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Close Air Support training

REPLAY

---= Note from mission maker ==---

- Respect your life as if you were truly there - keep the role play
- Respawns allowed only in case of crash to desktop or disconnect
- Please read carefully weapons restriction section

Have fun!

(VFA-313) Wróblowaty + SNAKEJAZZ

GENERAL SITUATION

21 Sep 2016
09:00Z / 13:00 local

At ease.

Good morning gentleman. First event of the day will be close air support training. Learn your 9-lines, have your notepads and pencils ready and listen to the JTAC. Remember not to drop anything if not cleared for attack. Have fun.

WEATHER

Temperature is 24°C. Wind from 080, 6 kts, getting stronger above 6000ft up to 12 kts. QNH 30.19 inHg. Scattered clouds above 8000ft no significant weather.

METAR: OMAM 210900Z 08006KT 9999 FEW/SCT080 SCT240 24/14 3019A

MISSION

We have three flights departing mothers, you will all head to OA located around your WP3. When about 20nm from WP3, contact with ~~WHIPLASH~~ GANDALF on 122.250, push button 8. Remember to follow his instructions. North-west of your target area we have Texaco if you would have become thirsty. Arco will serve as recovery tanker. After cleared RTB, return to mothers, CASE I recovery.

In case of trouble, primary divert is Fujairah International, secondary is Ras Al Khaimah Int.

Airforce take off from Al Minhad AFB, your target area is located around Khasab airport, when 20-30nm from your zone, contact BEERCHICK at 122.750. South-west of Khasab you have Shell 21 in racetrack. A-10s take off from Ras Al Khaimah.

Just as a remainder, communication flow with JTAC looks more or less like that:

1. Radio contact and authentication
2. Check-in, Routing and holding instructions
3. Sitrep and Game plan
4. CAS-brief (9-line)
5. Remarks
6. Attack execution

AIR TASKING ORDER AND ASSETS

Callsign	Type	Pack.Freq.	Task	Additional info.
HAMMER 1	2x F/A-18C	313.000	CAS	TCN:50Y/113Y L: 1636 / 34
RAZOR 1	2x F/A-18C	313.250	CAS	TCN:40Y/103Y L: 1622 / 24
Squire 4	2x F-14B	314.250	CAS	TCN:55Y/118Y L: 1651 / 56
Pig 2	2x A-10C	256.100	CAS	L: 1626 / 28
Dodge 5	2x F-15E	256.150	CAS	L: 1662 / 64
VIPER 7	2x F-16C	256.160	CAS	L: 1672 / 74
Overlord	1x E-2D	242.250 Ai	AWACS	
Texaco 51	1x MPRS	253.500	AAR	15Y @ 20k ft
Shell 21	1x KC-135	251.000	AAR	21Y @ 22k ft
Arco 11	S3-B	252.250	AAR	13Y @ 4k ft
GANDALF		122.250	JTAC	
BEERCHICK		122.750	JTAC	
SCARECROW		122.500	FAC (A)	Reserve in case of JTAC absence

[illegible]

AUTHENTICATION PROCEDURE (AET-100 and RAMROD)

