



Introduction



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1. ALLGEMEIN

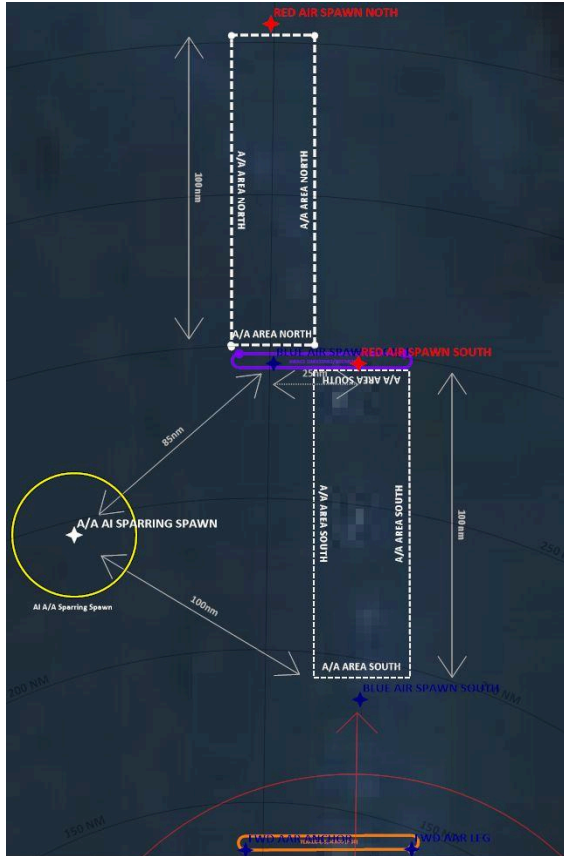
2. SITUATION:

3. TRAINING

4.

5. ÜBERSICHT UND KARTEN

[Gesamtansicht \(hier klicken\)](#)

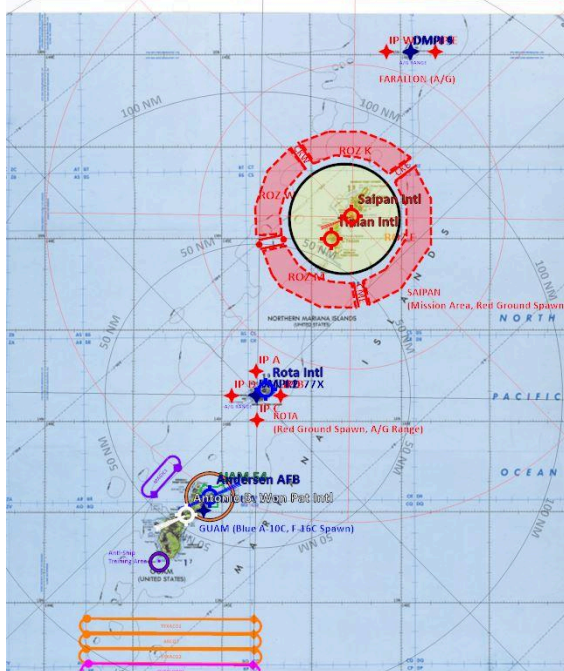


In dem Bereich der nördlichen Mariannen befindet sich die A/A Training Area mit den Air-Spawn Slots auf roter und Blauer Seite. Für beide Seiten lässt sich über das F-10 Menü ein eigener AWACS aktivieren. Es gibt einen nördlichen Bereich und einen südlichen Bereich. Die Spawnplätze sind 100nm voneinander entfernt.

Zwischen dem nördlichen Blauen und dem südlichen Roten Spawnplatz sind etwa 20nm.

Die A/A Sparring AI wird westlich des südlichen A/A Gebiets erzeugt (gelber Kreis).

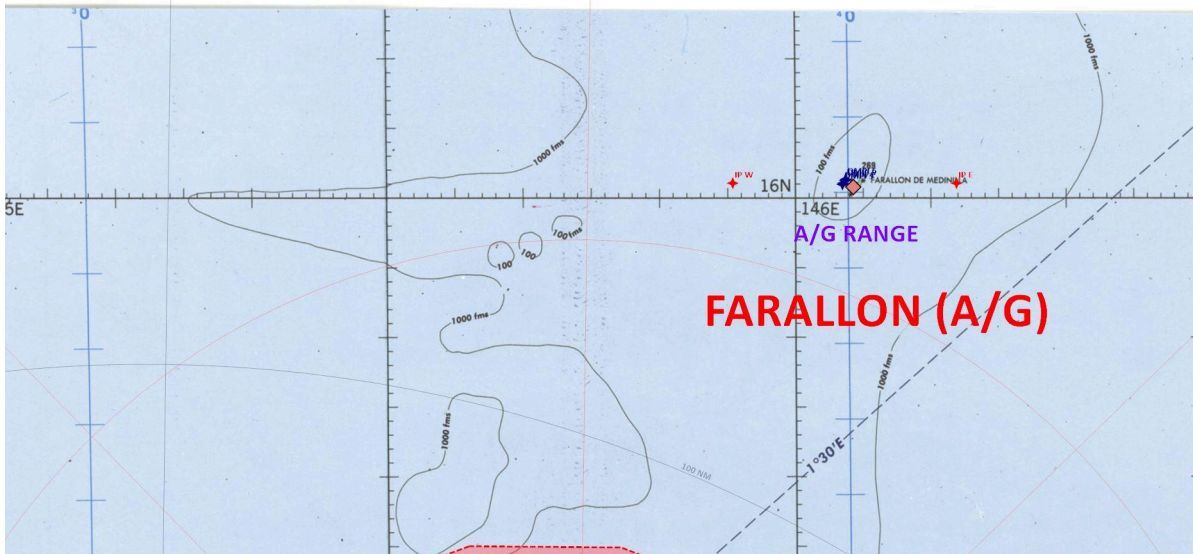
Zwischen den nördlichen und den südlichen Mariannen befindet sich ein Gebiet in welchem unterschiedliche Tanker erzeugt werden können. Nördlich von SAIPAN befindet sich eine kleine Insel FARALLON DE MEDINA. Dort können 4 Zielcontainer als A/G Trainingsgebiet genutzt werden. Die Genauigkeit wird mittels Script wiedergegeben.



SAIPAN dient überwiegend als Gebiet, in welchem Blau vs Rot Mission und Szenarien stattfinden können. Hier befinden sich auch die roten HQs, die als Ziele für Blau fungieren.

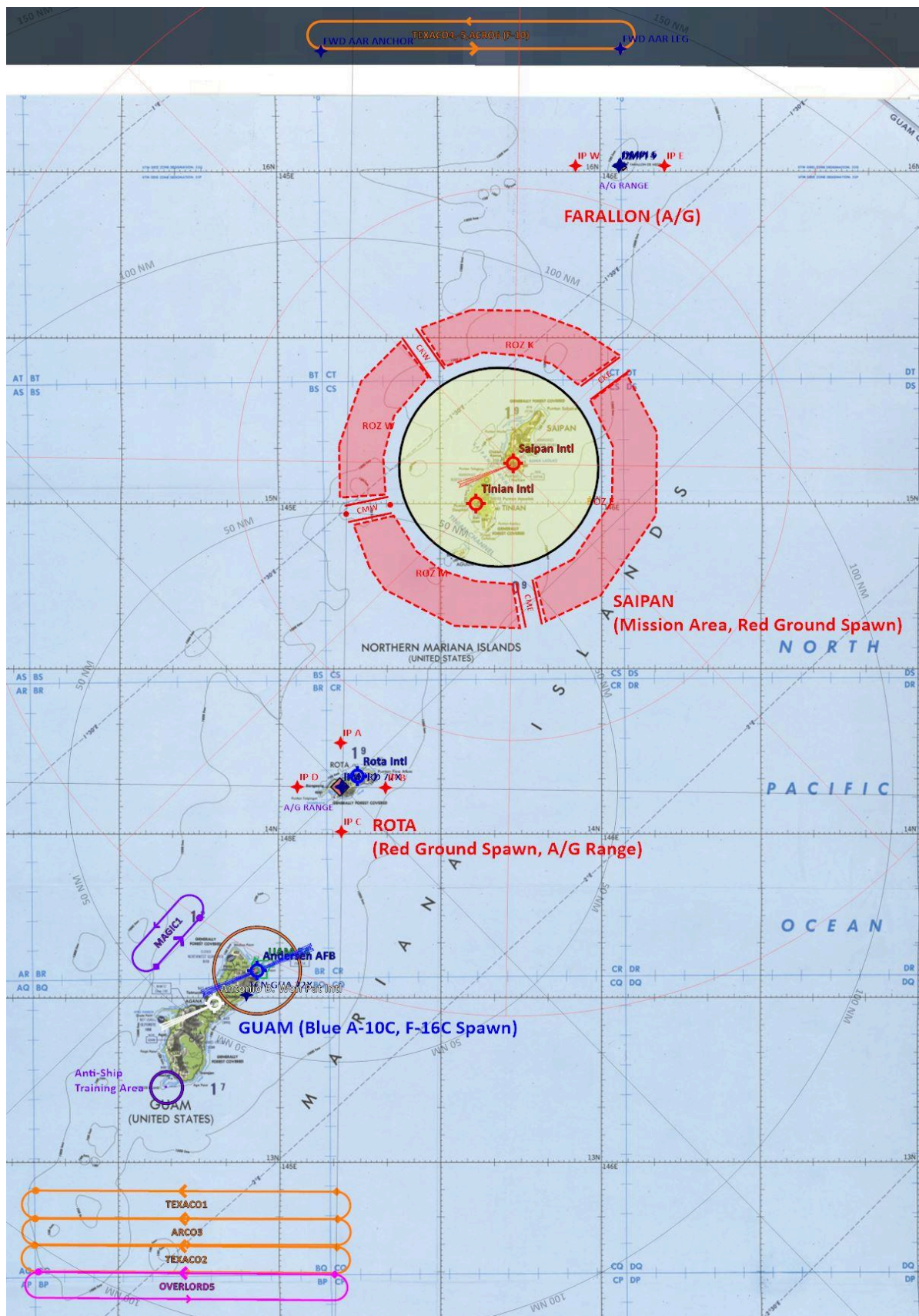
Mittels F-10 Menü können AI CAP und SAMs in dem Gebiet erzeugt werden.

ROTA zwischen SAIPAN und GUAM dient als A/G Training Range mit unterschiedlichen Zielen und einem Strafing Pit. Hier befindet sich auch ein Ground-Spawn Platz für rote F-16, F-18 und F-14.



