

MISSION OVERVIEW

DATE: 09 Nov 2021

TIME: 7:00:00

TASK: CAS Keyhole template procedure. Talk-on practice.

WX: 04008KT CAVOK 31 Q1014 RMK FBL TURB BLU=

COMMs:

Unicom:	242.000	
USS Harry S. Truman:	127.500 / TCN:75X / ICLS 1	
Texaco 1 (KC-135):	253.000 / TCN:53X	15000 ft / 220 IAS
Texaco 2 (KC-135):	252.000 / TCN:52X	22000 ft / 270 IAS
Arco 1 (KC-135MPRS):	251.000 / TCN:51X	24000 ft / 270 IAS
Rota ATC:	250.000 / TCN:50X	
Olf Orte ATC	249.000 / TCN:49X	

Flight		Freq	GRP ID	L Code	Remarks
Tusk 1	1xA-10C	131 Mhz	5		
Tusk 2	1xA-10C	132 Mhz	6		
Uzi 1	1XF/A-18C	133 Mhz			
Uzi 2	1XF/A-18C	134 Mhz			
Hog 1	2xA-10C	31 Mhz	1	151x	
Hog 2	2xA-10C	32 Mhz	2	152x	
Hog 3	2xA-10C	33 Mhz	3	153x	
Hog 4	2xA-10C	34 Mhz	4	154x	
Dodge 1	2xF-16C	315 Mhz		161x	
Dodge 2	2xF-16C	316 Mhz		162x	
Colt 1	2XF/A-18C	MIDS:11		171x	
Colt 2	2XF/A-18C	MIDS:12		172x	
Pontiac 1	2xAV-8B	321 Mhz		181x	

HOG/DODGE/PONTIAC FLIGHT PLAN:

1. Start VFR z Rota RWY 27
2. Kontakt z wyznaczonym FAC(A)
3. Patrol CAS
4. Powrót i lądowanie VFR na Rota RWY 09
5. (Alternatywnie) Lądowanie VFR na Olf Orte RWY 07

COLT FLIGHT PLAN:

1. Start z USS Truman
2. Kontakt z wyznaczonym FAC(A)
3. Patrol CAS
4. Powrót i lądowanie na USS Truman
5. (Alternatywnie) Lądowanie VFR na Rota RWY 09