AET-100 table and RAMROD password for authentication procedure

A

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A	G	W	N	K	P	C	M	V	S	D	H	U	A	T	F	Y	L	O	B	E	I	Z	X	R	Q	J
B	C	Q	D	Y	R	B	K	J	G	U	O	A	Z	I	N	E	M	P	H	S	L	V	X	T	F	W
C	L	X	U	R	Y	E	G	W	O	V	Z	J	P	F	S	M	N	Q	K	I	A	T	B	D	C	H
D	M	Z	S	T	Y	V	I	P	A	E	H	R	C	X	F	O	K	N	U	Q	J	L	B	D	G	W
E	P	V	E	L	Z	O	S	X	G	I	D	K	C	N	W	Y	F	T	M	R	J	U	B	H	A	Q
F	M	U	S	D	R	T	O	E	A	I	G	L	Y	Z	X	C	Q	K	N	H	W	P	B	F	V	J
G	P	V	J	C	I	Q	G	K	L	M	D	O	Y	Z	R	N	W	B	F	U	H	E	T	S	X	A
H	L	C	K	E	A	R	T	Z	J	U	G	P	M	B	S	D	V	Y	H	Q	O	N	I	F	W	X
I	F	L	X	W	T	H	G	U	Y	J	C	D	N	E	Q	A	M	S	B	K	I	Z	R	V	O	P
J	C	G	Y	M	P	W	A	L	S	E	X	B	Q	U	O	R	N	T	Z	K	H	J	D	F	I	V
K	R	K	C	V	A	J	Y	P	D	S	W	B	L	Q	M	T	X	Z	G	F	I	N	U	O	H	E
L	X	H	Z	A	L	J	R	P	F	V	Q	K	M	C	T	G	O	I	Y	E	U	D	N	B	W	S
M	Z	M	O	C	V	Y	H	A	E	F	D	L	B	P	X	R	S	I	J	K	N	W	U	Q	G	T
N	W	P	M	N	D	R	V	C	L	Y	J	H	Q	A	Z	F	O	S	I	T	G	K	E	U	B	X
O	A	P	E	H	C	Y	V	D	Z	B	U	K	W	X	Q	F	L	J	M	S	G	I	T	O	N	R
P	W	G	O	Z	P	U	I	X	V	K	L	H	Y	D	T	E	Q	M	C	S	J	F	R	B	N	A
Q	M	E	G	S	D	W	P	T	K	L	A	O	U	I	C	H	N	F	Q	V	R	X	Y	J	B	Z
R	N	W	I	C	F	J	X	M	P	S	Q	R	T	Y	O	U	L	A	K	G	D	B	E	Z	H	V
S	T	L	Q	S	O	I	H	B	N	V	Z	K	D	P	C	Y	G	A	M	W	J	F	X	E	U	R
T	R	D	X	V	S	U	F	M	Z	P	C	B	E	G	N	Q	A	W	O	T	H	Y	K	I	J	L
U	B	F	P	K	I	W	V	N	A	S	H	Q	T	D	Z	R	L	E	M	C	Y	G	X	U	J	O
V	A	Y	N	L	I	K	U	E	Q	W	J	P	T	C	S	X	V	R	G	O	M	Z	F	D	H	B
W	Z	W	L	D	O	G	A	S	F	C	N	V	H	M	Y	B	T	J	I	E	R	P	K	X	Q	U
X	T	G	L	M	Z	Y	Q	I	O	X	C	J	S	K	H	R	V	W	U	E	N	F	P	D	A	B
Y	Q	X	T	P	M	B	C	E	A	L	H	Z	N	Y	J	V	D	S	O	G	R	I	F	W	K	U
Z	K	G	W	X	C	N	O	Z	F	S	P	V	U	J	E	R	H	T	I	B	M	L	A	Y	Q	D

1 2 3 4 5 6 7 8 9 0

B	L	A	M	E	H	O	U	N	D
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[illegible]

After radio contact with JTAC, authenticate using the AET100 table. JTAC will provide 3 letters. First will be "Alpha" (AET100 sheet designator), next letter is a row designator, and third is a letter in that row. Correct answer is the letter right below the one provided by JTAC.

Interrogation: Alpha Charlie Echo

Ramrod can be used as an auxiliary authentication method. Interrogation will consist of two letters, and the correct answer is the letter right between them.

Interrogation: Lima Mike

Ramrod can be also used to pass on open radio crucial coordinates. Example:

It can also be used to designate "Abort" codes for particular flights. If abort code for given flight is designated as Bravo Alpha, than call to abort attack will be: "Abort Lima"

CODEWORDS

N/A

TASKS

HAMMER 1	F/A-18C	MSN: 2410301
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - MIDS A: 113 ; Yardstick 113Y/50Y - Laser codes: 1636, 1634 - RTB when relieved by JTAC/Overlord Abort Code: Delta		

RAZOR 1	F/A-18C	MSN: 2410313
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - MIDS A: 110 ; Yardstick 103Y/40Y - Laser codes: 1622, 1624 - RTB when relieved by JTAC/Overlord Abort Code: Mike		