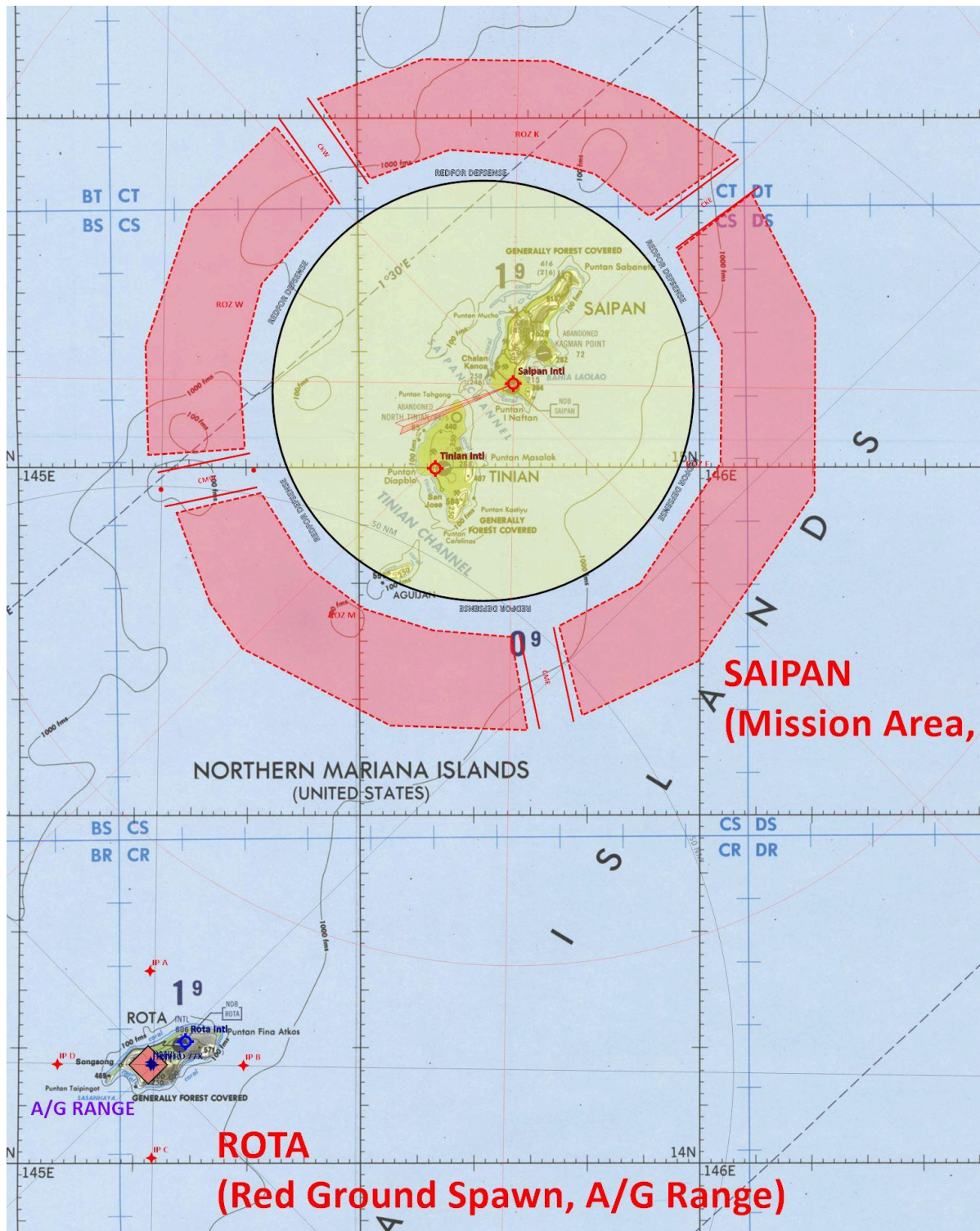


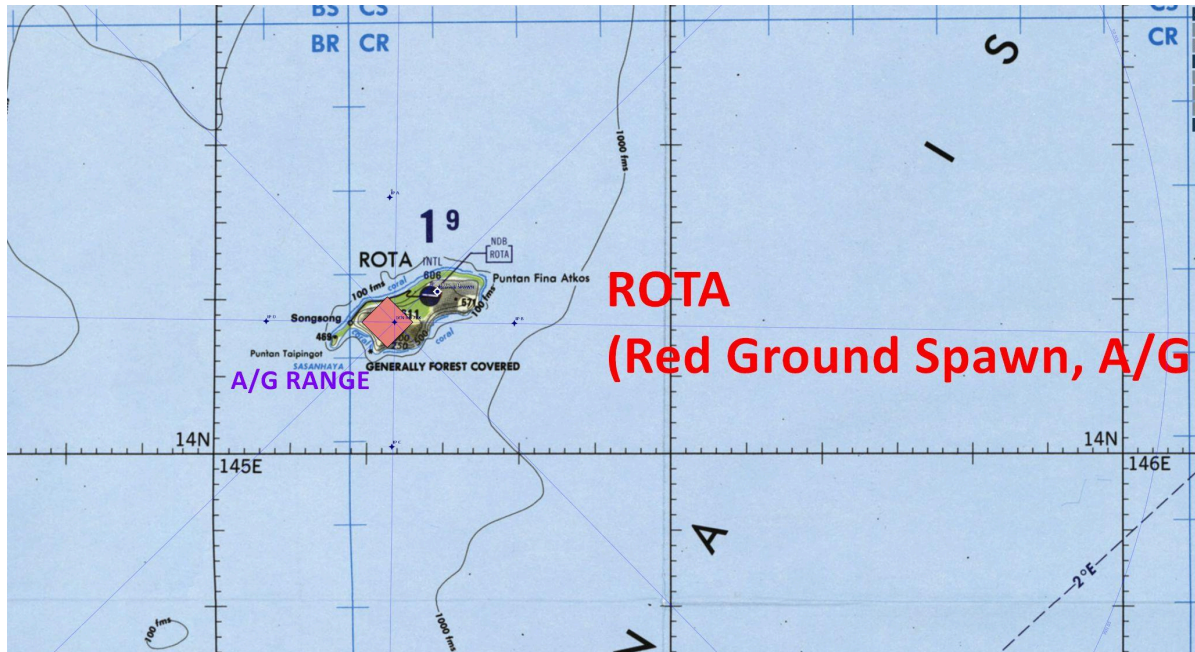
Waffenschule Guam

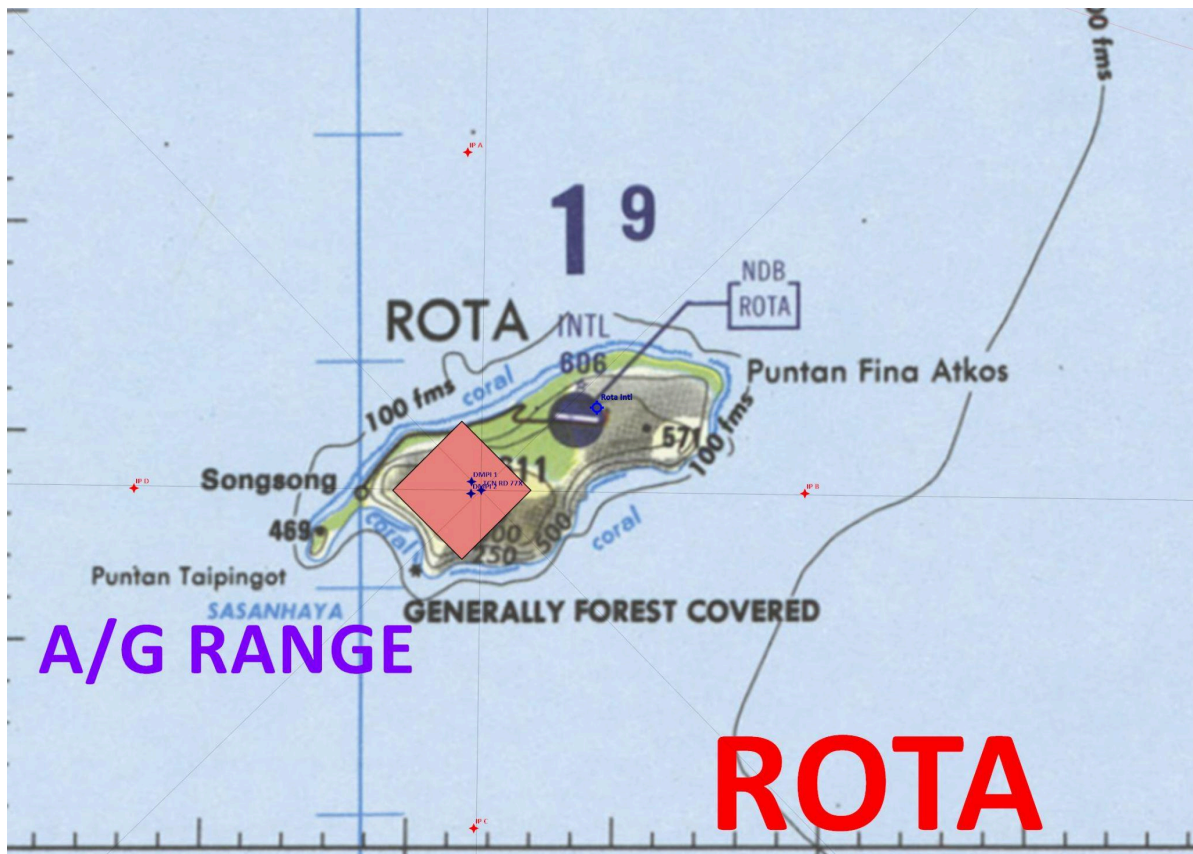




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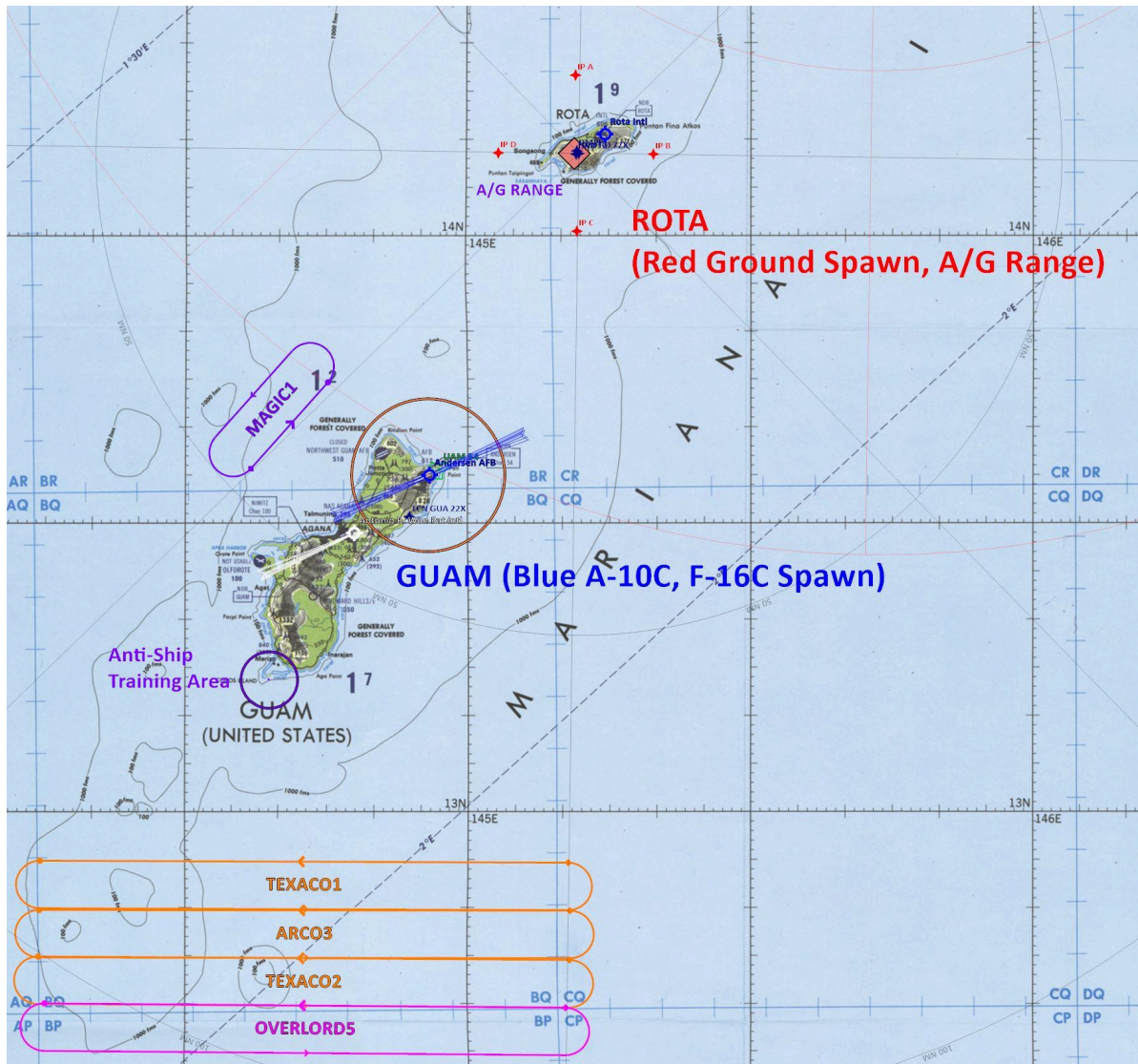








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6. F-10 OPTIONEN UND STEUERUNG

Jeder vJaBoG32 Pilot hat nach Besetzen eines Slots in einer Einheit mit dem Präfix "JaBoG32_..." folgende Optionen übers das F-10 Menü des Radios zur Auswahl:



```
2. Main. Other
F1. Carrier Control...
F2. Settings "JaBoG32_SNAFU"...
F3. Your statistics...
F4. JaBoG32 Optionen...
F5. Main Mission Objectives...

F11. Previous Menu
F12. Exit
```

6.1.Carrier Control

Carrier Control ist Teil eines Scripts, welche den CV ein Race-Track fahren lässt, der sich automatisch an der eingestellten Windrichtung anpasst.

```
4. Main. Other. Carrier
Control. CVN-72
F1. Get information for CVN-72
F2. Toggle CVN-72 Override
F3. Tankers...

F11. Previous Menu
F12. Exit
```

F1: Gibt dir Informationen zum Carrier wieder, BRC, STATUS, CHARLY TIME, TCN, FRQ...

```
CVN-72 information:
BRC: 102  0 0 0 0 0 0 0 Status: Ready. CHARLIE TIME 38 minutes.
Bearing/Range: 031 for 0
Coordinates: 13°51'12"N, 144°47'41"E
TACAN: 0 0 0 0 0 0 0 0 BULLS 234 for 29
  Callsign: GW
  Channel: 55X
ICLS: 12
```

F2: Lässt den CV in den Wind drehen, egal wo er sich gerade innerhalb des LARC (Launch and recovery cycles) befindet. Sollte vor dem Training oder vor der Landung aktiviert werden.

F3: (zur Zeit deaktiviert)

6.2.Your statistics

Gibt dir deine aktuelle Statistik wieder, welche folgend aufgebaut ist:



JaBoG32_SNAFU, deine PGC Statistik zeigt folgendes:

Einsätze: 0
Landungen ohne Zwischenfall: 0
Tode: 0
Ejections: 0
Anzahl Starts: 0
Anzahl Landungen: 0
Flugstunden: 0 hrs
Verdienste/Verluste: 0 Mio. Credits
Gestartete Missionen: 0
Erfolgreiche Missionen: 0
Zuletzt gelandet in/auf: 0
Zuletzt gestartet: 0
Flugzeugtyp: 0
Zerstörte Flugzeuge: 0
Zerstörte Helikopter: 0
Zerstörte Bodeneinheiten: 0
Zerstörte Seeinheiten: 0
Zerstörte Strukturen: 0
Bittersweet Ereignisse: 0
ROZ Verletzungen: 0
Letzte LSO Bewertung: 0
Anzahl CV Landeanflüge: 0
Anzahl CV Traps: 0
Recovery-Rate: 0%
Gesamtpunkte für CV OPs: 0
mittlere Punktzahl für CV OPs: 0

6.3.JaBoG32 Optionen:

Unter diesen Optionen taucht folgendes Untermenü auf:

COMM1: ARC-210
3. Main. Other. JaBoG32
Optionen
F1. Trainingsmodi...
F2. Tanker/AWACS...
F3. Carrier Missionen...
F4. Zufallsmissionen...
F5. Aktiviere SAM, AI CAP.....
F6. Anti-Ship Training...
F7. ROZ Status...
F8. AI A/A Sparring...
F11. Previous Menu
F12. Exit



F1. Trainingsmodi:

```
COMM1: ARC-210
4. Main. Other. JaBoG32
Optionen. Trainingsmodi
F1. Trainingsmodus wechseln?
F2. A/A missile deadly/non-deadly
F3. Set immortal
F4. Set mortal

F11. Previous Menu
F12. Exit
```

F1. Trainingsmodus wechseln?

Aktiviert oder deaktiviert den Trainingsmodus. Im Trainingsmodus werden alle SAM und A/A Missiles die sich einem Spielerflugzeug nähern aus dem Spiel entfernt und durch eine rote Rauchwolke ersetzt. Der Spieler bekommt eine Textnachricht, das er getroffen wurde.

Des weiteren wird in der Statistik lediglich folgende Parameter mitgeschrieben:

- Anzahl Starts
- Anzahl Landungen
- Flugzeit
- Anzahl CV Anflüge
- Anzahl CV Traps
- LSO Wertung

F2. A/A missile deadly/non-deadly

Aktiviert oder deaktiviert A/A Missiles unabhängig vom Trainingsmodus.

F3. Set immortal

Wenn der Trainingsmodus aktiv ist, kann hiermit die eigene Gruppe auf "immortal" gesetzt werden.

F4. Set mortal

Hiermit kann die Gruppe wieder zurück auf "mortal" gesetzt werden.

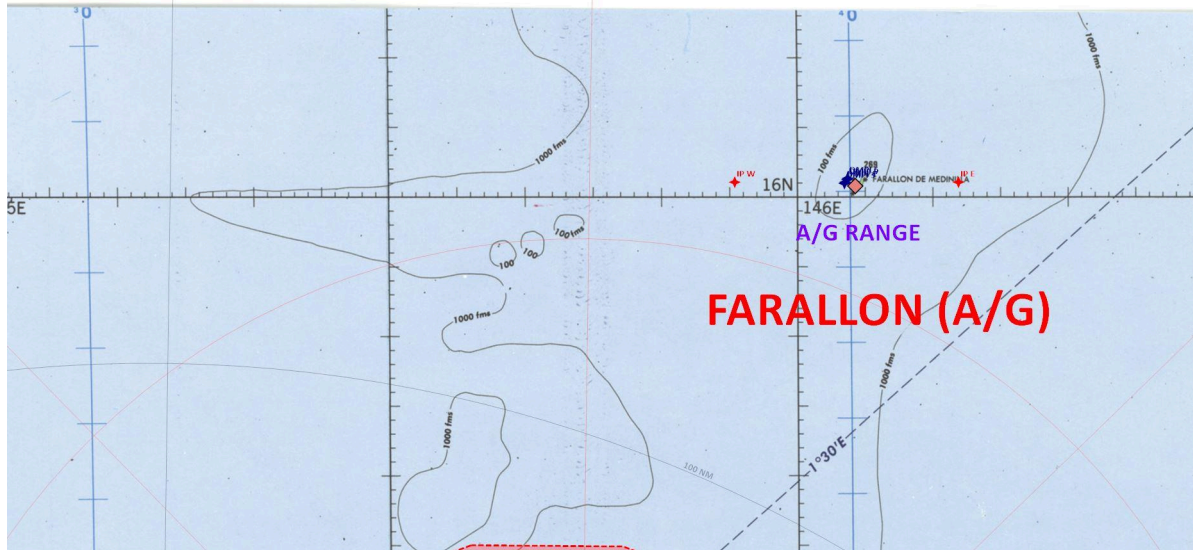
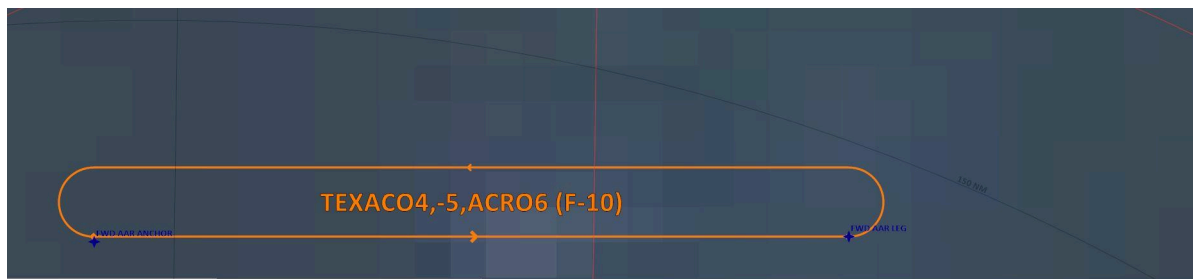
F2. Tanker/ AWACS:

Hier können die Tanker und der AWACS zwischen SAIPAN und FARALLON DE MEDINA gespawnt oder respawnt werden. Es können hier auch AWACS auf blauer und roter Seite aktiviert werden, welche die Air-Spawn -A/A Trainingsareas abdecken.

Für Details siehe [AUXILIARY ASSETS](#)



4. Main. Other. JaBoG32
Optionen. Tanker/AWACS
F1. Request KC-135 (FARALLON D.M.)
F2. Respawn KC-135 (FARALLON D.M.)
F3. Request KC-135 Low (FARALLON D.M.)
F4. Respawn KC-135 Low (FARALLON D.M.)
F5. Request KC-135MPRS (FARALLON D.M.)
F6. Respawn KC-135MPRS (FARALLON D.M.)
F7. Request BLUE E-3A (A/A TRRNG)
F8. Respawn BLUE E-3A (A/A TRRNG)
F9. Request RED E-3A (A/A TRRNG)
F10. Respawn RED E-3A (A/A TRRNG)
F11. Previous Menu
F12. Exit



F3. Carrier Missionen:

Hier können AAR und AWACS Asset vom blauen Träger aktiviert werden, sofern diese noch nicht aktiv sein sollten. Des weiteren gibt es hier die Möglichkeit Zufallsmission zu generieren, die typischer Weise für trägergestützte Flugzeuge relevant sind.



```
4. Main. Other. JaBoG32
Optionen. Carrier Missionen
F1. Request S-3 Tanker
F2. Respawn E-2D
F3. Start BARGAP Mission
F4. Start Naval-Strike (1-2 planes)
F5. Start Naval-Group-Strike (8+
planes)
F11. Previous Menu
F12. Exit
```

F3: Start BARGAP Mission: Fliege auf einem vom blauen CV definierten Radial und DME eine CAP entsprechend des eingeblendeten Briefings

F4. Start Naval-Strike (1-2 planes): Hier geht es darum, ein Schiff zu finden und zu versenken. Details werden als Textnachricht im Spiel angezeigt. Es können Frachtschiffe sein, aber auch Fregatten oder Zerstörer. Die Zielschiffe werden in dem Gebiet der nördlichen Mariannen Inseln erzeugt.

F5. Start Naval-Group-Strike (8+ planes): Hier geht es darum, eine Gruppe von militärischen Schiffen zu finden und zu versenken. Details werden als Textnachricht im Spiel angezeigt. Es handelt sich um einen Kreuzer, der von Fregatten oder Zerstörer geschützt wird. Die Zielschiffe werden in dem Gebiet der nördlichen Mariannen Inseln erzeugt.

