

UNCLASSIFIED

**SPECIAL INSTRUCTIONS**

**EXERCISE TLW**

**BLUE/RED FORCES**

**CHANGE 1**

**CURRENT AS OF: 20 JUNE 2013**

**SPINS CHANGE COORDINATION**

THESE SPINS APPLY TO TLW EXERCISE.

CLASSIFICATION OF THIS DOCUMENT IS UNCLASSIFIED.

**CHANGES FROM ORIGINAL VERSION**

2.5 ROES DYNAMIC TARGETING: RISK ESTIMATED DISTANCE

4. AIR TO AIR COMBAT: RED AIR ROLE

COMMON FREQ BETWEEN SWEEP AND RED

**FOR THE MOST CURRENT CHANGES SEE THE CURRENT DAILY SPINS IN THE LATO.**

CHANGES: TLW SPINS FIRST VERSION IS CALLED "ORIGINAL" VERSION. AS SOON AS A CHANGE APPEAR, VERSION WILL BE "CHANGE 1", THEN "CHANGE 2", ETC...

HIGHLIGHT IN YELLOW ANY ADDED TEXT.

HIGHLIGHT IN GREEN ANY RELEASED CHANGE TEXT.

ADDRESS QUESTIONS OR REQUESTS FOR CHANGES TO 2/4 SQN.

PHONE : 00 33 4 42 41 81 34      PHONE/FAX : 00 33 4 42 41 80 77  
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**1. GENERAL INFORMATION****1.1. REFERENCES**

EXOPORD/ N50671/CFAS/OPS/PLAN.EMP/CDT

TIME ZONE: ZULU (Z) WILL BE USED THROUGHOUT THESE SPINS. THE REFERENCE TIME WILL BE PROVIDED BY THE MILITARY GLOBAL POSITIONING SYSTEM OR HACKS RECEIVED FROM AEW AIRCRAFT FOR ALL ASSETS.

**1.2. VALIDITY**

THESE SPINS ARE VALID FOR TLW, FROM 20 JUNE 2013 TO 27 JUNE 2013.

**1.3. STANDARDISED LATITUDE / LONGITUDE FORMAT**

LAT XX.XX.XXXN LONG XXX.XX.XXXE (LAST THREE DIGITS ARE IN DECIMAL) USING WGS84.

**1.4. LAFAYETTE AIR TASK ORDER (LATO) DAY/EFFECTIVE TIMES**

LATO DAY RUNS FROM 03H00Z THROUGH 02H59Z, AND ALL TIMES REFERENCED FOR PLANNING AND EXECUTION WILL BE IN ZULU.

**1.5. LATO PUBLICATION**

LATO WILL BE RELEASED ON INTERNET : <http://lafayette24sqn.free.fr/> AND INTRADEF : <http://www.ec02004.ba125.air.defense.gouv.fr>

**1.6. LATO CHANGES**

UNIT CHANGE REQUESTS SHOULD BE DIRECTED TO 2/4 SQN.

INTEL CELL:

811 125 8104 (FROM MILITARY FRENCH PHONE) 28104 (FROM ISTRES AB)

(+33) 4 42 41 81 04 (FROM ANY PHONE)

OPERATION ROOM :

811 125 6144 (FROM MILITARY FRENCH PHONE) 26144 (FROM ISTRES AB)

(+33) 4 42 41 83 41 (FROM ANY PHONE)

**1.7. DEBRIEFING FLOW**

SAME SHOT LOG IS TO BE USED FOR EITHER AIR-TO-AIR OR AIR-TO-GROUND ENGAGEMENTS. LEAVE A BLANK IF THE FIELD SEEMS IRRELEVANT.

TLW SHOTLOG/MISREP MUST REMAIN STRICTLY UNCLASSIFIED. ANY SUBJECTS REGARDING THE MISSION THAT MAY INVOLVE CLASSIFIED INFORMATION WILL BE DEBRIEFED BY OTHER.

ALL COMAO TRACKS (UNCLASSIFIED) MUST BE SENT ONE HOUR AFTER LANDING VIA INTERNET OR INTRADEF, SEE ADDRESSES PAGE 2). FILES WILL BE PUBLISHED ON SQUADRON WEBSITE. FILES NAMES SHOULD RESPECT THE FOLLOWING FORM : TLW\_COMAOXX\_CALLSIGN (EX: TLW\_COMAO5\_SNIPPER23).