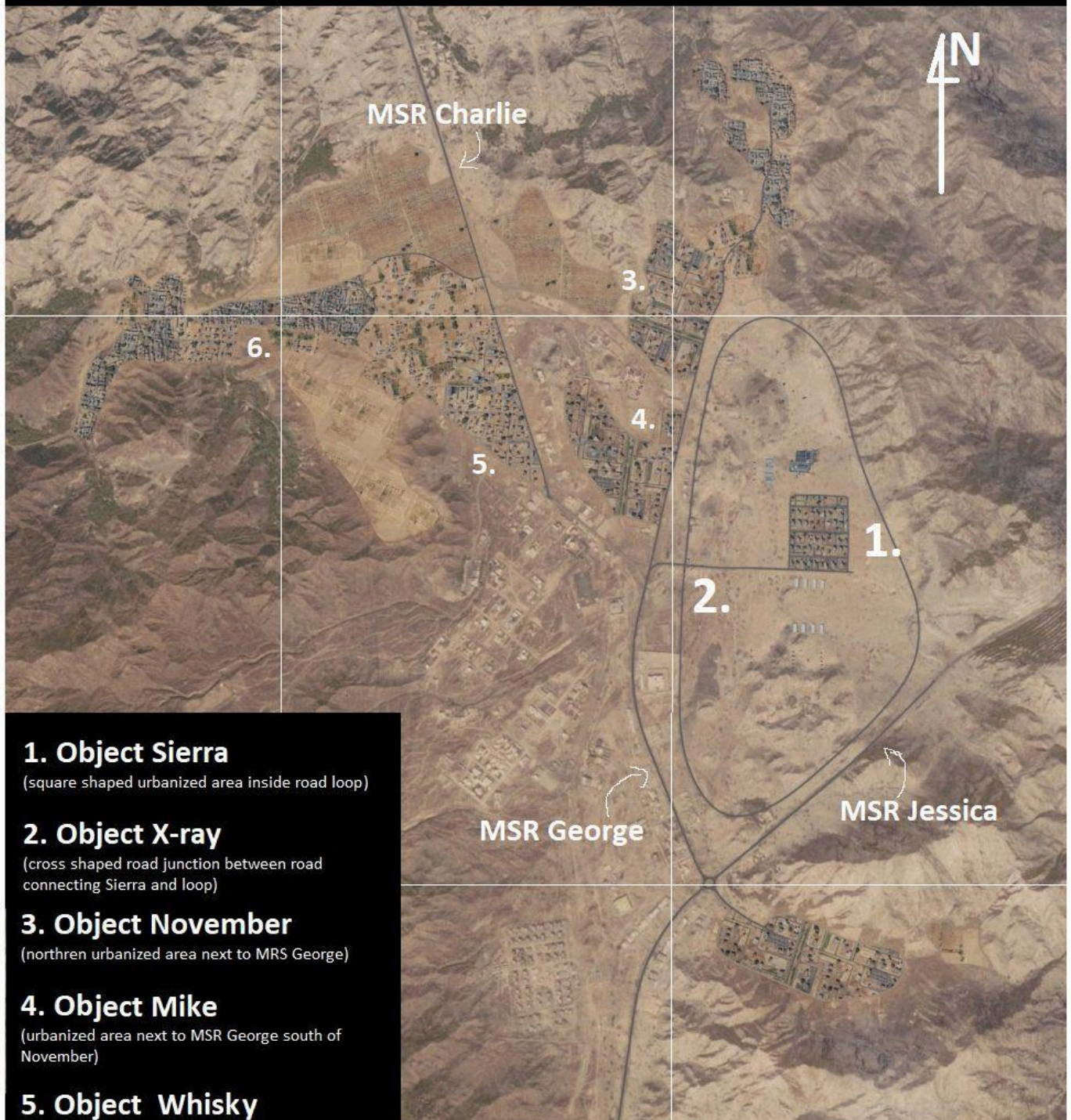
Squire 4	F/A-18C	MSN: 2410420
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - Yardstick 118Y/55Y - Laser codes: 1651, 1656 - RTB when relieved by JTAC/Overlord Abort Code: Uniform		

Pig 2	A-10C II	MSN: 2410310
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - Laser codes: 1626, 1628 - RTB when relieved by JTAC/Overlord Abort Code: Alpha		

Dodge 5	F-15E	MSN: 2410415
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - Laser codes: 1662, 1664 - RTB when relieved by JTAC/Overlord Abort Code: Echo		

VIPER 7	F-16C	MSN: 2410616
Primary CAS in coordination with JTAC / FAC(A)		
Secondary N/A		
Remarks - Laser codes: 1672, 1674 - RTB when relieved by JTAC/Overlord Abort Code: Oscar		

40 R DP 160 092 elev. 1551ft / N25 23'57" E56 09'54"



1. Object Sierra

(square shaped urbanized area inside road loop)

2. Object X-ray

(cross shaped road junction between road connecting Sierra and loop)

3. Object November

(northern urbanized area next to MSR George)

4. Object Mike

(urbanized area next to MSR George south of November)

5. Object Whisky

(urbanized area west of Mike next to MSR Charlie)

6. Object Romeo

(urbanized area spanning west-east located to the north-west of Whisky)

THREATS

Possible AAA / MANPADS / SA8

ROE

Weapons tight - Use of armament allowed only in the Operation Area after approval of JTAC / FAC(A).

LOADOUT RESTRICTIONS

Planes are equipped accordingly to tasks, however changes are allowed under following rules:

- 2 types of armament max per plane
- It is highly advised that armament is consistent within the flight. (Wingman has same armament as Lead)
- You will not need much. With one JTAC if every flight will receive two calls it should be plenty. Probably we will not have time for more.