F4: Zufallsmissionen

```
4. Main. Other. JaBoG32
Optionen. Zufallsmissionen
F1. A: Air Policing
F2. B: Counter Insurgency
F3. C: HAVCAP
F4. D: Convoy Hunt
F5. E: Convoy Escort
F6. F: Heli Hunt
F11. Previous Menu
F12. Exit
```

F1. A: Air Policing

F2. B: Counter Insurgency

F3. C: HAVCAP

F4. D: Convoy Hunt

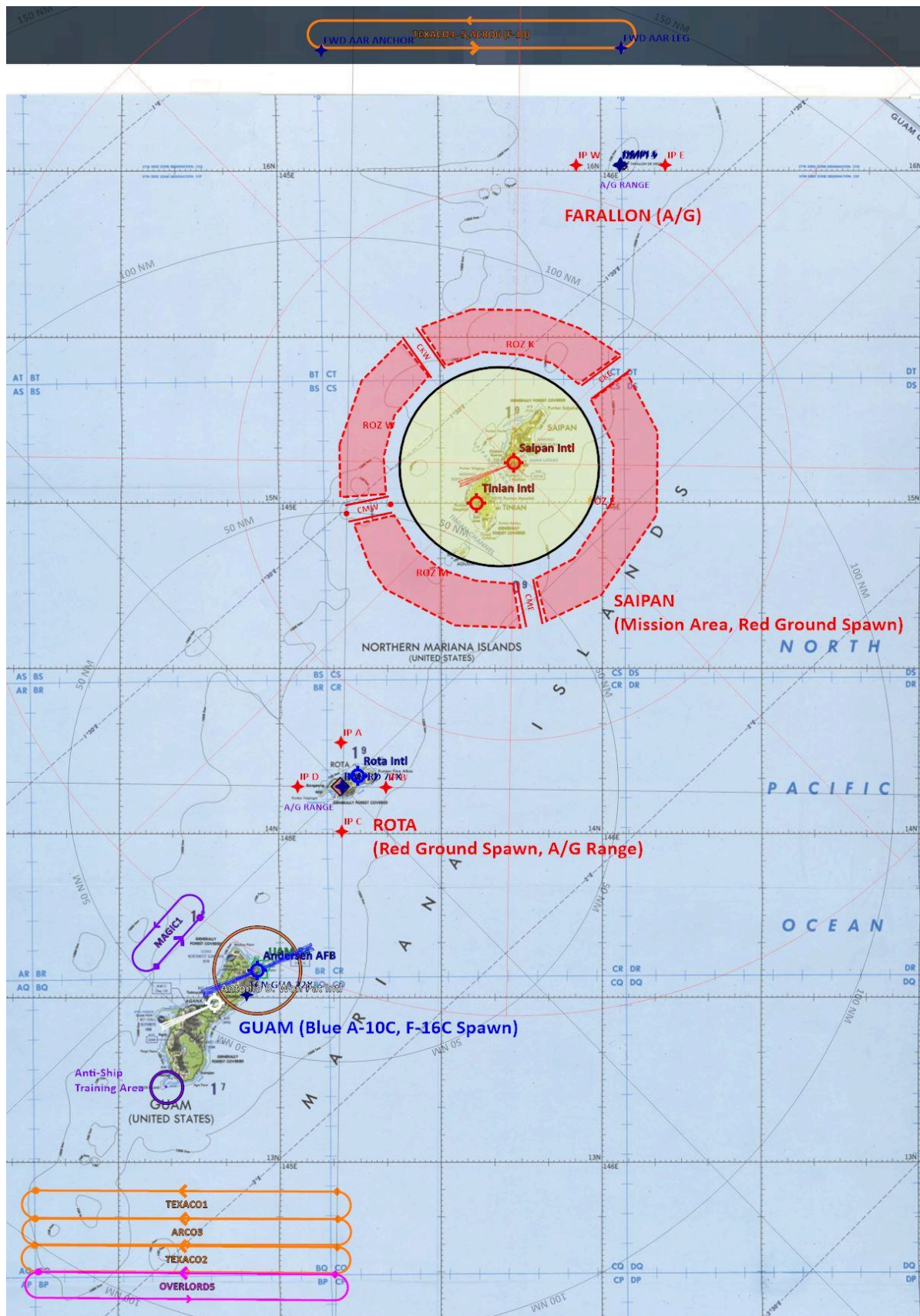
F5. E: Convoy Escort

F6. F: Heli Hunt

Die Zufallsmissionen können im gesamten Bereich der Inseln Guam, Rota, Tinian und Saipan entstehen.

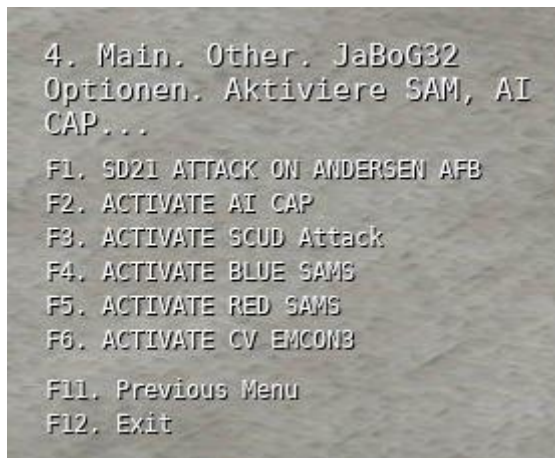


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F5. Aktiviere SAM, AI CAP...



F1. SD21 ATTACK ON ANDERSEN AFB

F2. ACTIVATE AI CAP

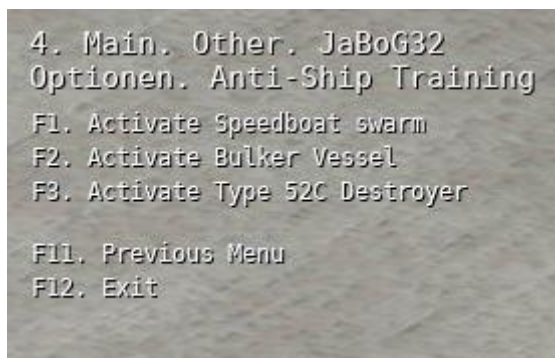
F3. ACTIVATE SCUD ATTACK

F4. ACTIVATE BLUE SAMS

F5. ACTIVATE RED SAMS

F6. ACTIVATE CV EMCON3

F6. Anti-Ship Training



F1. Activate Speedboat swarm: 5 feindliche Schnellboote werden erzeugt, die mit 27knoten fahren

F2. Activate Bulker Vessel: Ein Bulker Vessel wird erzeugt, welches mit 14knoten fährt.

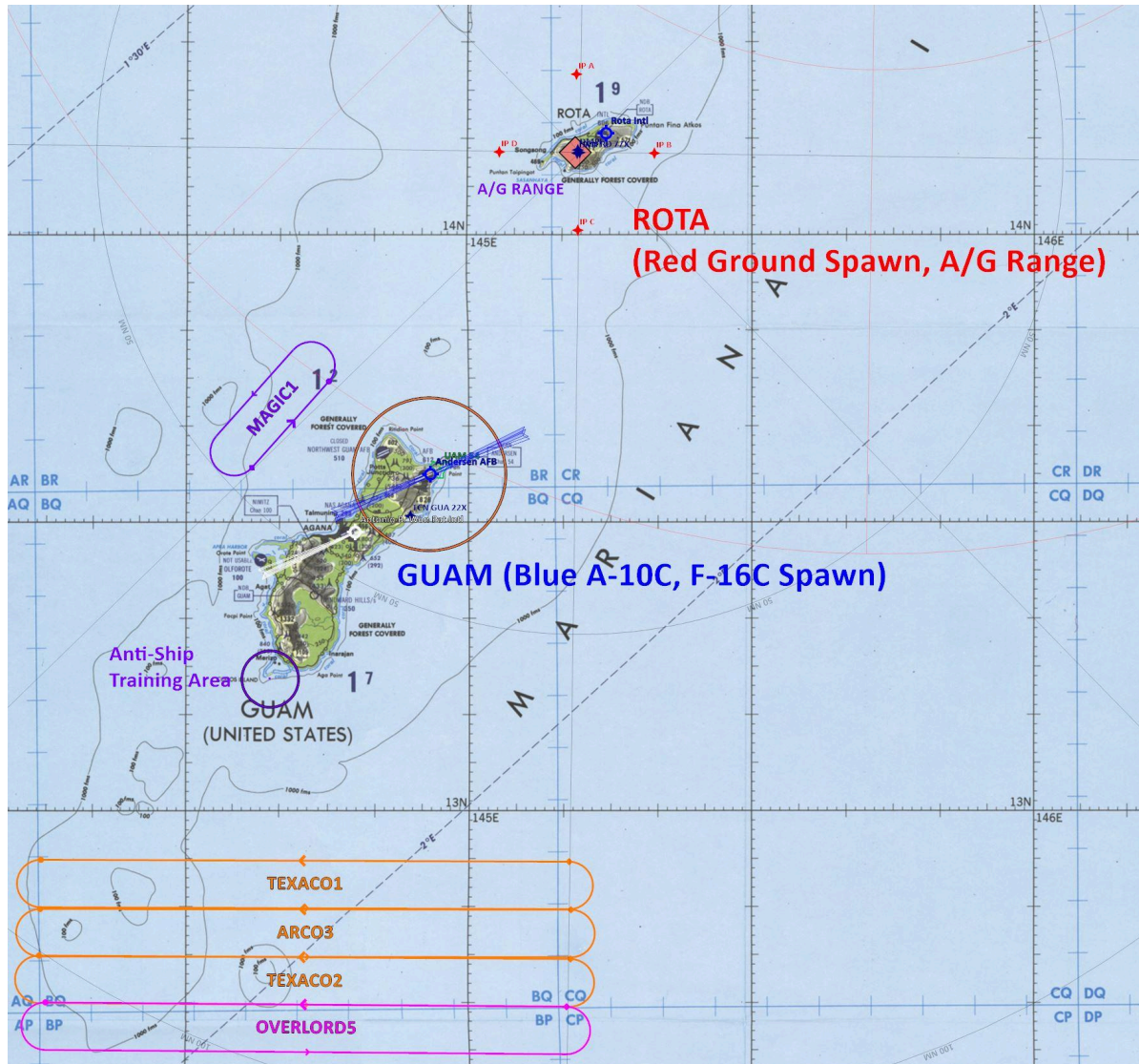
F3. Activate Type 52C Destroyer: Ein moderner chinesischer Lenkwaffen-Zerstörer wird in den Gewässern westlich von Saipan aktiviert. Er vollständig aktiv und bewaffnet.



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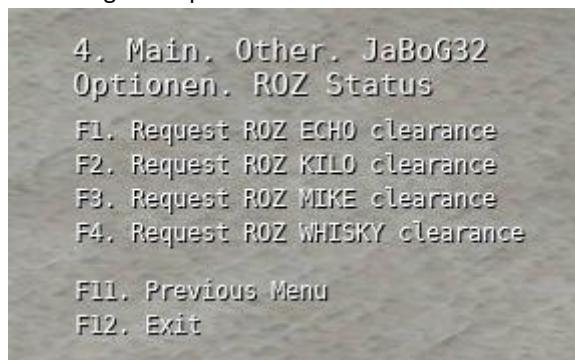


Der Bereich, in dem die Zielschiffe F1 und F2 erzeugt werden, ist in der folgenden Karte ersichtlich. Der Zerstörer, der über F3 erzeugt wird, befindet sich dagegen in dem Küstengewässer westlich von Saipan.



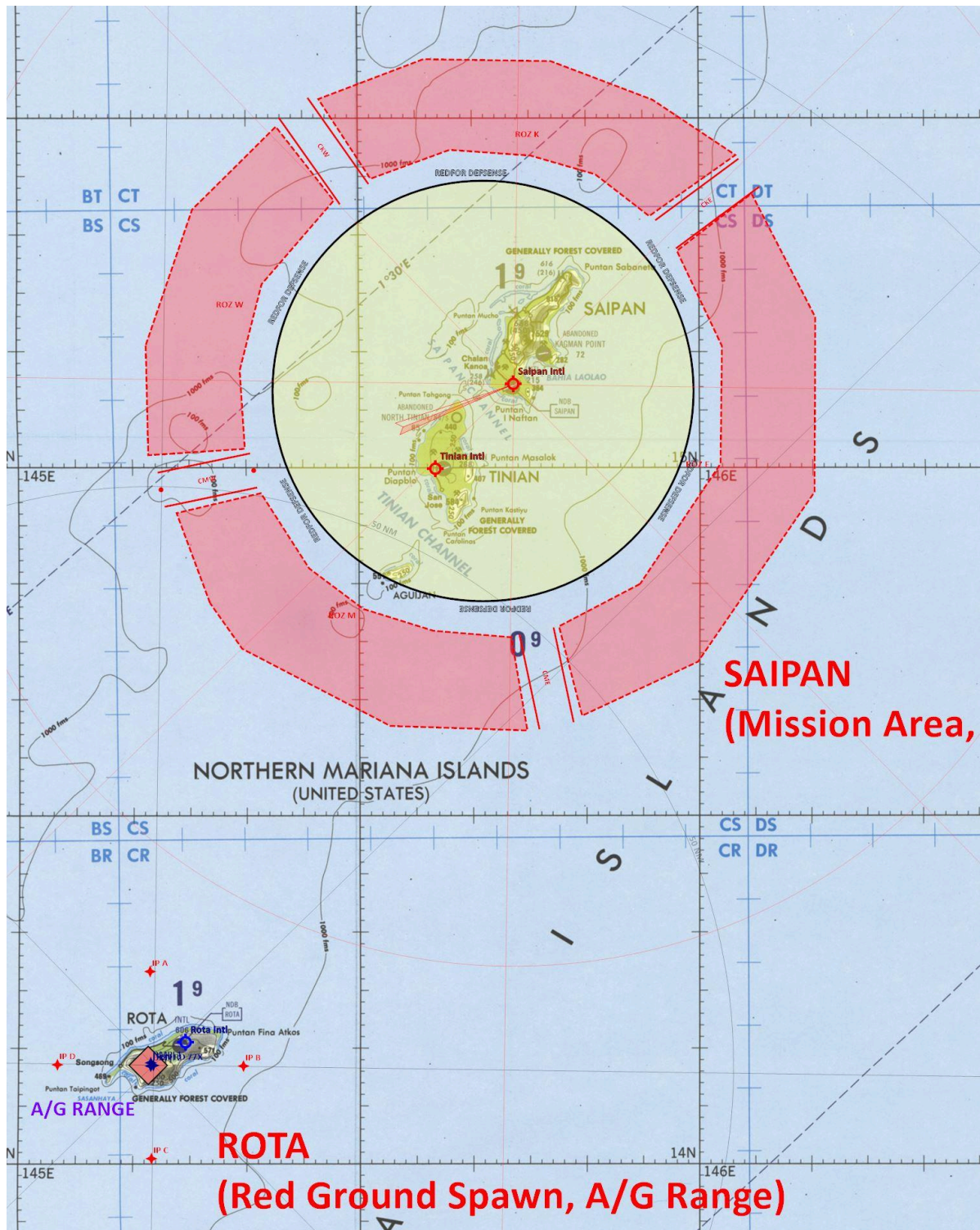
F7. ROZ STATUS

Hier kann für die ROZs um SAIPAN und TINIAN eine Freigabe für die Gruppe angefragt werden, in welcher sich der anfragende Spieler befindet. Für die Korridore ist kein Freigabe erforderlich.





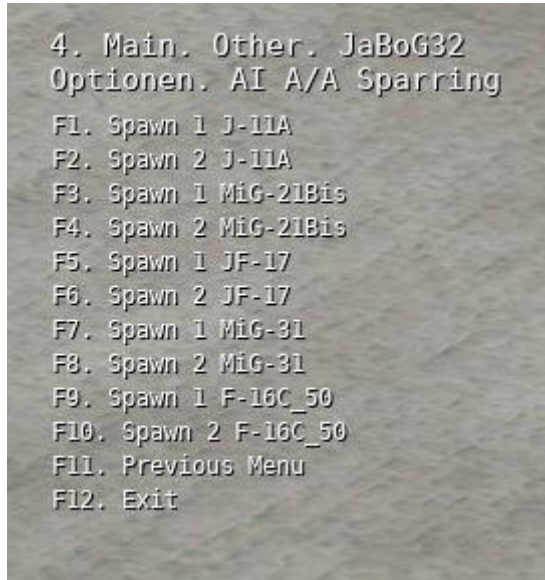
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F8. AI A/A Sparring

Hier können AI Gegner erzeugt werden, welche den Spieler, der die Gruppe erzeugt hat, angreifen. Folgende Möglichkeiten bestehen:



Die AI werden in dem im folgenden Bild mit einem gelben Kreis gekennzeichneten Bereich in der Luft erzeugt. Daher ist diese Option überwiegend für die Air-Spawn Slots vorgesehen, da sonst die Entfernung zu groß ist.