**1.8. RISK ANALYSIS****1.8.1. GENERAL**

AIRCREW SHOULD CONSIDER THE ACCEPTABLE MISSION RISK LEVEL (AMRL) WHEN PLANNING THE MISSION.

NO MISSION WILL BE CANCELLED DUE TO INABILITY TO ACCOMPLISH WITH THE STATED AMRL, BUT THIS SITUATION WILL BE REPORTED AFTER MISSION DONE.

DEVIATION FROM THE ASSIGNED AMRL DURING THE MISSION IS ACCEPTED TO MEET THE SAFETY REQUIREMENTS AND THE TRAINING OBJECTIVES OF THE EXERCISE.

**1.8.2. ACCEPTABLE MISSION RISK LEVEL (AMRL)**

**1.8.2.1. EXTREME**

THE MISSION IS VITALLY IMPORTANT TO THE SURVIVAL OF OWN NATION.

POTENTIAL LOSSES ARE NOT TO PRECLUDE THE EXECUTION OF THE TASK.

MISSION/ELEMENT CANCELLATION CANNOT BE AUTHORIZED ONCE STRIKE PACKAGE PUSHED INTO BADLAND AIRSPACE.

**1.8.2.2. HIGH**

THE MISSION IS VITALLY IMPORTANT TO THE OVERALL SUCCESS OF THE CAMPAIGN.

POTENTIAL LOSSES ARE NOT TO PRECLUDE THE EXECUTION OF THE TASK.

ATO TASKING CANNOT BE CHANGED WITHOUT PERMISSION FROM A HIGHER AUTHORITY.

MISSION/ELEMENT CANCELLATION MAY ONLY BE AUTHORIZED BY HIGHER AUTHORITY.

**1.8.2.3. MEDIUM**

THE MISSION IS IMPORTANT TO THE OVERALL SUCCESS OF THE CAMPAIGN.

EVERY ATTEMPT TO MINIMIZE LOSSES SHOULD BE MADE. THE MISSION COMMANDER MAY REQUEST PERMISSION, FROM HIGHER AUTHORITY, TO REASSIGN WITHIN THE PACKAGE BY ROLE TO OPTIMIZE SUCCESSFUL PROSECUTION OF ASSIGNED TASK.

THE MINIMUM GO CRITERIA PER ELEMENT IS TO HAVE SELF-PROTECTION CAPABILITY OF AT LEAST 2 OF THE FOLLOWING:

- ELECTRONIC SELF-PROTECTION
- CHAFF/FLARE
- THREAT WARNING

OVERALL MISSION CANCELLATION MAY ONLY BE AUTHORIZED BY HIGHER AUTHORITY.

**1.8.2.4. LOW**

THE MISSION IS ONLY IMPORTANT WITHIN THE CONTEXT OF THE SHORT TERM SITUATION.

LOSSES ARE NOT ACCEPTABLE.

FORCES WILL NOT ENTER SURFACE WEAPONS ENGAGEMENT ZONES WITHOUT DEDICATED SEAD.

THE MISSION COMMANDER HAS AUTHORITY TO CANCEL MISSION BASED ON LOSS OF OCA/SEAD OR FORCE COMPOSITION FALLING BELOW THE MINIMUM FORCE REQUIRED TO ACHIEVE THE TASKED LEVEL OF PROBABILITY OF DESTRUCTION.

**1.9. TARGET PRIORITIES GRADE.**

**1.9.1. PRIORITY 1**

THE TARGET IS A CRITICAL FACTOR IN THE OVERALL OUTCOME OF THE CONFLICT OR A CRITICAL ENABLING OBJECTIVE FOR OTHER ELEMENTS OF THE MISSION OR WILL CAUSE AN IMMEDIATE AND PERMANENT REDUCTION IN THE EFFECTIVENESS OF THE ENEMY.

**1.9.2. PRIORITY 2**

THE TARGET IS AN IMPORTANT FACTOR IN THE OVERALL OUTCOME OF THE CONFLICT OR WILL CAUSE A LONG TERM REDUCTION IN THE EFFECTIVENESS OF THE ENEMY.

**1.9.3. PRIORITY 3**

THE TARGET IS AN ENABLING FACTOR FOR LATER MISSIONS OR WILL CAUSE A TEMPORARY REDUCTION IN THE EFFECTIVENESS OF THE ENEMY.

## 2. RULES OF ENGAGEMENT

ASSETS ARE REQUIRED TO OBEY INTERNATIONAL LAW INCLUDING THE LOAC, AND TO APPLY ROE IAW THOSE LAWS.

