subsequently lost, then the attack may still 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 and radar illumination of targets.

Alternatively a Hostile Act can be considered if a unit meets **all** the conditions below:

- Spikes/spots/marks a friendly target within their weapons range or the range of a supporting unit.
- Persistently manoeuvres 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 a 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 friendly forces within the Kerman AOR.