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7. ANDERSEN AFB

TCN: 54X

FRQ: TWR 126.2 / 250.1

AIRDROME DATA

NAME

Andersen AFB

ICAO

PGUA

COALITION

BLUE

ELEVATION

545 ft

RWY Length

10490 ft

COORDINATES

N13°34.562 E144°55.047

TACAN

54X (UAM)

VOR

--

RSBN

--

ATC

126.200, 3.850, 38.600, 250.100

RWYs

6

24

ILS

--

--

PRMG

--

--

OUTER NDB

--

--

INNER NDB

--

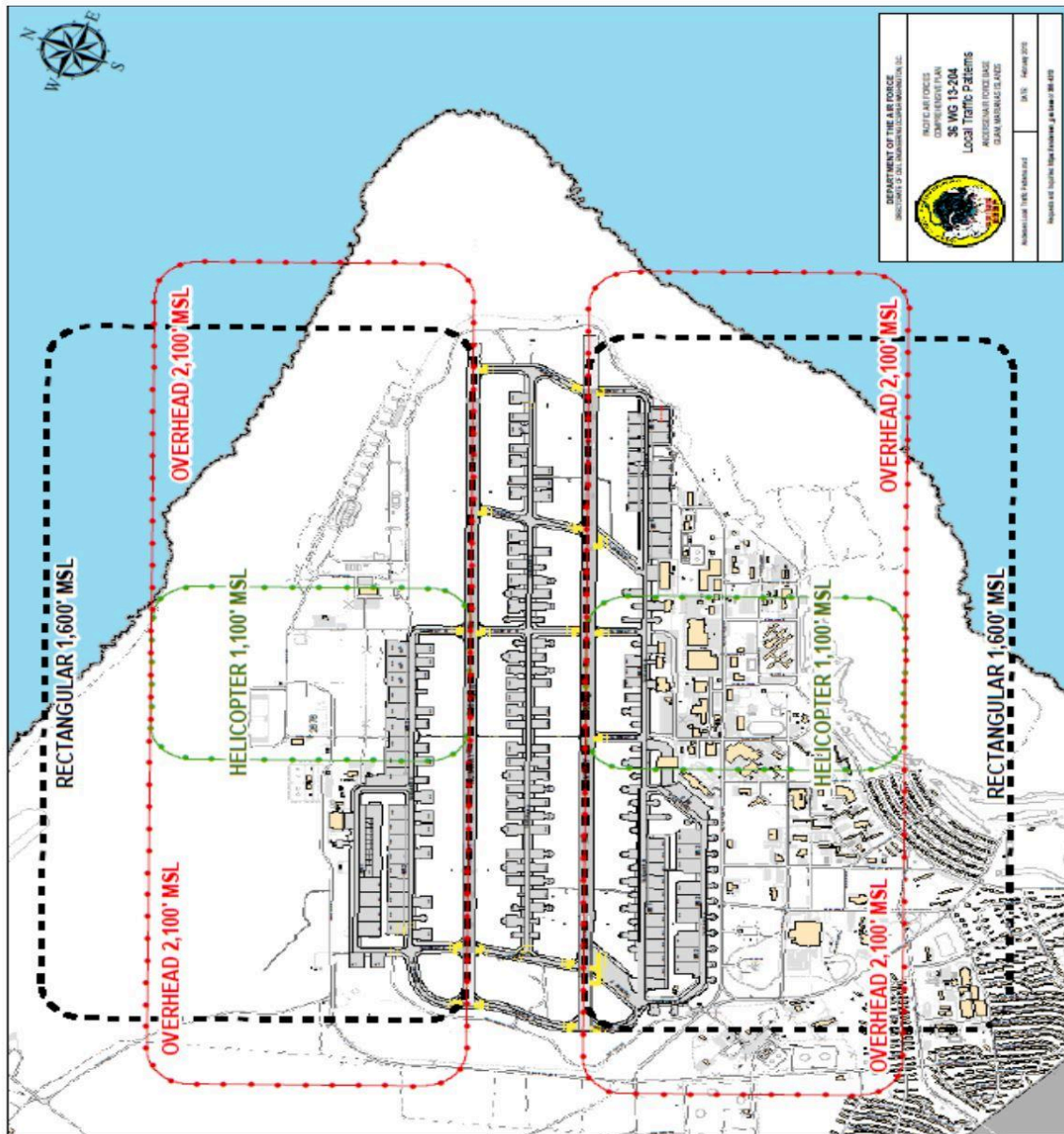
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RESOURCES

Attachment 8

LOCAL TRAFFIC PATTERNS

Figure A8.1. Local Traffic Patterns





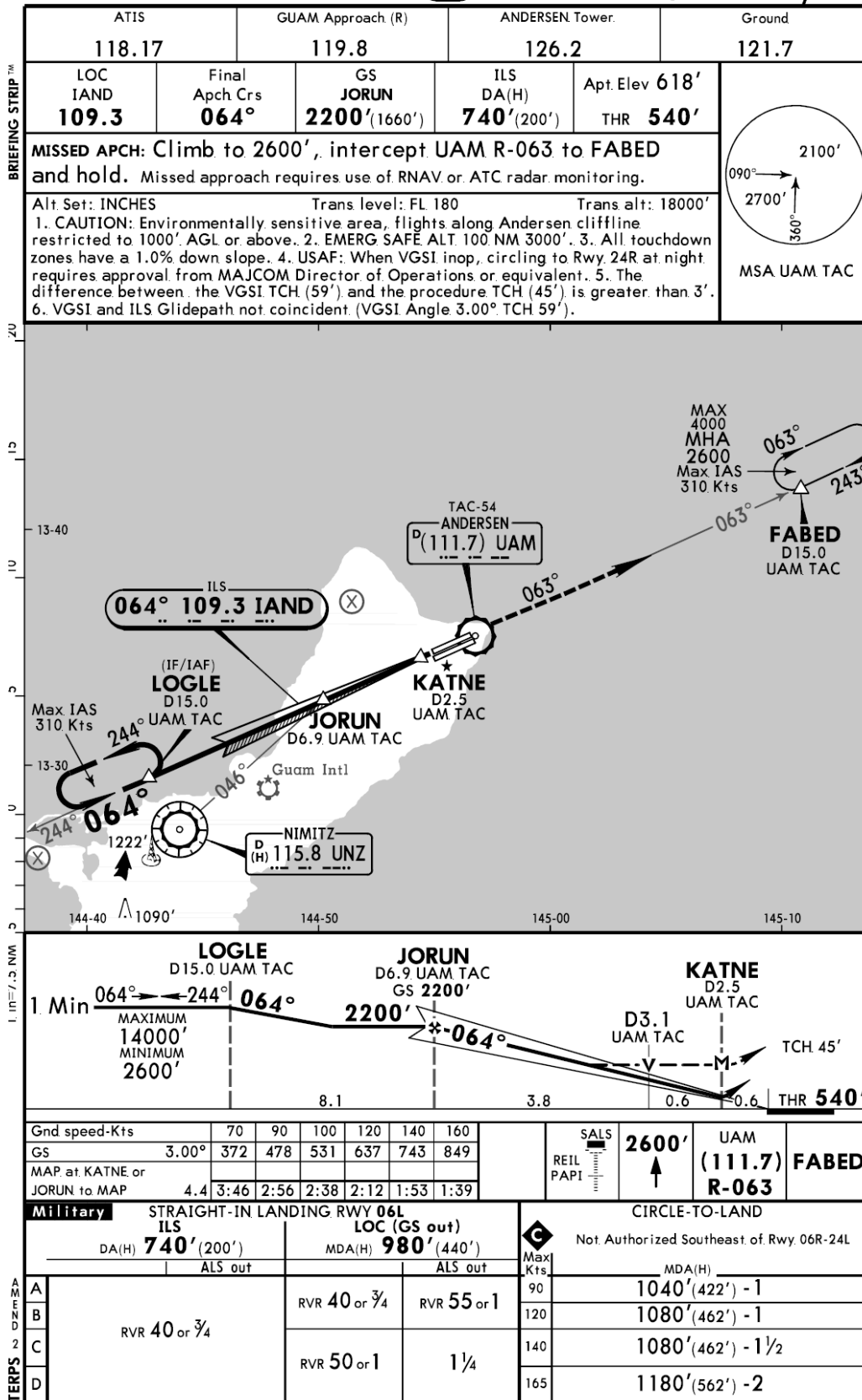
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PGUA/UAM
GUAM

JEPPesen TACAN Azimuth
9 FEB 18 (31-1) Required

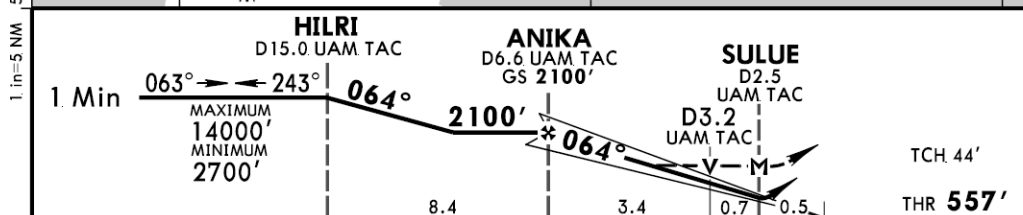
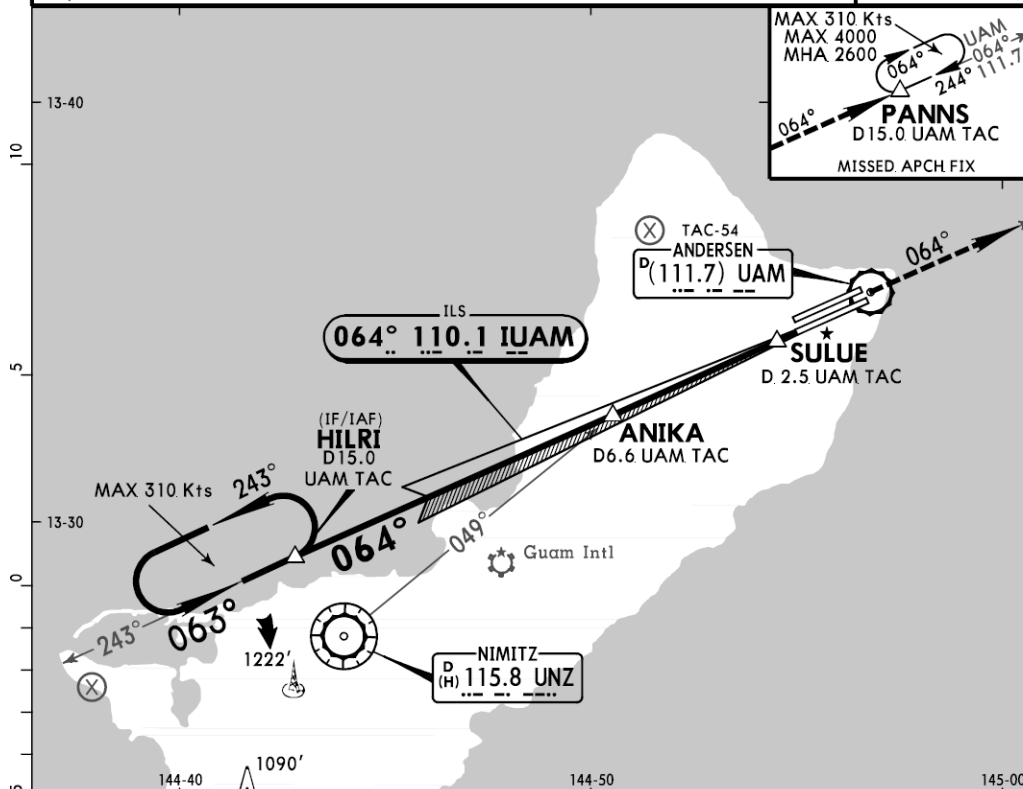
ANDERSEN AFB
ILS or LOC DME Rwy 06L



PGUA/UAM
GUAM

JEPPesen TACAN Azimuth Required **ANDERSEN AFB**
9. FEB. 18 (31-2) ILS or LOC DME Rwy 06R

ATIS 118.17		GUAM Approach (R) 119.8		ANDERSEN Tower. 126.2		Ground 121.7	
LOC IUAM 110.1	Final Apch Crs 064°	GS ANIKA 2100' (1543')	ILS DA(H) 757' (200')	Apt. Elev 618' THR 557'			
MISSED APCH: Climb to 2600' on UAM R-064 to PANNS and hold. Missed approach requires use of RNAV. or ATC radar monitoring.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA UAM TAC	
1. CAUTION: Environmentally sensitive area, flights along Andersen cliffline restricted to 1000' AGL or above. 2. EMERG SAFE ALT 100 NM 3000'. 3. All touchdown zones have a 1.0% down slope. 4. Wheel crossing height for group 4 aircraft is below required 20'.							



Gnd speed-Kts	70	90	100	120	140	160		2600' UAM on (111.7) PANNS R-064
GS 3.00°	372	478	531	637	743	849		
MAP at SULUE or								
ANIKA to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32		

Military		STRAIGHT-IN LANDING RWY 06R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			Not. Authorized Southeast of Rwy 06R-24L		
DA(H)	757'(200')	MDA(H)	980'(423')		MDA(H)		
ALS out		ALS out		Max Kts			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	1040'(422') - 1	
B			RVR 40 or 3/4	1 1/4	120	1080'(462') - 1	
C					140	1080'(462') - 1 1/2	
D					165	1180'(562') - 2	

CHANGES: Reissue.

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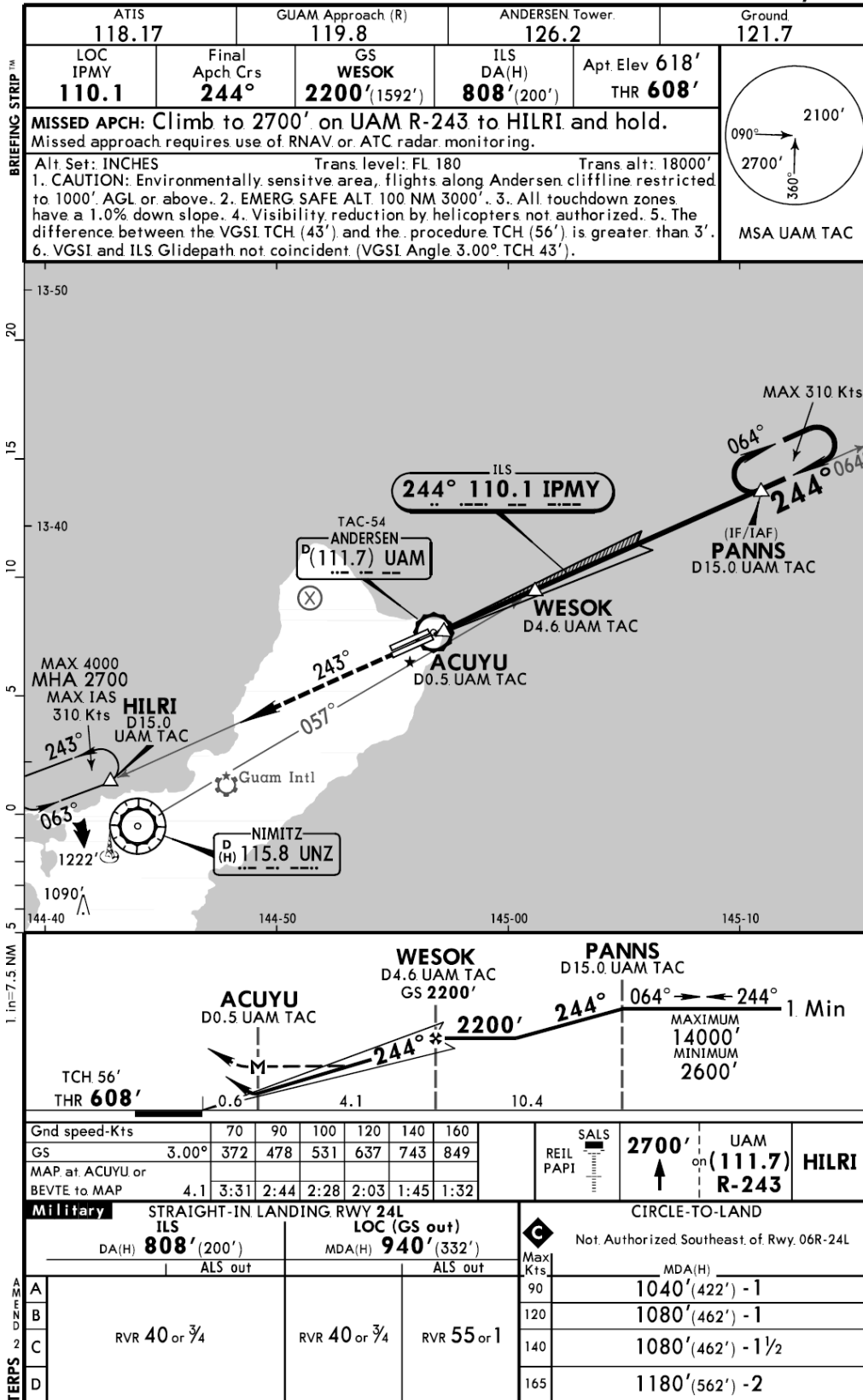


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PGUA/UAM
GUAM

JEPPESSEN TACAN Azimuth Required
9 FEB 18 (31-3) ILS or LOC DME Rwy 24L
ANDERSEN AFB