### 2.1. OVERVIEW

THE ROE SECTION OUTLINES HOW WE ACCOMPLISH OUR MISSION WITHIN THE MILITARY, POLITICAL, AND LEGAL PARAMETERS PROVIDED BY CIVILIAN AND MILITARY LEADERSHIP. THIS SECTION IS INTENDED TO COMMUNICATE CLARIFICATIONS AND COMMANDER GUIDANCE CONCERNING IMPLEMENTATION OF THE APPLICABLE ROE FOR FORCES UNDER COMMANDER CONTROL. CONSIDERATIONS INCLUDE THE LAW OF ARMED CONFLICT (LOAC) AND ALL APPLICABLE RULES OF ENGAGEMENT (ROE), TASKING/COMMANDER'S INTENT, POSITIVE TARGET IDENTIFICATION, COLLATERAL DAMAGE, DECONFLICTION, AND ACCEPTABLE RISK LEVEL.

### 2.2. CLASSIFICATION

#### 2.2.1. HOSTILE

A CONTACT IDENTIFIED AS ENEMY UPON WHICH CLEARANCE TO FIRE IS AUTHORIZED IF CAF, IN ACCORDANCE WITH THE ROE/MATRIX.

#### 2.2.2. BANDIT

AN A/C IDENTIFIED AS AN ENEMY, IAW THEATRE ID CRITERIA. THE TERM DOES NOT NECESSARILY IMPLY DIRECTION OR AUTHORITY TO ENGAGE.

#### 2.2.3. BOGEY

BOGEY IS AN UNIDENTIFIED A/C.

#### 2.2.4. FRIENDLY

AN A/C IDENTIFIED AS BELONGING TO FRIENDLY FORCES OR NATIONS IAW THEATRE ID CRITERIA.

#### 2.2.5. UNKNOWN

AN UNKNOWN AIRCRAFT PRESUMED TO BE FRIENDLY.

#### 2.2.6. DEFECTOR

OUTLAW INSIDE AOO SLOW, LANDING GEAR AND FLAPS DOWN, HEADING TO A FRIENDLY FORCE AREA.