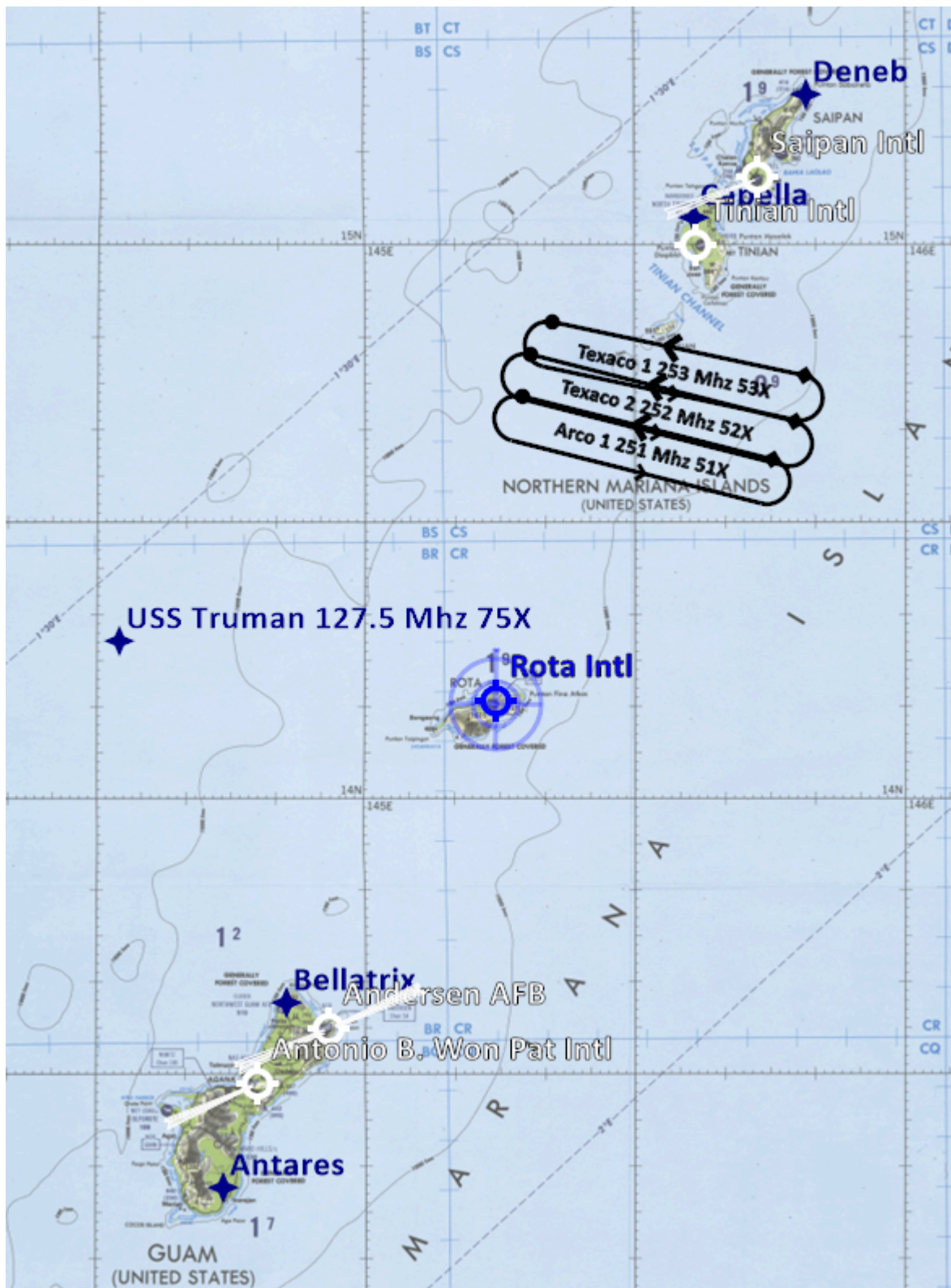
TUSK FLIGHT PLAN:

1. Start z Olf Orte RWY 25
2. Dokonanie zwiadu nad wyznaczonym obszarem
3. Kontrola operacji nad wyznaczonym obszarem
4. Lądowanie VFR na Olf Orte RWY 07

UZI FLIGHT PLAN:

1. Start z USS Truman
2. Dokonanie zwiadu nad wyznaczonym obszarem
3. Kontrola operacji nad wyznaczonym obszarem
4. Powrót i lądowanie na USS Truman
5. (Alternatywnie) Lądowanie VFR na Rota RWY 09

MAPs



NAV POINTS

	NAME	LAT	LONG	MGRS	
	ANTARES	N13:17.725	E144:43.974	55P BQ 54388 70923	WPT1
	BELLATRIX	N13:37.824	E144:50.991	55P BR 67388 07880	WPT2
	CAPELLA	N15:02.903	E145:36.612	55P CS 50607 64148	WPT3
	DENEK	N15:16.302	E145:49.008	55P CS 72952 88723	WPT4

	NAME	LAT	LONG	MGRS	MAG VAR
	BULLSEYE	N14:10.283	E145:14.389	55P CR 10032 67395	0.5°

WEATHER

STATIC

DYNAMIC

WIND

Direction

Velocity

26 000 ft

6 600 ft

33 ft

130°

45°

38°

4 kt

6 kt

8 kt

CLOUDS

Base

Thickness

Coverage

PRECIPITATION

None

Rain

Thunderstorm

Snow

Snowstorm

PRESET

Light Scattered 1

FOG

Visibility

Thickness

0 ft

0 ft

TURBULENCE

2.1 ft/s

TEMPERATURE

31 °C

QNH

1013

hPa

40,000 ft

30,000 ft

20,000 ft

10,000 ft

METAR 04008KT CAVOK 31 Q1014 RMK FBL TURB BLU=

Save as PNG

Brevity na dziś:

ABORT ABORT ABORT - domyślny kod na zaprzestanie ataku.