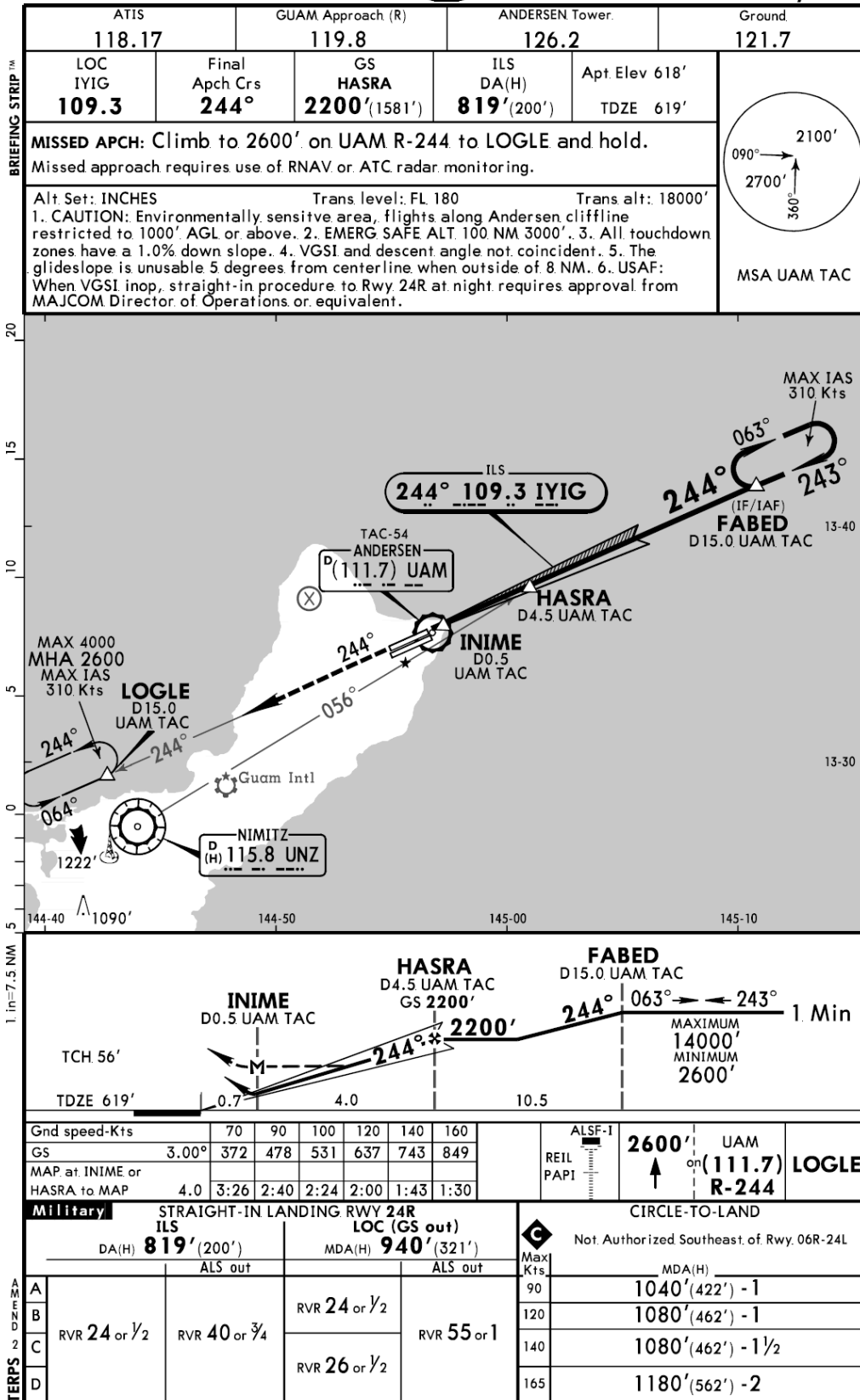
Waffenschule Guam



PGUA/UAM
GUAM

JEPPESEN
9 FEB. 18 (31-4)

TACAN Azimuth
Required
ANDERSEN AFB
ILS or LOC DME Rwy 24R





7.1. WX

Keine Vorgabe, der CV

7.2. ATOs

7.3. VERFÜGBARES MATERIAL

AIRCRAFT:	AL-MINHAD:	A-10CII, F-16C
	CVN-72:	F/A-18C, F-14B
	LHA-1:	AV8B
FUEL:	KC-135 boom/drogue:	max. 4000lbs pro Flugzeug
	S-3B: max.	max. 1000lbs pro Flugzeug
	Ground:	unbegrenzt
ORDNANCE:	keine WMD	
	keine CBUs	



7.4.

AO:

[BILD AO ZUM HERUNTERLADEN](#)

7.5. ROE:

Siehe [STANDING SPINS G](#)

7.6. THREADS:

AO:

Ground: SA-6, SA-3, SA-19, AAA

Air: F-5, F-4, F-14, MiG-29, Su-27



8. AUXILIARY ASSETS

Südlich von Guam:

AAR Tanker 1: Medium/Slow

Type: KC-135

CALLSIGN: TEXACO1

ALT: 17.000ft

FRQ: 265.000 AM

TACAN: 71 Y

AAR Tanker 2: High/Fast

Type: KC-135

CALLSIGN: TEXACO2

ALT: 22.000ft

FRQ: 319.800 AM

TACAN: 21 Y

AAR Tanker 3: High/Fast

Type: KC-135 MPRS

CALLSIGN: ARCO3

ALT: 24.000ft

FRQ: 360.800 AM

TACAN: 41 Y

AWACS:

CALLSIGN: OVERLORD5

ALT: 28.000ft

FRQ: 377.800 AM

Am blauen Carrier:

CVN-73 Data:

TACAN: 55 X

LS: 12 GW

MARSHALL: 305 AM

LSO/TWR: 305 AM

AIRBOSS MARSHALL: 305 AM

CVN-73 Recovery Tanker:

CALLSIGN: TEXACO91

TACAN: 79 Y

FRQ: 240.1 AM

ALT: 6.000ft

CALLSIGN: SHELL2

TACAN: 78 Y

FRQ: 261.1 AM

ALT: 6.000ft

LHA-1 Recovery Tanker:

CALLSIGN: ARCOE3

TACAN: 77 Y



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CALLSIGN: TEXACO9
FRQ: 262.1 AM
ALT: 6.000ft

CVN-73 AWACS:
CALLSIGN: MAGIC4
FRQ: 305.6 AM
ALT: 20.000ft

LHA-1 Data:
TACAN: 33 X
MARSHALL: 264 AM
TWR/LSO: 306 AM

Am roten Carrier:

CVN-59 Forrestal Data:
TACAN: 59 X
ICLS: 6
MARSHALL: 303 AM
LSO/TWR: 303 AM
AIRBOSS MARSHALL: 303 AM

CVN-59 Recovery Tanker:
CALLSIGN: TEXACO6
TACAN: 58 Y
FRQ: 259.1 AM
ALT: 6.000ft

CVN-79 AWACS:
CALLSIGN: MAGIC6
FRQ: 306.6 AM
ALT: 20.000ft

50nm nordwestlich von Farallon de Medina (ca. 30nm, nur übers F-10 Menü verfügbar)

AAR Tanker 4: Medium/Slow
Type: KC-135
CALLSIGN: TEXACO4
ALT: 17.000ft
FRQ: 265.5 AM
TACAN: 72 Y

AAR Tanker 5: High/Fast
Type: KC-135
CALLSIGN: TEXACO5
ALT: 22.000ft
FRQ: 322.8 AM
TACAN: 22 Y



Waffenschule Guam



AAR Tanker 6: High/Fast
Type: KC-135 MPRS
CALLSIGN: ARCO6
ALT: 24.000ft
FRQ: 361.8 AM
TACAN: 43 Y

Air-Air Training Area West (übers F-10 Menü zu aktivieren):

AWACS Blau:
CALLSIGN: WIZARD6
ALT: 28.000ft
FRQ: 270.100 AM

AWACS Rot:
CALLSIGN: DARKSTAR2
ALT: 29.000ft
FRQ: 266.100 AM

9. REFERENCE POINTS

BULLSEYE N14°08.5 E145° 11.7 - 1533 ft

ROZ Korridore:

CHARLY-ECHO-SIERRA	N25:13. E057:01,	Type: CP
CHARLY-ECHO-NOVEMBER	N25:25. E057:15,	Type: CP
CHARLY-MIKE-NOVEMBER	N25:47 E056:09,	Type: CP
CHARLY-MIKE-SIERRA	N25:38. E055:57,	Type: CP
CHARLY-WHISKY-SIERRA	N25:18. E054:53,	Type: CP
CHARLY-WHISKY-NOVEMBER	N25:45 E054:53,	Type:CP

9.1. TACAN AIDS:

ROTA A/G Bomb Range:
TCN 77X: N14°08.5 E145° 11.7 - 1533 ft

ROTA INTL:
TCN 33X: N14°10.4 E145°14.7 - 569 ft

GUAM TCN FIX:
TCN 22X: N13°30.7 E144°53,6 - 541 ft

Orbits:

CAP ECHO (Anchor Point: N25:22.204 E055:17.906, 40R CP 28797 07015, Min Alt: , Max Alt: , Hot Leg Brg: 330°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)



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CAP FOXTROT (Anchor Point: N25:13.355 E054:55.027, 40R BN 90168 91220, Min Alt: , Max Alt: , Hot Leg Brg: 0°, Leg Length: 9.5 NM, Width: 4 NM, Type: CAP)

CAP GOLF (Anchor Point: N25:04.541 E054:26.684, 40R BN 42252 75764, Min Alt: , Max Alt: , Hot Leg Brg: 0°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)

CAP HOTEL (Anchor Point: N25:20.980 E053:39.040, 39R YJ 66777 06311, Min Alt: , Max Alt: , Hot Leg Brg: 0°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)

AAR (Anchor Point: N25:18.309 E055:15.198, 40R CN 24162 99882, Min Alt: , Max Alt: , Hot Leg Brg: 271°, Leg Length: 40.6 NM, Width: 5 NM, Type: AAR)

AWACS (Anchor Point: N25:14.142 E055:14.937, 40R CN 23623 92195, Min Alt: , Max Alt: , Hot Leg Brg: 271°, Leg Length: 39.8 NM, Width: 5 NM, Type: Other)

CAP DELTA (Anchor Point: N25:34.798 E055:30.407, 40R CP 50024 30013, Min Alt: , Max Alt: , Hot Leg Brg: 330°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)

CAP CHARLIE (Anchor Point: N25:44.202 E055:52.505, 40R CP 87166 47007, Min Alt: , Max Alt: , Hot Leg Brg: 0°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)

CAP ALPHA (Anchor Point: N25:25.581 E056:26.447, 40R DP 43765 12276, Min Alt: , Max Alt: , Hot Leg Brg: 30°, Leg Length: 10 NM, Width: 4 NM, Type: CAP)

CAP BRAVO (Anchor Point: N25:32.039 E056:08.954, 40R DP 14522 24350, Min Alt: , Max Alt: , Hot Leg Brg: 0°, Leg Length: 10 NM, Width: 4 NM, Type: Other)



11. A/G Training Range Rota:

Koordinaten: N14°08.5 E145° 11.7 - 1533 ft TCN 77X DME 0

Verfügbare Ziele:

- Strafe Pit mit Foul-Line
- Bombcircle klein (DMPI 2) und groß (DMPI 1) mit Genauigkeitsmessung und harten und weichen Zielen
- Fahrzeugkonvois hart und weich
- Einzelziele hart und weich eingegraben

JTAC:

WHIPLASH7 - FRQ: 123.4 AM MHz - STINGER MANPADS

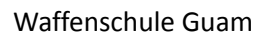
Koordinaten:

[Sicht von Nord-West nach Süd-Ost:\(Hochauflösende Ansicht und Download\)](#)



[Übersicht Rota: \(Hochauflösende Ansicht und Download\)](#)







12. A/G Training Range FARALLON DE MEDINA:

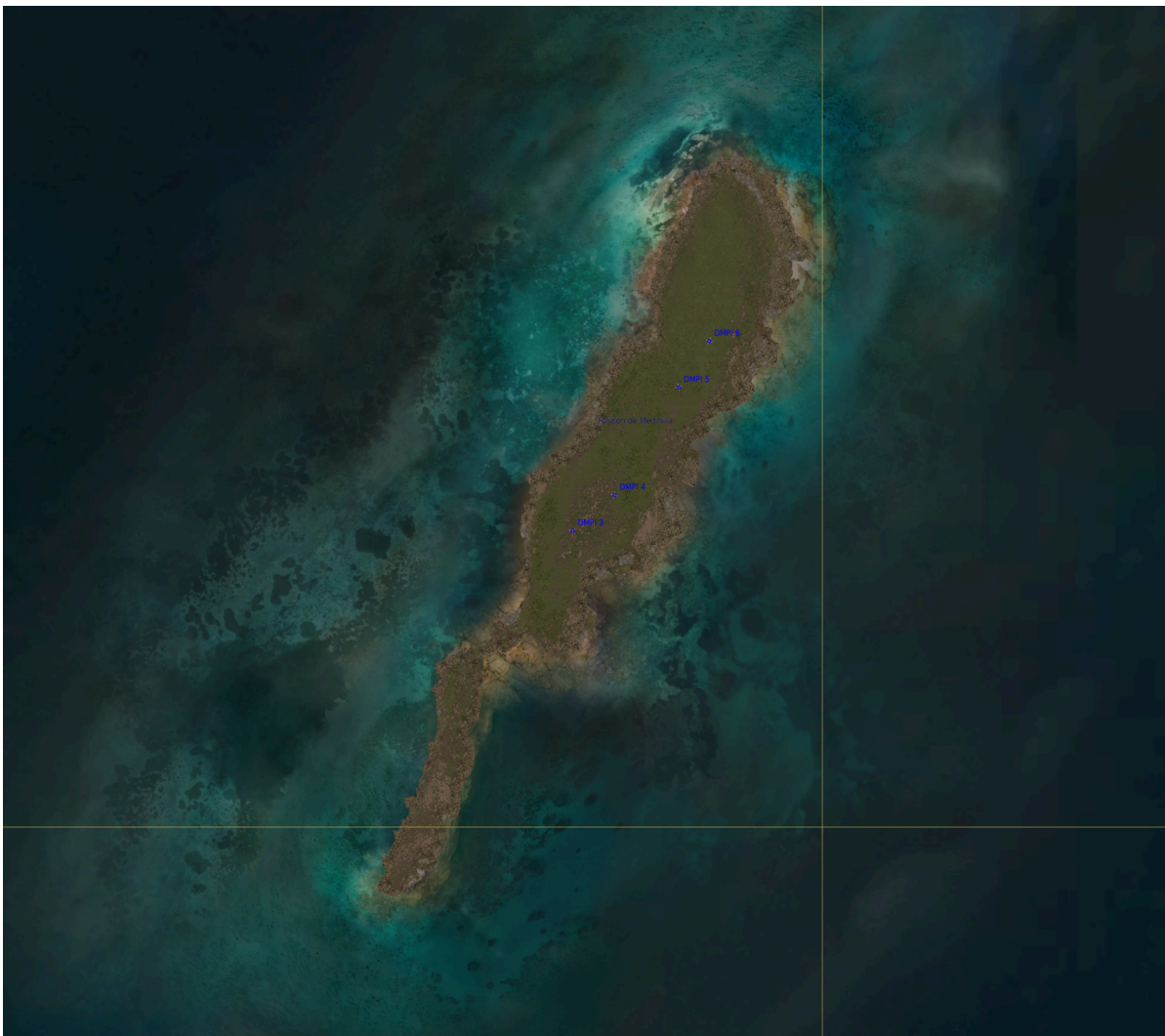
Koordinaten: N16° 01.157' E146°03.554 - 140 ft

Verfügbare Ziele:

- Containerziele mit Genauigkeitsmessung (DMPI 3-6)

Koordinaten:

[Satellitenbild \(zum herunterladen\):](#)



[Kartenansicht Farallon de Medina \(zum herunterladen\):](#)

[Farallon de Medina - Detail: \(zum herunterladen\):](#)



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13. COMM PLAN

vJaBoG32 Radio Preset "Waffenschule Guam"			
Pre	Description	CV	FLT STD
1	FLT COMMON	FLT STD	TIGERS
2	MARSHALL	264	261.150
3	LSO CVN-73	305	COUGARS
4	LSO LHA-1	306	261.250
5	RECOVERY TANKER 1	240.1	PANTHERS
6	RECOVERY TANKER 2	260.1	261.350
7	AWACS1	305.8	EW CV
8	AWACS2	377.8	264.150
9	BIGWING TANKER 1	265	EW F-16C
10	BIGWING TANKER 2	319.8	134.1
11	BIGWING TANKER 3	360.8	EW A-10C
12	HQ12	280.1	134.2
13	HQ13	281.1	MONSTERS
14	HQ14	282.1	131.1
15	AO NOVEMBER	305.6	T-REX
16	AO SIERRA	377.8	131.2
17	Ras Al Khaimah	250.8	BOAR
18	Al Minhad AB	250.1	131.3
19	Al Dhafra AB	251	LIONS
20	LIWA AB	250.85	132.1



14. ADMINISTRATIVE BRIEF VORLAGE

The following items should be covered for each flight regardless of the mission.