**2.3. ROE MATRIX**

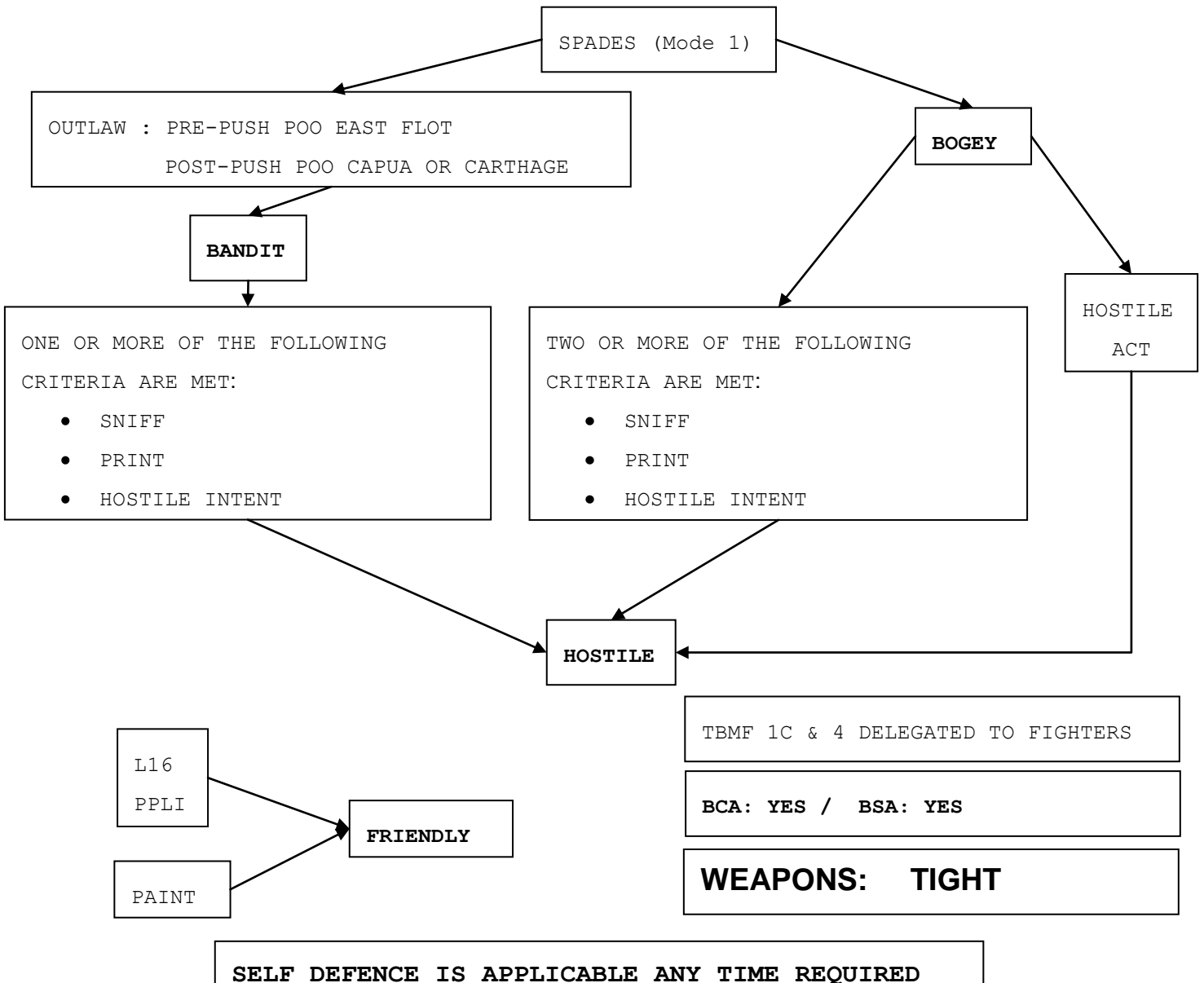
**2.3.1. HOSTILE ACTS**

- CORRELATED ENEMY SPOT OR SPIKE INSIDE WEZ;
- CLEARLY AND PERSISTENTLY MANOEUVRES INTO A WEAPONS LAUNCH POSITION INSIDE WEZ;
- VISUALLY IDENTIFIED AS AN ENEMY AIRCRAFT;

**2.3.2. HOSTILE INTENTS**

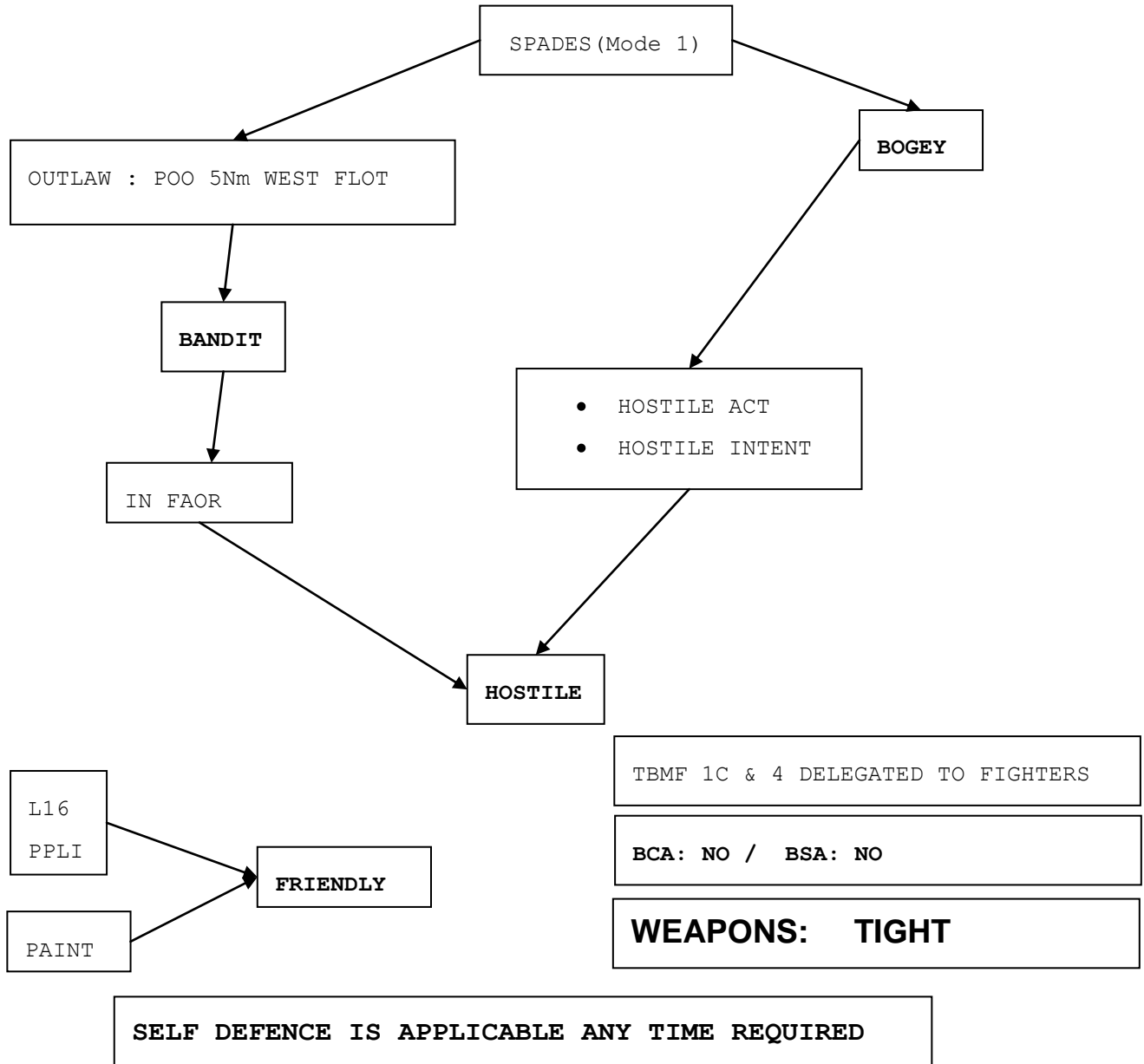
- GROUND SPEED > 600 KT / M 1,0;
- SINGLE GROUP 3 OR MORE CONTACTS MARSHALLING.
- IS OBSERVED LAYING CHAFFS
- GROUND SPEED > M0.7 AND HOT ASPECT 40NM FROM FRIENDLY ASSETS