~~I encourage the brave ones to take unguided munitions and leave your TGP on the boat. Visual talk on might be a nice challenge.~~

EMERGENCY PROCEDURES

Divert Fields: Fujairah Int, Ras Al Khaimah

"RESERVE" slots (air star) are allowed only if you want to rejoin after crash to desktop or disconnect. No other form of respawn is permitted.

Hung stores: emergency jettison over water. If unable, divert with flared landing.

ADDITIONAL MATERIALS

- Check-in and 9-line form: <https://ibb.co/YOjyWyF>
- CAS comms [JTAC comms.docx - Dysk Google](#)

CAS flow:

1. Radio contact:

Make contact with JTAC, perform two-way authentication.

Ex.

- Scarecrow, Hound 1 how copy
- Hound 1, Scarecrow, 5 by 5b
- Scarecrow, authenticate...
- Hound 1, Scarecrow authenticating...
- Hound 1, authenticate... etc

2. Check-in, Routing and holding:

JTAC can ask you for check-in and provide routing and holding instructions.

Check in should cover: callsign, type of aircraft and qty. Available armament and qty, available play time, sensors and abort code.

Ex:

- Hound 1, Scarecrow go with your check-in
- Scarecrow, Hound 1 is 2-ship of F/A-18s, currently 20 miles east of your position at angels 20, we have 1 by GBU-12 on laser 1636 each, 1 by mk-82 with nose fuse each and 20 mike mike. Play time is 0 plus 40 (0h40'), lead is ATFLIR capable, abort code November Bravo.

Routing and holding instructions ex:

- Hound 1, Scarecrow copy, proceed to overhead at angels 16 block 18, report when established.

Routing and holding can also be provided before check in, or JTAC can ask only for part of check in if he is busy.

3. SITREP, GAME PLAN

Consists of general situation in the area, type of control and expected attack method. Important for you:

Type 2 control: JTAC must see a target or attacking airplane before giving consent for use of armament. Consent is given by command: "Cleared hot". Consent has

to be given for every single armament drop.

Type 3 control: JTAC provides limits regarding area, type of targets, time, and gives single consent to start "working on the subject" by command: "Cleared to engage".

BOC - Bombs on Coordinates. JTAC provides precise coordinates to be attacked. Airplane does not have to acquire a target visually. Readback of coordinates is required from every ship which will perform an attack.

BOT - Bombs on Target. Attacking craft has to acquire a target before being allowed to attack. This can be done by laser, smoke, talk-on, visually or by TGP.

Communication example:

Hound 1, Scarecrow, enemy camp in sight, we are only friendlies in the area, possible AAA and manpads. We want you to take out command post and ammo storage. This will be Type 2, Bombs on Target, requesting GBU-12, i will lase the target. Say when ready for 9-line.

4. CAS-brief (9-line)

1. IP - initial point for the attack
2. Heading - heading from IP to target
3. Distance - distance from IP to target in nm
4. Elevation - elevation of target in ft amsl
5. Target description - brief target description
6. Position - target position given in coordinates or heading and distance from other known object
7. Mark - type of mark used to point target
8. Friendlies - position of nearest friendlies in cardinal direction and meters
9. Egress - egress instructions after attack

Pilot is obliged to readback informations from lines 4, 6 and 8

5. Remarks

Additional information such as final attack heading, altitude restrictions, required calls etc. Pilot is obliged to readback all restrictions from the remarks section.

Example of cas brief and remarks comms:

- Hound 1, Scarecrow, 9line is as follows. 1,2,3 from overhead, elevation 500ft, Big "L" shaped building, 11 S DP123 457, marked by laser 1636, East 900, egress North back to pattern. Say your readback when ready.
- Scarecrow, Hound1, 500ft, 11 S DP123 457, East 900
- Good readback, final attack heading 290 to 320, laser target line 270, remain above 15000, report when in with direction.
- Scarecrow, final attack 290-320, remain above 15000.
- Good readback, push when able.