1. Event number
2. Launch/recovery times/recovery order
3. Lineup/call signs/avionics plan
4. Missions assigned/alternate missions
5. External assets/call signs
6. Weather a. Base, en route, target, area, divert b. Water/air temperature, sea state
7. Ordnance and stores carried/preflight/restrictions on use
8. Communications plan
9. Area/NOTAMs
10. Clearance/NAVAIDs
11. Ground/deck procedures
12. Takeoff/departure/rendezvous
13. En route/formation
14. Tanking plan
15. Combat checks/OBC
16. Recovery procedures (VFR/IFR)
17. Joker/bingo fuel
18. NORDO procedures
19. Emergencies/diverts/SAR/birdstrike
20. Training rules
21. Contingencies



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15. COMBATFLITE

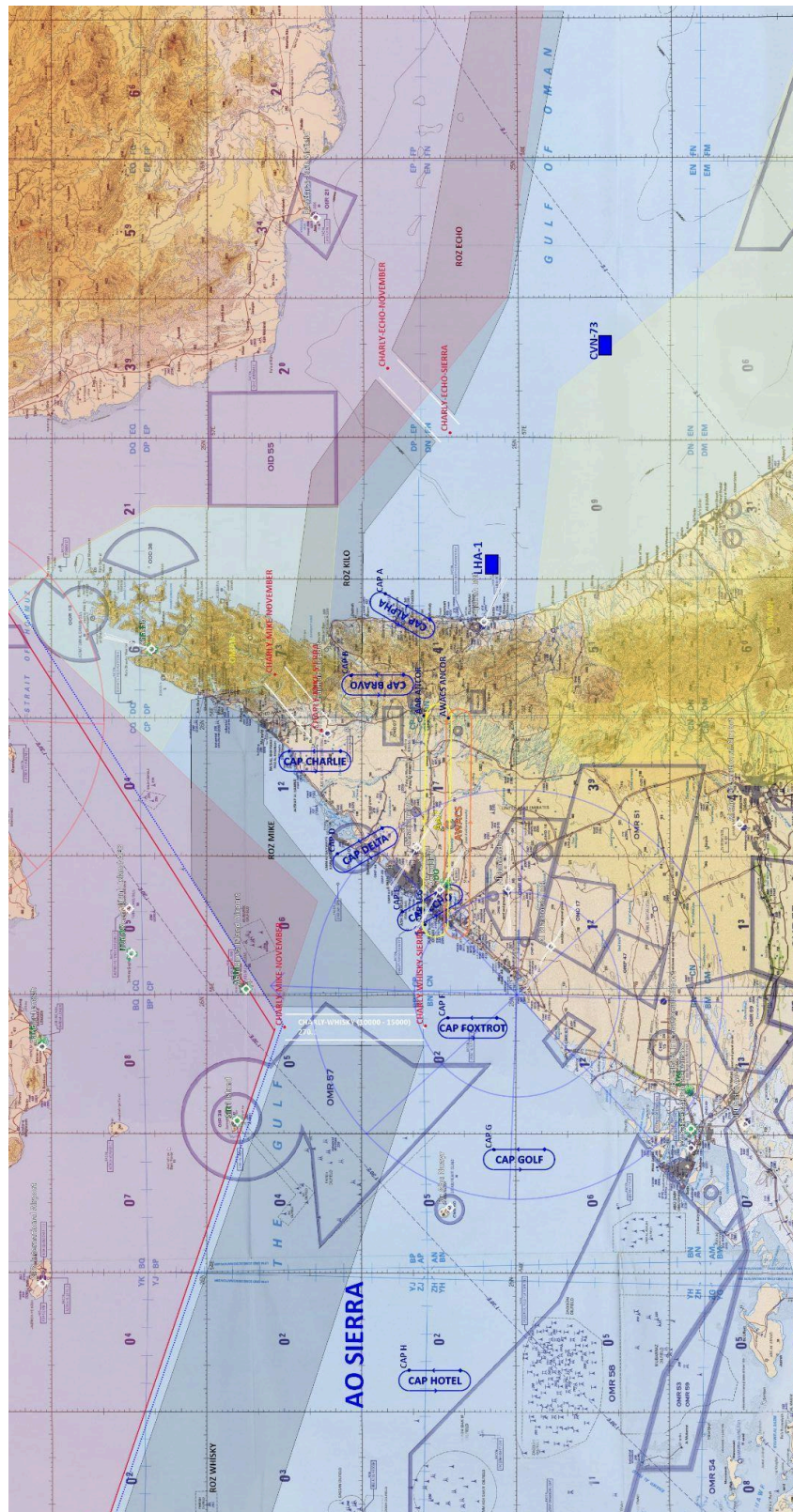
[CF LAYER ALLGEMEIN herunterladen](#)



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[AO SIERRA](#) herunterladen





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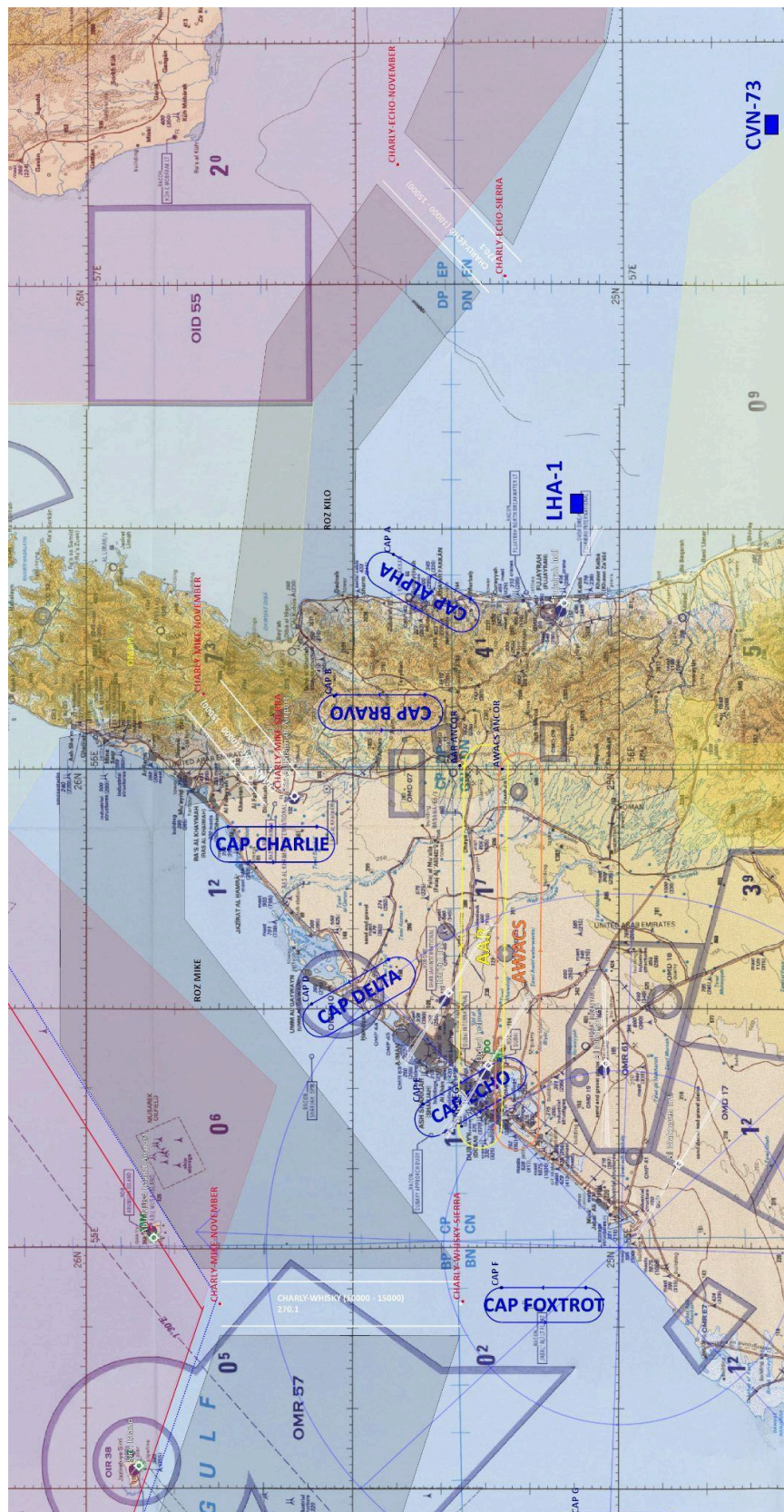
Waffenschule Guam



[AO SIERRA - CENTER](#) herunterladen



Waffenschule Guam





Waffenschule Guam

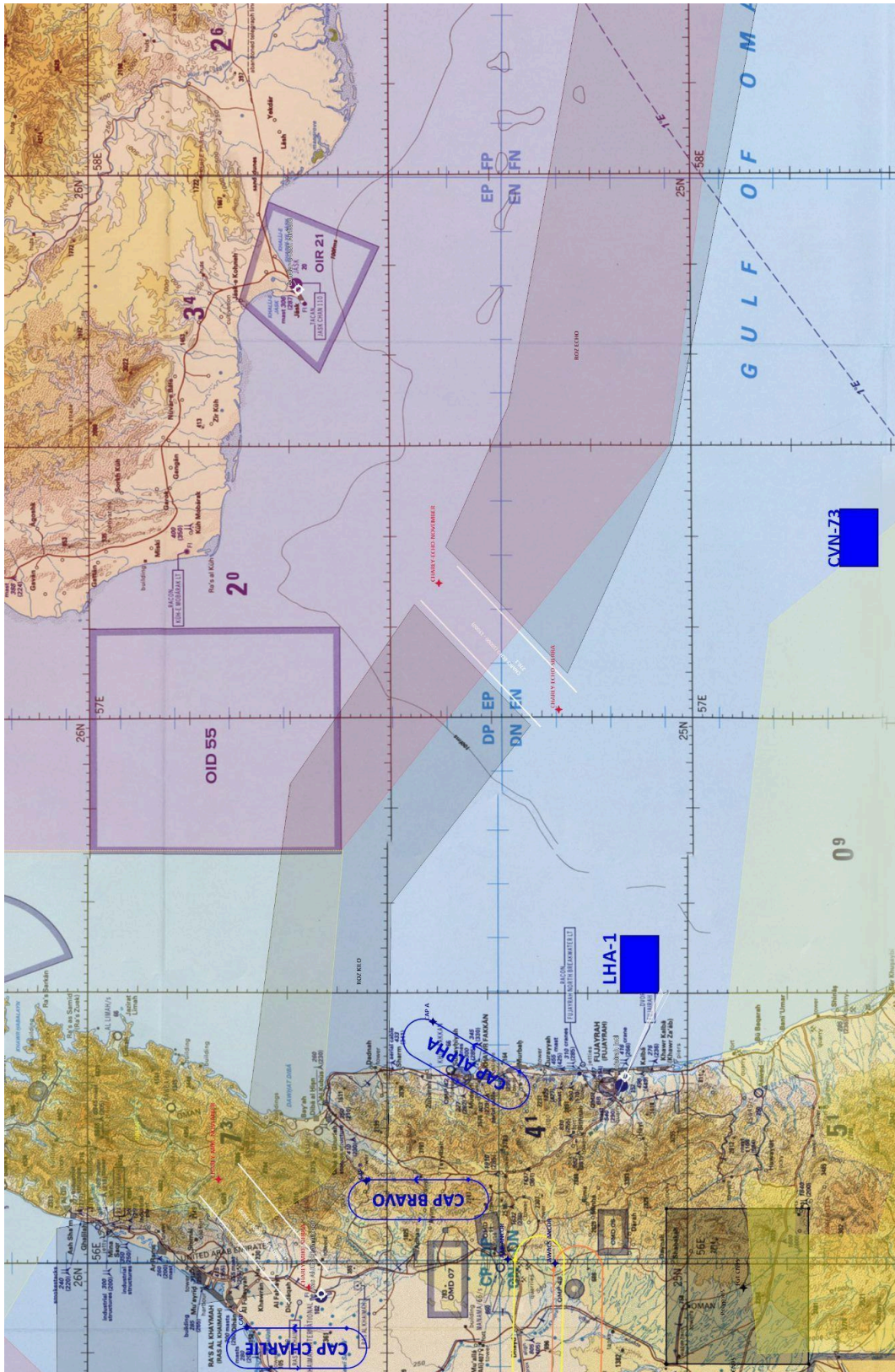


[AO SIERRA - CENTRAL SOUTH DETAIL](#) herunterladen



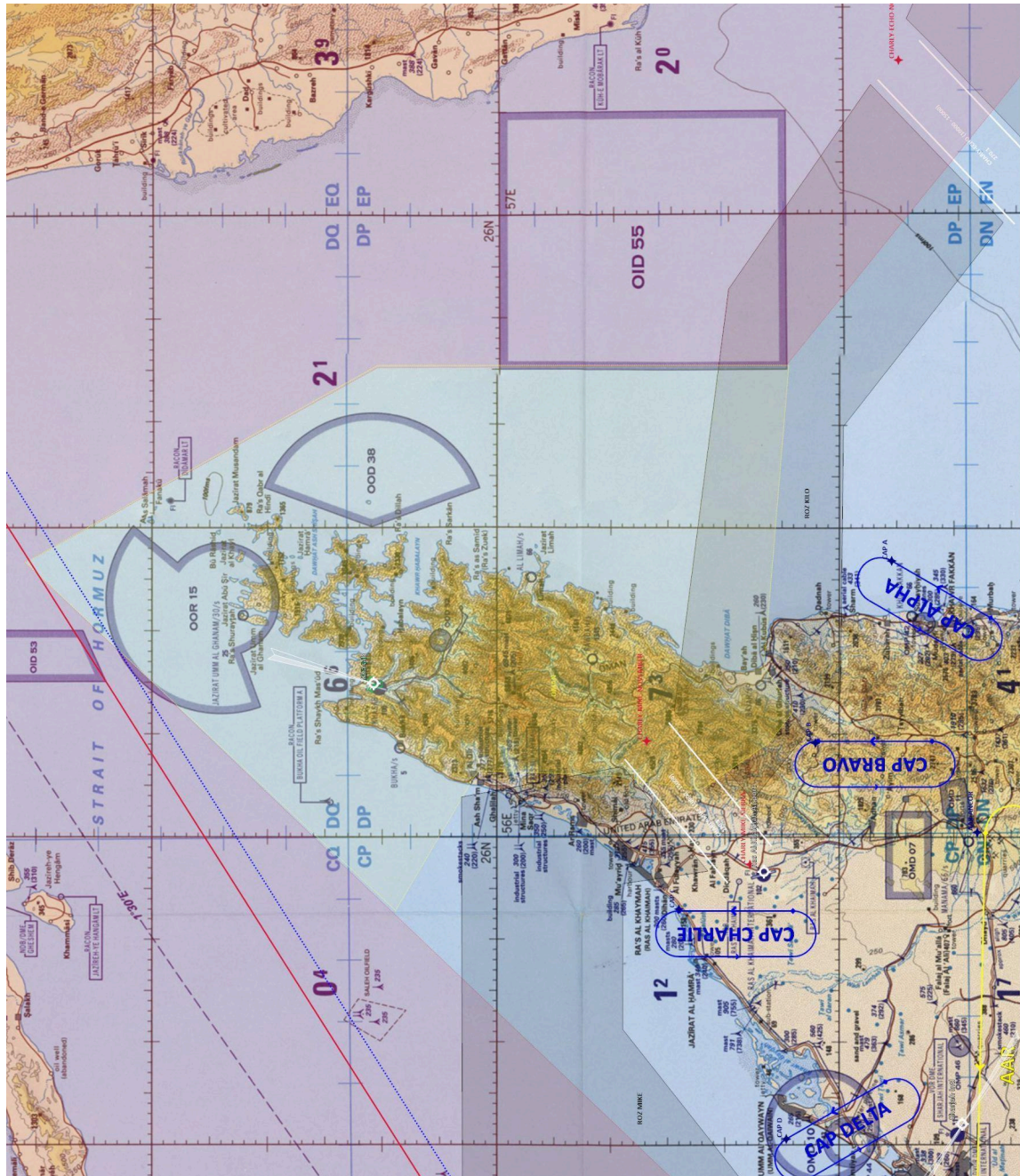


[Korridor CHARLY-ECHO herunterladen](#)