CLEARED HOT - zezwolenie na użycie broni.

WILLIE PETE - biały dym wywołany pociskiem/granatem fosforowym.

TALLY - informacja o kontakcie wzrokowym z wrogą jednostką.

NO JOY - informacja o braku kontaktu wzrokowego z wrogą jednostką.

VISUAL - informacja o kontakcie wzrokowym z przyjazną jednostką.

BLIND - informacja o braku kontaktu wzrokowego z przyjazną jednostką.

CONTACT - potwierdzenie widoczności celu/obiektu.

CAPTURED - potwierdzenie namierzenia celu przy pomocy sensorów.

MARK IS ON THE DECK - pocisk dymny spadł na ziemię.

RUN IN - komenda by wykonać manewr w kierunku celu.

RUNNING IN - informacja o wykonywaniu manewru w kierunku celu.

IN (kierunek) - informacja o podejściu do celu z danego kierunku.

OFF HOT (kierunek) - informacja o zakończeniu ataku po udanym zrzucie.

OFF DRY (kierunek) - informacja o zakończeniu ataku po nieudanym zrzucie.

STAND BY DATA - oczekuj na przesłanie informacji przez datalink.

THUNDER (czas w sekundach) - informacja o przewidywanym czasie uderzenia w cel.

SHACK - trafienie celu naziemnego.

ZAP POINT - prośba o przesłanie informacji o pozycji przez datalink.

(b) Keyhole

1. Keyhole template is an efficient method for establishing an IP in the absence of control points or when their location does not sufficiently support target engagement (see Figure III-18). When CAS aircraft are passed to a JTAC from a CP, the JTAC should immediately pass an “Echo” point (typically the target) to those CAS players, and then anchor their hold point off of the Echo point with a direction and distance in nautical miles. Aircraft should hold outside the distance given. The standard keyhole method is to label each of the cardinal directions with a letter: A—North, B—East, C—South, D—West, and E—Overhead Target and use radials when cardinal directions are not appropriate. The JTAC selects the IP based on enemy threat capabilities, target orientation, friendly location, weather, aircraft capabilities, and fire support coordination requirements.

a. If the tactical situation dictates that an IP north of the target is necessary, then holding instructions for the CAS players might sound like this:

JTAC: "Stang 11, advise when ready to copy Echo point."

CAS Player: "Stang 11, ready to copy."

JTAC: "Ten-digit grid to follow. NU 87138 50874."

CAS Player: "I copy NU 87138 50874."

JTAC: "Stang 11, proceed to Alpha 8, angels 15, report established."

CAS Player: “Stang 11, established Alpha 8, angels 15.”

b. Sometimes a cardinal direction is not appropriate for an IP. In these situations, any radial from the target can be used for holding instructions. For example:

JTAC: "Stang 11, proceed to the 240 at 8, angels 15, report established."

CAS A/C: “Stang 11, established 240 at 8, angels 15.”

“Alpha **eight** **right”**
Note: JTAC/FAC(A)s should remain aware that when target arrays change appreciably—unlike when using traditional IPs--so will the hold point for the attacking aircraft when using the keyhole template. This shift of attacking aircraft orbits and hold points must be communicated clearly. Failure to change the echo point when a target area changes can result in deconfliction issues with other airborne players.