**2.3.3. BLUE AIR MATRIX**





**2.3.4. RED AIR MATRIX**



**2.4. DELIBERATE TARGETING**

STATIC LPTL (LAFAYETTE PRIORITIZED TARGETS LIST) TARGETS WILL BE MATCHED TO STRIKER AND TASKED VIA THE LATO (LAFAYETTE AIR TASK ORDER). THESE PTL TARGETS HAVE MET PID, ROE, CDE, AND NATIONAL CAVEATS, SO VID IS NOT MANDATORY PRIOR TO SHOOT.

WHEN DIRECTED TO EMPLOY ORDNANCE ON A DELIBERATE TARGET VIA THE LATO, THE AIRCREW WILL NOT CHANGE DESIRED POINT OF IMPACT (DPI) OR MUNITIONS TO A HIGHER CLASS (E.G. MK82 TO MK84), OR REDUCE THE FUSE DELAY (E.G. 5 MILLISECONDS TO INSTANTANEOUS) WITHOUT 2/4 SQN APPROVAL. WEAPONS CHANGES WITHIN THE SAME CLASS OR TO A LOWER CLASS THAT DO NOT AFFECT CDE ARE AUTHORIZED AS LONG AS THE FUSE DELAY IS THE SAME OR HIGHER (I.E., MK82LD TO GBU-12 OR 5 MILLISECONDS TO 15 MILLISECONDS).

**2.5. DYNAMIC TARGETING**

AIRCRAFT FITTED WITH MK82 CLASS BOMB OR LOWER CAN BE TASKED OR RETASKED FOR DYNAMIC

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TARGETS. IT INCLUDES GAAI, TST, SCAR OR CAS...

FOR THIS TYPE OF MISSIONS, EXCEPT ON EXTENDED SELF-DEFENSE (GROUND TROOPS OR FRIENDLY AIRCRAFT UNDER ATTACK), AIRCREW MUST BE CONFIDENT THAT NO COLLATERAL DAMAGE ARE WITHIN RED (RISK ESTIMATED DISTANCE). FOR PGM (GPS OR LASER GUIDED): RED IS 200 METERS, FOR ASUGM (DUMB BOMB): RED IS 400 METERS.

CLEARANCE TO ENGAGE IS DELEGATED TO AIRCREW IF, IN ADDITION TO THESE CDE, PID IS DONE ON THESE SENSITIVE TARGETS: GROUND TO AIR SITES AND ARMoured VEHICLES. FOR TLW, THESE TARGETS WILL BE SIMULATED BY WHITE TRAILER TRUCK.

IN CASE OF CAS OR ECAS, RED (200 METERS PGM AND 400 METERS ASUGM) WILL ALSO APPLY FOR DANGER CLOSE, SO AIRCREW HAVE TO RECEIVE GROUND COMMANDER INITIALS IN CASE OF GROUND TROOPS WITHIN RED.