[Korridor CHARLY-MIKE](#) herunterladen



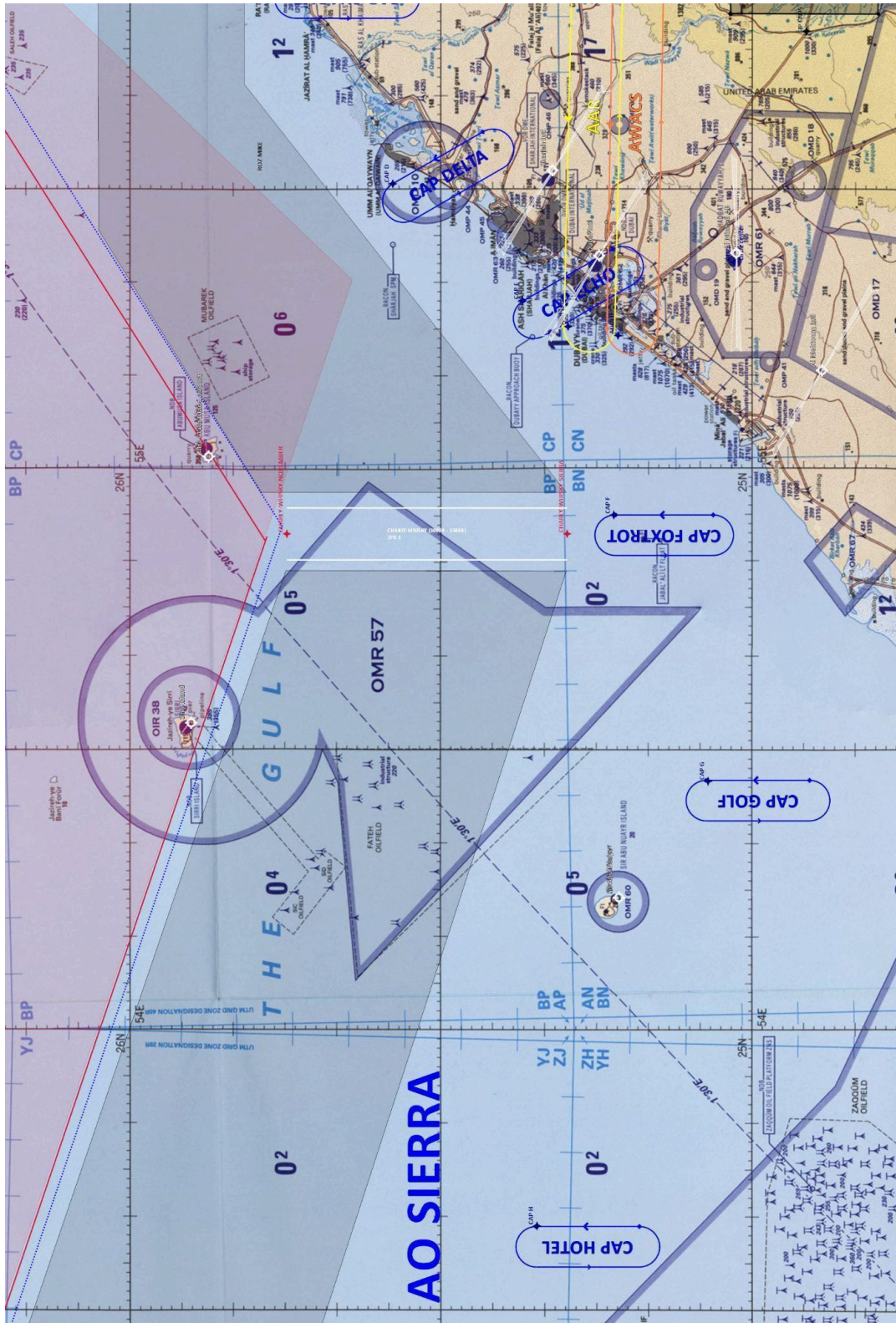


Waffenschule Guam





[Korridor CHARLY-WHISKY](#) herunterladen





Waffenschule Guam



16. DAILY SPINS

SEE MISSION BRIEFING



17. STANDING SPINS

A- GENERAL

A.1. TIME FORMAT. TIMES IN AO IS DELTA (UAE TIME ZONE, UTC+4).

A.2. FOR MISSION PLANNING RELATED PURPOSES, ATO AND ARE NOT DAILY. ATO IS GENERATED FOR EACH MISSION. DAY AND TIME INDICATED IN THE ATO ARE RELATED TO DCS SERVER START TIME.

A.3. AIRSPACE CONTROL PLAN (ACP) WILL NOT BE PUBLISHED. ALL AIRSPACE COORDINATION MEASURES (ACM) AND INSTRUCTION FOR AIRSPACE CONTROL AND USE WILL BE PUBLISHED IN THE SPECIAL INSTRUCTION (SPINS).

A.4. AIRSPACE CONTROL AUTHORITIES (ACA) ARE AWACS OR OTHER AGENCY DEFINED BY ATO, OR SPINS.

A.5. PACKAGE COMMANDERS ARE DEFINED BY UNIT REMARKS IN THE ATO.

A.6. ROLEX/SLIP(PING). DIRECTIVE OR INFORMATIVE CALLS LIKE ROLEX OR SLIP/SLIPPING INDICATING TIME LINE ADJUSTMENTS CAN BE DONE BY PACKAGE COMMANDER AND AWACS ONLY, IN ACCORDANCE WITH JFC.

B- COMMUNICATIONS SPINS

B.1. GENERAL.

B.1.A. UHF RADIO SHOULD BE USED FOR INTRAFIGHT COMMUNICATIONS. VHF RADIO MAY BE USED FOR INTRAFIGHT COMMUNICATIONS BEFORE THE ENGINE START-UP. IN ANY CASE, USE THE FREQUENCIES ASSIGNED BY THE COMM PLAN.

B.1.B. UHF RADIO IS USED TO COMMUNICATE WITH ATC. AWACS AND OTHER COMMAND AND CONTROL AGENCIES AS PER AOR AND COMM PLAN.

B.1.C. DURING CAS MISSIONS, THE VHF RADIO MAY BE USED TO COMMUNICATE WITH FAC IF UHF IS IN USE WITH ANOTHER AGENCY (IE. AWACS).

B.1.D. IN ANY CASE, THE FLIGHT LEAD MUST BE IN TOUCH WITH AT LEAST ONE COMMAND AND CONTROL AGENCY, USUALLY AWACS.

B.2. ATC. IF ATC IS AVAILABLE, CONTACT THE ATC ON ITS UHF FREQ (SEE COMM PLAN) AS SOON AS POSSIBLE BEFORE ENGINE START-UP. FOLLOW ALL THE ATC INSTRUCTION TO ENSURE THAT TAKEOFF TIME IS RESPECTED. AS MINIMUM, THE FOLLOWING CLEARANCES MUST BE REQUESTED/OBTAINED:

- TAXI

- DEPARTURE CLEARANCE (ASAP EVEN BEFORE TAXI)



- CLEARANCE TO JOIN RUNWAY AND TAKEOFF
- APPROACH INSTRUCTION AND CLEARANCE TO LAND

B.2.A. FLIGHTS MUST REFORM INTO CLOSE FORMATION ASAP AFTER TAKEOFF AND BEFORE CONTACTING ATC FOR LANDING. IF NON-STANDARD FORMATION IS REQUIRED (E.G. 3 MILES TRAIL), THE FLIGHT LEAD MUST COMMUNICATE TO THE ATC THE FORMATION TYPE AND SEPARATION.

B.3. MCCC. ONCE DEPARTURE PROCEDURES ARE ACCOMPLISHED AND COMMUNICATIONS WITH THE ATC ARE CLOSED, EACH FLIGHT MUST CONTACT THE ASSIGNED MCCC TO CHECK-IN AS SOON AS POSSIBLE. MCCC CALLSIGN AND FREQUENCY ARE ESTABLISHED BY THE ATO UNIT REMARKS AND COMM PLAN.

B.3.A. ALL COMMUNICATIONS WITH MCCC AND OTHER COMMAND AND CONTROL MUST BE PRECEDED BY AUTHENTICATION IAW OCD CHALLENGER REPLY IN USE.

B.3.B. CHALLENGE-REPLY TABLE AND WORD OF THE DAY ARE PUBLISHED DAILY.

B.3.C. FLIGHT CHECK-IN. THE FOLLOWING INFORMATION MUST BE INCLUDED IN THE CHECK-IN CALL:

- FLIGHT CALLSIGN
- POSITION (BULLSEYE OR REFERENCE POINT)
- ALTITUDE
- ATO NUMBER (SEE FIELD 2 OF ATO MSGID LINE)
- MISSION NUMBER (SEE FIELD 1 OF ATO MSNDAT LINE)

B.3.D. INFLIGHT REPORT (INFLTREP). USE THE ABBREVIATED US MESSAGE TEXT FORMAT (USMTF) INFLTREP TO REPORT MISSION RESULT. THE INFLTREP CAN BE USED TO REPORT OTHER TACTICAL INFORMATION OF SUCH IMPORTANCE AND URGENCY THAT IF THE AIRCREW WERE TO WAIT FOR A NORMAL POST-FLIGHT DEBRIEFING THE INFORMATION MIGHT NO LONGER BE USEFUL. THIS MIGHT INCLUDE THE PRESENCE OF SAMS, AAA, OR RADAR WARNING RECEIVER INDICATIONS OR NUMBERS OF REMAINING TARGETS. AIRCREW'S FIRST CALL IS:

"(AWACS/MCCC CALLSIGN), (FLIGHT CALLSIGN), INFLTREP, OVER". PROCEED WITH AUTHENTICATION IF REQUIRED.

INFLTREP INFORMATION ARE:

- LINE ONE/CALLSIGN
- LINE TWO/MISSION NUMBER
- LINE THREE/LOCATION (BULLSEYE, LAT/LONG, UTM GRID, PLACE NAME) - LINE



FOUR/TIME-ON-TARGET

- LINE FIVE/RESULTS

- REMARKS (TARGET AREA WEATHER, SIGNIFICANT SIGHTINGS, ESSENTIAL ELEMENTS OF INFORMATION)

B.3.E. ALL THE COMMUNICATIONS WITH MCCC/AWACS/GCI ARE ACCOMPLISHED IAW VJABOG32 SOP

B.4. AIR REFUELLING. SEE TANKER SPINS FOR COMMUNICATIONS WITH TANKER OPERATORS.

B.5. LOSS OF COMMUNICATIONS.

B.5.1. IN CASE OF LOSS OF COMMUNICATIONS WITH SUPPORT OR COMMAND AND CONTROL AGENCIES (AWACS/FAC/TANKER) TRY CONTACT ON SECONDARY FREQ DEFINED IN THE CONTROL LINE OF THE COMM PLAN.

B.6.1. PACKAGE COMMANDERS AND FLIGHT LEADERS ARE RESPONSIBLE FOR COORDINATING MEMBERS OF PACKAGE/FLIGHT IN CASE OF LOSS OF COMMUNICATIONS.

B.7 FPT CHARTS FREQUENCIES ARE NOT APPLICABLE. FREQUENCIES AS COMM PLAN ARE VALID.

C- TANKER SPINS

C.1. RENDEZVOUS. RENDEZVOUS ALPHA WILL BE IN USE EXCEPT WHEN RENDEZVOUS GOLF IS PLANNED FOR SPECIFIC MISSIONS.

C.1.2. UNLESS OTHERWISE DIRECTED, AN ALTIMETER SETTING OF 1013.25 MB/ 29.92 in IS TO BE USED FOR AAR OPERATIONS AT OR ABOVE TRANSITION ALTITUDE. WHEN NOT OPERATING ON STANDARD PRESSURE SETTINGS, TANKER CREWS ARE TO INCLUDE THE ALTIMETER SETTING IN THE RV INITIAL CALL. TO MINIMIZE THE CHANCE OF DISSIMILAR PRESSURE SETTINGS BETWEEN RECEIVERS AND TANKER, THE FOLLOWING TERMINOLOGY IS TO BE USED:

C.1.2.1. FLIGHT LEVEL. WHEN THE TANKER AND RECEIVER ALTIMETERS ARE SET TO THE INTERNATIONAL PRESSURE SETTING OF 1013.25 MB/ 29.92 in, VERTICAL REFERENCE WILL BE MADE USING THE TERM "FLIGHT LEVEL".

C.1.2.2. ALTITUDE. WHEN THE TANKER AND RECEIVER ALTIMETERS ARE SET TO QNH OR A REGIONAL PRESSURE SETTING, VERTICAL REFERENCE WILL BE MADE USING THE TERM "ALTITUDE".

C.1.2.3. HEIGHT. WHEN THE TANKER AND RECEIVER ALTIMETERS ARE SET TO QFE, VERTICAL REFERENCE WILL BE MADE USING THE TERM "HEIGHT".

C.1.3. VERTICAL SEPARATION. RECEIVERS ARE TO JOIN FROM BELOW AND ARE TO MAINTAIN A MINIMUM OF 1000 FT VERTICAL SEPARATION, UNLESS OTHERWISE DIRECTED BY THE CONTROLLING AGENCY, UNTIL VISUAL CONTACT AND POSITIVE IDENTIFICATION HAVE BEEN MADE.

C.1.4. RENDEZVOUS ALPHA (ANCHOR). WHEN RENDEZVOUS ALPHA IS IN USE, THE TANKER WILL FOLLOWS AN AAR ANCHOR PATTERN WITH MINIMUM 50 NM LONG LEGS SEPARATED BY 7-20



NM. SINGLE TANKER WILL BE USED IN THE ANCHOR. AAR ALTITUDE AS PER DAILY SPINS.

C.1.4.1. RECEIVER RESPONSIBILITIES. RECEIVER(S) ARE TO:

C.1.4.1.1. FL/ALTITUDE/HEIGHT. BE ESTABLISHED AT 1000 FT BELOW THE ASSIGNED AAR ALTITUDE.

C.1.4.1.2. HEADING. IF CONTROLLED BY MCCC/ AWACS OR ANY OTHER CONTROLLING AGENCY, FLY HEADINGS AS DIRECTED.

C.1.4.1.3. RECEIVER TAKES CONTROL OF RV. COMPLETE THE RV USING ORGANIC AI RADAR ONCE RADAR CONTACT WITH THE TANKER IS ESTABLISHED AND CALL "(CALLSIGN) JUDY".

C.1.4.1.4. RECEIVER VISUAL WITH TANKER. WHEN VISUAL WITH THE TANKER, THE RECEIVER CALLS "(CALLSIGN) VISUAL" AND IS THEN CLEARED BY THE TANKER TO JOIN (ON THE LEFT UNLESS DIRECTED OTHERWISE).

C.1.4.2. COMMUNICATION PROCEDURES. WHILST ON STATION, THE TANKER WILL MONITOR THE PUBLISHED AAR FREQUENCY. WHEN THE CONTROLLING AGENCY INITIATES THE RECEIVER RV, IT WILL ENSURE THAT THE RECEIVER(S) CONFIRM THEIR FL/ALTITUDE/HEIGHT AND ARMAMENT STATE TO THE TANKER.

C.1.4.2.1. DURING EMCON 2, RADIO CALLS WILL NOT BE MADE UNLESS THEY ARE NECESSARY TO ENSURE SAFE VERTICAL SEPARATION.

C.1.4.2.2. AT LEAST FIFTEEN MINUTES BEFORE THE RV COMMENCE THE RV PROCEDURE. THE RECEIVER AIRCRAFT MUST RECEIVE THE CLEARANCE FROM THE CONTROLLING AGENCY BEFORE CONTACTING THE TANKER. ONCE THE RADIO CONTACT IS ESTABLISHED, ALL THE RADIO CALLS ARE IAW VJABOG32 SOP.

C.1.4.3. VERTICAL SEPARATION. THE RV VERTICAL SEPARATION IS TO BE MAINTAINED UNTIL 1 NM FROM THE TANKER AND VISUAL CONTACT IS ESTABLISHED. THE RECEIVER(S) WILL THEN COMMENCE A GRADUAL CLIMB THE OBSERVATION POSITION.

C.1.5. RENDEZVOUS GOLF (EN ROUTE). THE RV GOLF FACILITATES A JOIN UP EN-ROUTE ON A COMMON TRACK TO MAKE GOOD A SCHEDULED TIME TO JOIN AN ALTRV OR OTHER ESTABLISHED MILITARY CORRIDOR; THE TANKER AND RECEIVER(S) MAY HAVE DEPARTED EITHER FROM THE SAME OR DIFFERENT BASES.

C.1.5.1. ARRIVAL AT RVIP. THE TANKER AND RECEIVER(S) NAVIGATE INDEPENDENTLY TO ARRIVE AT THE RENDEZVOUS INITIAL POINT (RVIP) AT THE DESIGNATED RV CONTROL TIME (RVCT).

C.1.5.2. A COMMON TRACK LENGTH EQUIVALENT TO 15 MIN FLYING TIME SHOULD BE PLANNED TO ALLOW FOR TANKER DESCENT TO RV FL/ALTITUDE/HEIGHT, VISUAL ACQUISITION AND TIMING CORRECTIONS.

C.1.5.3. COMMUNICATION PROCEDURES. FIFTEEN MINUTES PRIOR TO THE RVCT THE TANKER AND RECEIVER(S) ARE TO CONFIRM THEIR FL/ALTITUDE/HEIGHT, ARMAMENT STATE AND TIMING. THE RECEIVER(S) SHOULD FLY TOWARDS THE AIR REFUELING CONTROL POINT (ARCP) WITH A/A TACAN AND RADAR BEACON ON (IF APPROPRIATE) AT 1000 FT BELOW THE BASE AAR ALTITUDE. FOR DETAILED INFORMATION ABOUT RADIO CALLS DURING RV AND AAR OPERATIONS.