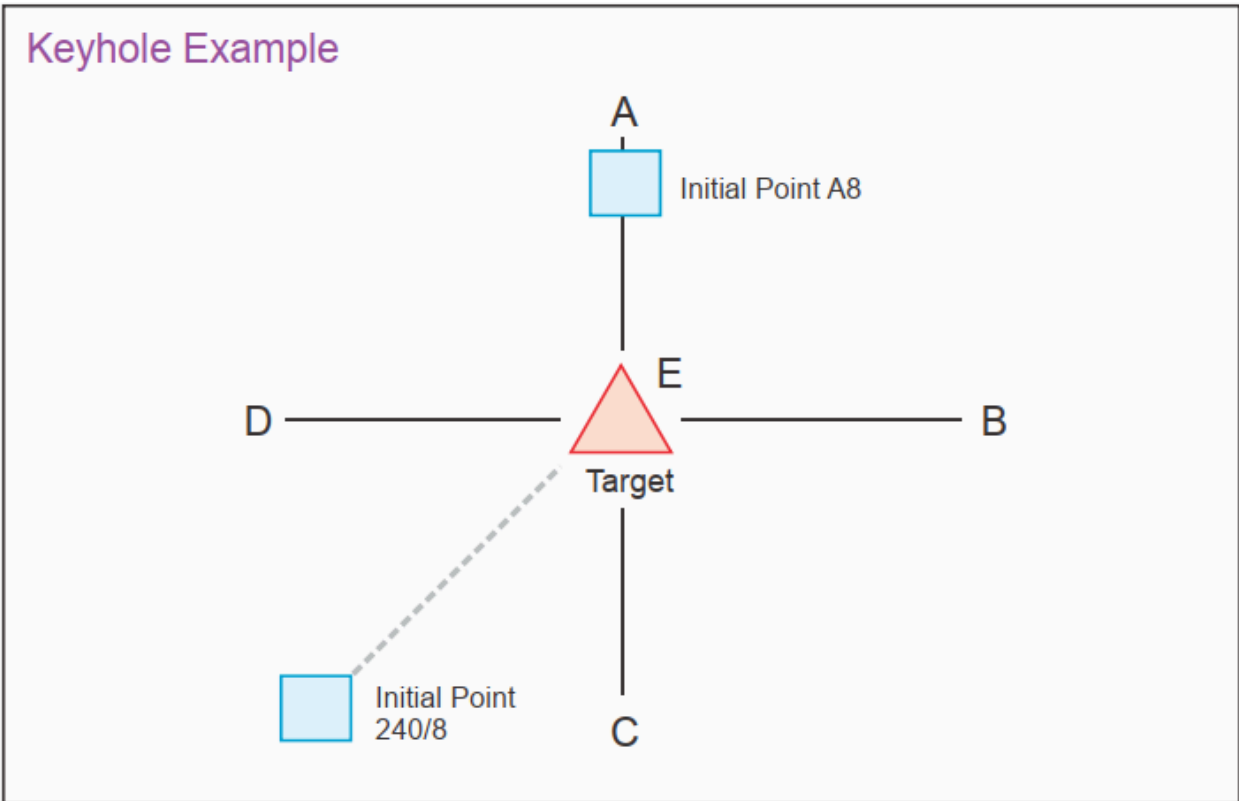


Figure III-18. Keyhole Example

2. This template allows for unlimited flexibility in IP selection and precludes the need to generate IPs for an entire operational area, many of which may never be used. However, by choosing the keyhole method, the JTAC/FAC(A) will probably not have a visually/geographically significant hold point on which attacking aircraft can orient.

a. Overhead: "From the overhead." From the overhead is an attack from an orbit over the target area.

b. For FW level-laydown, or ramp/bunt deliveries, the distance required for the attack should be considered and used in lines 1-3. The airspace required for these attacks does not support "from the overhead." For example, a FW PGM delivery run will typically begin about 8-10 nautical miles from the target.

c. If the aircraft is attacking from an orbit over the target area, then Lines 1-3 can be "from the overhead" or "Lines 1-3 N/A."