- Wheel pattern (Overhead pattern)

Zamiast korzystać ze stałych/predefiniowanych holdingów, w sytuacji, gdy nie ma zbyt dużych ograniczeń przestrzennych, JTAC może wyznaczyć miejsce oczekiwania dla lotów jako Overhead pattern, czyli orbitę wokół celu, którego koordynaty są znane, lub zostaną podane przez JTAC-a. Dla szybkich odrzutowców, jest to orbita o promieniu przynajmniej 10nm, dla tych wolniejszych 7-8nm. Przy tym układzie, JTAC może nie podawać linii 1, 2 i 3 („1, 2, 3 N/A” lub "1,2,3 from overhead") jedynie w razie potrzeby określa konkretny kierunek ataku w „remarks”

- Keyhole template

Zamiast korzystać ze stałych /predefiniowanych punktów oczekiwania i IP, JTAC tuż po check-in podaje pozycję punktu Echo „Echo point”, która zwykle jest obszarem celu. Kierunki kardynalne od celu są oznaczone:

- Północ: „Alpha”
- Wschód: „Bravo”
- Południe: „Charlie”
- Zachód: „Delta”

JTAC może wyznaczyć punkty oczekiwania podając kierunek i odległość od „Echo Point”. Np.:

„Alpha 8” - oczekuj minimum 8nm na północ od punktu Echo

„Alpha-Bravo 12” - oczekuj minimum 12nm na północny-wschód od punktu Echo

„240 for 8” – oczekuj minimum 8nm na kierunku 240 od punktu Echo.

WAŻNE: Podana odległość to odległość poniżej której nie powinniśmy się zbliżać do punktu Echo w trakcie naszego holdingu (czy to będzie race-track, czy orbita, w trakcie jego wykonywania nie możemy zbliżyć się bardziej niż podał JTAC)

W tym samym formacie może zostać wyznaczony punkt IP. Wtedy w 9-line zamiast linii 1, 2 i 3 JTAC może użyć sformułowania Bravo 10, elevation xxx, etc. To oznacza, że punkt IP znajduje się na 10 nm na wschód od punktu Echo.

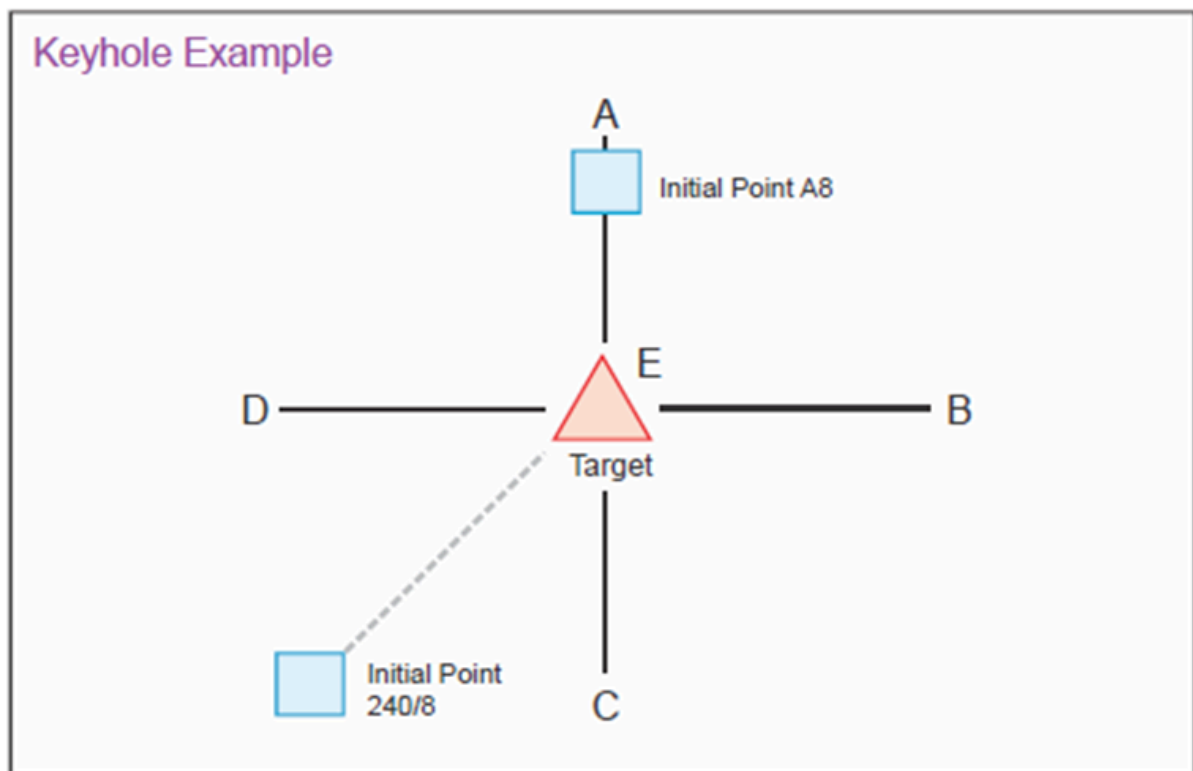


Figure III-18. Keyhole Example

-- End of briefing --