C.1.5.4. VISUAL ACQUISITION OF THE TANKER. WHEN ESTABLISHED ON THE COMMON TRACK,



RECEIVER(S) ARE TO USE ALL AVAILABLE LOCATING AIDS (EMCON STATE PERMITTING) TO GAIN VISUAL CONTACT WITH THE TANKER.

C.1.6. JOINING OBSERVATION POSITION. THE LEFT-HAND SIDE OF THE TANKER IS ALLOCATED FOR JOINING AIRCRAFT. THE OBSERVATION POSITION IS BEHIND THE WINGLINE OF THE TANKER. THE FIRST RECEIVER OF A FORMATION MAY JOIN

DIRECTLY ASTERN THE BOOM, WHEN THE RECEIVER HAS VISUALLY CONFIRMED THAT NO REFUELLING IS IN PROGRESS. OTHER MEMBERS OF THE FORMATION SHOULD FORM UP IN THE OBSERVATION POSITION. FOR TWO OR MORE RECEIVERS THE STANDARD FLOW IS LEFT (OBSERVATION POSITION) TO RIGHT (REFORM POSITION). QUICK FLOW (QF) PROCEDURE (BOOM ONLY). FOR FIGHTER TYPE RECEIVERS QF PROCEDURES ARE AUTHORIZED TO EXPEDITE AAR OPERATIONS ONLY DURING DAY OR NIGHT UNDER VMC.

D- ACCEPTABLE LEVEL OF RISK SPINS

D.1. DURING ALL OPERATIONAL PHASES, THE ASSUMPTION OF RISK IS A COMMAND DECISION.

D.2. UNLESS DEFINED OTHERWISE IN THE ATO, ATO REMARKS OR DAILY SPINS, THE FOLLOWING ALR ARE IN FORCE DURING ALL OPERATIONS.

D.2.A. DCA, HAVCAP, BARCAP, SCRAMBLE, INTERCEPT AND OTHER MISSIONS IN DEFENSE OF FRIENDLY AIRSPACE: HIGH

D.2.B. TARCAP, ESCORT, SEAD, STRIKE AND OTHER MISSIONS PART OF AN OFFENSIVE PACKAGE: MEDIUM

D.2.C. SUPPORT OR COMMAND AND CONTROL AIRCRAFT LIKE TANKER, AWACS, JSTARS: LOW

D.2.D. CARGO AND OTHER TYPE OF AIRCRAFT NOT PART OF DEFENSIVE OR OFFENSIVE PACKAGES: LOW

D.3. DIFFERENT ALR MAY BE DEFINED IN THE ATO FOR SPECIFIC MISSIONS.

D.4. FOLLOW THESE RULES IN ACCORDANCE WITH THE ESTABLISHED ALR.

D.4.A. NEGLIGIBLE.

NO LOSSES ACCEPTABLE EXCEPT THOSE COMPLETELY UNPREDICTABLE AND UNPREVENTABLE.

D.4.A.1. A/G TACTICS. DO NOT ENTER LETHAL WEZ OF ANY SAM OR AAA. USE MEDIUM/HIGH ALTITUDE TACTICS ONLY.

D.4.A.2. A/A TACTICS. DO NOT ENTER BANDIT WEZ. USE L&L TACTICS ONLY OR DECLINE ENGAGEMENT ENTIRELY.

D.4.B. LOW.

LOSSES ONLY AT THAT EXPECTED FOR NORMAL TRAINING OR PEACETIME ATTRITION RATES. ACCEPT ONLY FAVORABLE ENGAGEMENTS.

D.4.B.1. A/G TACTICS. DO NOT ENTER LETHAL WEZ OF AAA OR MANPADS. ENTER SAM WEZ ONLY



WITH FULLY EFFECTIVE SEAD.

D.4.B.2 A/A TACTICS. AVOID MERGE WHEN POSSIBLE. ACCEPT MERGE ONLY WITH SUPERIOR MERGE RATIOS. USE L&L OR L&D TACTICS AS DESIRED.

D.4.C. MEDIUM.

LOSSES EXPECTED AT HISTORICAL COMBAT RATES. ACCEPT NEUTRAL OR DISADVANTAGEOUS ENGAGEMENTS; WITHDRAW TO PRESERVE FORCES.

D.4.C.1. A/G TACTICS. ENTER AAA, MANPAD WEZS AS REQUIRED. ENTER SAM WEZ WITH PARTIALLY EFFECTIVE SEAD. NO REATTACKS IF BEING ENGAGED.

D.4.C.2. A/A TACTICS. ACCEPT MERGE WITH EQUAL MERGE RATIOS. USE L&D TACTICS IF REQUIRED. AIRCRAFT RECOVERY HIGHER PRIORITY THAN MISSION GOAL.

D.4.D. HIGH.

EXPECTED LOSSES MAY RENDER UNIT UNFIT FOR FURTHER COMBAT. ACCEPT MAJOR LOSSES TO ACHIEVE OBJECTIVE; PRESERVE SOME FUTURE CAPABILITY IF ABLE.

D.4.D.1. A/G TACTICS. ENTER S/A WEZS WITH marginally effective SEAD. REATTACK AS REQUIRED BUT WITHDRAW IF THREAT OVERWHELMING (E.G., SUFFER 25% LOSSES).

D.4.D.2. A/A TACTICS. ACCEPT MERGE WITH INFERIOR MERGE RATIOS. USE LAUNCH AND DEFEND TACTICS IF REQUIRED. RECOVER AIRCRAFT IF ABLE.

D.4.E. EXTREME.

LOSSES MAY RESULT IN COMPLETE FORCE ANNIHILATION. ACCEPT ANY LOSSES NECESSARY TO ACCOMPLISH MISSION.

D.4.E.1. A/G TACTICS. ENTER S/A WEZS WITHOUT SEAD IF REQUIRED. DO NOT WITHDRAW UNTIL TARGET DESTROYED.

D.4.E.2. A/A TACTICS. ACCEPT MERGE WITH INFERIOR MERGE RATIOS. USE LAUNCH AND DEFEND TACTICS IF REQUIRED. AIRCRAFT RECOVERY NOT AN ISSUE.

E - AIRSPACE CONTROL ORDER SPINS

E.1. REFERENCES.

E.2. TRANSITION ALTITUDE IN OPERATIONAL AREA IS 8000 FT / 2450 m AGL, WHICHEVER IS HIGHER.

E.2.1. UNLESS OTHERWISE DIRECTED, AN ALTIMETER SETTING OF 1013.25 MB/ 29.92 inHG IS TO BE USED AT OR ABOVE TRANSITION ALTITUDE.

E.2.2. RESTRICTED OPERATION (ROZ) INSTRUCTIONS

A ROZ IS A VOLUME OF AIRSPACE IN DEFINED DIMENSIONS DEVELOPED FOR A SPECIFIC OPERATIONAL MISSION OR REQUIREMENT. IT RESTRICTS SOME OR ALL AIRSPACE USERS FROM THIS AREA UNTIL THE END OF MISSION. ROZ AID AIR INTERCEPT CONTROLLING



ELEMENTS MONITORING CRITICAL AREAS OF A CONFLICT. ROZ SHALL NOT BE ENTERED WITHOUT CLEARANCE BY THE CONTROLLING AGENCY. VIOLATION OF THIS REQUIREMENT AND NOT RESPONDING TO CONTROLLING ELEMENTS ON BRIEFED FREQUENCY AND/OR ACCORDING TO BRIEFED NORDO PROCEDURES IS CONSIDERED TO MEET NOT-FRIENDLY IDENTIFICATION CRITERIA.

F- IDENTIFICATION SPINS

F.1. IDENTIFICATION CRITERIA. THE FOLLOWING ID BREVITY TERMS WILL BE USED: FRIENDLY, BOGEY, BANDIT, HOSTILE, FURBALL, NON-PLAYER, STRANGER, ECHO, RIDER, GOPHER O CLEAN. DEFINITIONS OF ID BREVITY TERMS ARE LISTED UNDER SECTION IV BREVITY CODES MM.

F.1.A. HOSTILE WILL BE USED TO DESCRIBE A BANDIT GROUP THAT HAS COMPLETED A HOSTILE ACT OR SHOWN HOSTILE INTENT AND MAY BE ENGAGED. THE TERM HOSTILE DESCRIBES A CONTACT IDENTIFIED AS AN ENEMY UPON WHOM CLEARANCE TO FIRE IS AUTHORIZED IAW ROE AND MISSION ACCEPTABLE LEVEL OF RISK.

F.1.B. A BANDIT IS AN AIRCRAFT IDENTIFIED AS AN ENEMY. THE TERM DOES NOT IMPLIES DIRECTION OR AUTHORITY TO ENGAGE.

F.1.C. ID CRITERIA WILL INCLUDE SOME COMBINATION OF LACK OF FRIENDLY (E.G., FLIGHT PLAN, SAFE PASSAGE), POSITIVE ENEMY INDICATION (E.G., EID, VID), POINT OF ORIGIN, VIOLATION OF ROZ AND NOT COMPLIANCE WITH ROZ INSTRUCTIONS.

F.1.C.1. LACK OF FRIENDLY INDICATION. IN ORDER TO SATISFY LACK OF FRIENDLY REQUIREMENTS, COMPLETED CHECKS OF IDENTIFICATION, FRIENDLY FLIGHT PLAN AND/OR MINIMUM RISK ROUTE (MRR) ADHERENCE MUST BE ACCOMPLISHED.

F.1.D. GUILT BY ASSOCIATION. GUILT BY ASSOCIATION IS WITHIN GROUP CRITERIA AND 5,000 FEET IN ALTITUDE. IF A SINGLE GROUP, PREVIOUSLY DECLARED BANDIT (OR HOSTILE), MANEUVERS TO SUBSEQUENTLY BECOME TWO OR MORE GROUPS, ALL OF THE SUBSEQUENT GROUPS WILL BE BANDIT (OR HOSTILE). IF A SINGLE GROUP, PREVIOUSLY DECLARED BOGEY, MANEUVERS TO BECOME TWO OR MORE GROUPS, AND ONE OF THOSE GROUPS IS SUBSEQUENTLY DECLARED BANDIT (OR HOSTILE), THAT DECLARATION APPLIES ONLY TO THAT ONE GROUP.

G- RULES OF ENGAGEMENT SPINS

G.1. RULES OF ENGAGEMENT.

G.1.A. NOTHING IN THESE ROE NEGATES THE RIGHT OF INDIVIDUAL SELF DEFENCE. NOTHING IN THESE ROE NEGATES A COMMANDER'S RIGHT TO TAKE ALL NECESSARY AND APPROPRIATE ACTION IN UNIT SELF-DEFENCE.

G.1.B. FORCES CONSIDERED AS FRIENDLY ARE OF THE FOLLOWING NATIONS: NATO MEMBER STATES, GEORGIA, SWEDEN, UAE, SAUDI ARABIA, OMAN, BAHRAIN

G.1.C. THE FOLLOWING ROE HAVE BEEN AUTHORISED FOR USE WITHIN THE AREA OF OPERATIONS:

(10C) USE OF FORCE, UP TO AND INCLUDING DEADLY FORCE, IN INDIVIDUAL SELF DEFENSE IS PERMITTED.

(11C) USE OF FORCE, UP TO AND INCLUDING DEADLY FORCE, IN UNIT SELF DEFENCE OF ANY FRIENDLY UNIT IS PERMITTED.



(12A) USE OF FORCE FOR THE PROTECTION OF OTHERS IS PROHIBITED.

(30A) ATTACK ON DECLARED HOSTILE FORCES AND OTHER MILITARY OBJECTIVES IS PERMITTED.

(31C) IDENTIFICATION OF A TARGET MUST BE BY ONE OF THE FOLLOWING MEANS:

A. VISUAL

B. ELECTRO-OPTICAL

C. DATA LINK INFORMATION

D. TRACK ORIGIN AND BEHAVIOUR

E. FLIGHT PATH CORRELATION

F. EW SUPPORT MEASURES

G. OTHER IDENTIFICATION MEANS NOT REQUIRING A RESPONSE

(32A) INTERFERENCE WITH THE ACTIVITIES OF NEUTRALS IS PROHIBITED.

(50A) ENTRY INTO REPUBLIC OF CHINA AND RUSSIA AIRSPACES IS PROHIBITED.

(60B) USE OF WARNINGS IS PERMITTED.

(60D) ENERGISING FIRE CONTROL RADAR AS A MEANS OF WARNING IS PERMITTED.

(70F) CARRYING OF WEAPONS BY MEMBERS OF THE FORCE IS PERMITTED.

(80R) VIOLATION OF ROZ INSTRUCTIONS AND NON-FRIENDLY IDENTIFICATION.

(100D) USE OF PRECISION-GUIDED AIR TO SURFACE MUNITIONS IN AO SIERRA IS PERMITTED.

(100E) USE OF AIR TO SURFACE MUNITIONS AGAINST MISSION OBJECTIVES IS PERMITTED.

(102B) BEYOND VISUAL RANGE AIR-TO-AIR ENGAGEMENT OF HOSTILE AIRCRAFT IS PERMITTED.

(130C) USE OF ELECTRONIC WARFARE MEASURES IS PERMITTED.

(140D) NON-CIVILIAN UNITS WITHOUT NATIONAL IDENTIFICATION MARK ARE CONSIDERED AS HOSTILE.

(150E) BEING LOCKED BY WEAPONS GUIDANCE SIGNALS IS CONSIDERED AS HOSTILE ACT AND OFFENSIVE MANEUVER.

(160F) OFFENSIVE MANEUVERS OF NEUTRAL UNITS WITHIN VISUAL RANGE AND IN THE REAR ASPECT OF FRIENDLY FORCES IS CONSIDERED AS HOSTILE ACT.

H- EMCON OPTIONS

H.1. EMISSION CONTROL (EMCON) OPTIONS ARE THE FOLLOWING:



H.1.A. EMCON OPTION 1. ANY AND ALL EMITTERS ARE AUTHORISED.

H.1.B. EMCON OPTION 2. THE USE OF ALL EMITTERS IS AUTHORISED UNLESS SPECIFICALLY PROHIBITED. DURING FLIGHT OPERATIONS ALL EMITTERS MUST BE SET AS REQUIRED FOR THE MISSION OR AS PREBRIEFED. DETAILED PROCEDURES FOR EMCON OPTION 2 MAY BE PUBLISHED IN THE ATO OR SECTION II OF THESE SPINS FOR SPECIFIC MISSIONS OR WITHIN SPECIFIC AREAS.

H.1.C. EMCON OPTION 3. NO EMITTERS WILL BE USED UNLESS SPECIFICALLY AUTHORISED BY THE COMMAND AUTHORITIES FOR SPECIFIC MISSIONS OR AREAS.

H.2. EMCON OPTION 2 IS IN EFFECT UNLESS DIRECTED OTHERWISE FOR SPECIFIC



Übungsmissionen

1. Farrallon de Medina Strike Package 1 / Missionstest 1

1st Flight Blue:

[FPT Vorlage:](#)

- Launch AL CVN 72, join Recovery Tanker (TCN, FRQ, CLLSGN testen)
- Loadout 2 Fox3, 2 Fox2, 2 FT, 6-12 Practice bombs
- Package Lead outbound to Ferallon de Medina (IP und TGT Koordinaten testen)
- Practice Dumb Bomb BDU33 Delivery on target Containers (Feedback testen)
- AAR an KC135 nördlich von FdM (F10 Menü, TCN, FRQ, CLLSGN prüfen)
- Rejoin 2nd Blue Flight and recovery AL (TCN, FRQ, ICLS prüfen)
- Dabei F10 Funktionen und Performance soweit es geht testen

2nd Flight Blue:

[FPT Vorlage:](#)

- Launch AL CVN 72 oder ANDERSEN AFB, join 1st Blue Flight at Recovery Tanker (TCN, FRQ, CLLSGN testen) oder Fixpoint
- Loadout 4 Fox3, 2 Fox2, 2 FT
- Escort outbound to Ferallon de Medina (IP und TGT Koordinaten testen)
- Practice Non Lethal AA Missiles
- Test Blue AWACS
- AAR an KC135 nördlich von FdM (F10 Menü, TCN, FRQ, CLLSGN prüfen)
- Rejoin 1st Blue Flight and recovery AL (TCN, FRQ, ICLS prüfen)
- Dabei F10 Funktionen und Performance testen

1st Red Flight:

[FPT Vorlage:](#)

- Launch Forrestal CVN59 (TCN, FRQ, CLLSGN testen)
- Loadout 2 Fox3, 2 Fox2, 1FT
- Outbound to Ferallon de Medina (IP und TGT Koordinaten testen)
- CAP Holding (Test Red AWACS)
- Rejoin recovery Tanker (TCN, FRQ, ICLS prüfen)

Regeln:

- Harddeck 5k ft
- Guns nur simuliert
- Wer getroffen wurde macht 3 Rollen, Licht an, geht direkt auf 1k ft runter und fliegt 250KIAS HDG090 für blau und HDG 270f für Rot bis er aus dem Geschehen raus ist und macht ein Holding auf, um ggf. bei seinem Flight zu joinen



Waffenschule Guam