### 3. COMAO

#### 3.1. PLANNING

OFFENSIVE MISSIONS ARE TO STICK TO THE GATES AND ROUTES DEFINED IN THE LATO AND THE LACO. ALL STRIKE PACKAGES MUST FOLLOW THEIR ALLOCATED TOT WINDOWS AS CLOSELY AS POSSIBLE BUT IF UNABLE TO JOIN INITIAL POINT OR TRP (OR ALTERNATE TOT IF DEFINED); CHECK WITH ACU IF A ROLEX IS POSSIBLE. IF NOT, MISSIONS WILL BE CANCELLED. THE MISREP WILL GIVE REASONS OF ABORT.

MISSION COMMANDERS HAVE TO SEND THEIR COORDINATION WORKSHEET TO 2/4 SQN VIA ELECTRONIC MEANS.

#### 3.2. IMC OPERATIONS

IMC TACTICAL OPERATIONS IN AOR ARE ALLOWED DURING TLW IN BOOKED AREA, INCLUDING LOW LEVEL FLIGHT USING TERRAIN FOLLOWING. AIRCREWS ARE RESPONSIBLE FOR MAINTAINING TLW BOOKED AIRSPACE AND ARE TO BE AWARE OF HARD DECK, MINIMUM SAFE ALTITUDE AND MINIMUM HEIGHT OF EVOLUTIONS UNDER ATC MINIMUM CONTROL ALTITUDE. THESE ALTITUDES ARE WRITTEN IN SAFETY SECTION.

MISSION COMMANDERS ARE RESPONSIBLE TO PLAN AN ALL WEATHER PLAN. IF AN AIR ABORT IS UNAVOIDABLE DUE TO IMC, CANCELLATION MUST BE DECIDED ASAP AND BE REPORTED TO AWACS/GCI.

AIRCREW ENCOUNTERING INADVERTENT IMC AND FORCED IN AN EMERGENCY TO TRANSIT THROUGH A HEIGHT ASSIGNED TO ANOTHER MUST TRANSMIT THE INTENTION TO DO SO ON 243.000 MHZ, IF POSSIBLE, TWO MINUTES BEFORE CLIMBING OR DESCENDING, GIVING POSITION AND TRACK.

#### 4. AIR TO AIR COMBAT AND KILL ASSESSMENT

AIR TO AIR COMBAT **WILL ONLY TAKE PLACE IN D54** AREA BETWEEN E005°45 AND E007°.50. RED AIR WILL NOT CROSS THESE LINES AND WILL NOT TARGET ANY BLUE BEYOND THESE LINES.

RED ALPHAJET WILL PLAY MIG21 AA11

OTHER RED FIGHTERS WILL PLAY MIG29 AA10A / AA11

IF NO SPECIFIC TRAINING OBJECTIVE IS REQUIRED, RED AIR TASK IS MAX ATTRITION AND ROE ARE IN ACCORDANCE WITH CHAPTER 2.5.4.

**-A COMMON FREQ CAN BE USED BETWEEN SWEEP AND RED AIR TO PASS KILL, BUT STRIKERS DON'T HAVE TO MONITOR IT, SO SAFETY FREQ IS GUARD.**

-IF DEAD, RED WILL REGEN OVER CAPUA ISLAND (N42.50 E007.30) OR CARTHAGE (N41.20 E007.00) RADIUS 10NM BLOCK 0. RELOAD POINT ARE THE SAME.

-STRIKE WILL PLAY GHOST AND SQUAWK IFF DEAD MODE 1 .

-IF DEAD, BLUE WILL GO SAFE AND REGEN IN SAFE AREA (WEST E005.45).

-AWACS WILL TRY TO BE REACTIVE ABOUT THE STRIKER'S SQUAWK IF ANY OF THEM IS DEAD.

**5. IFF MANAGEMENT**

**5.1.1. MODE 1**

BLUE ASSETS WILL SQUAWK MODE I **51**

RED ASSETS WILL SQUAWK MODE I **41**

DEAD MAN WILL SQUAWK MODE 1: **30**

**5.1.2. MODE 2**

ALL AIRCRAFT WILL SQUAWK MODE II ACCORDING TO AND142 OR AMSI42 FOR THE DURATION OF THE MISSION.

**5.1.3. MODE 3**

ALL AIRCRAFT WILL SQUAWK MODE IIIC AS IN LATO IN FRENCH AIRSPACE. WINGMEN WILL RESPECTIVELY ADD 1 TO THEIR LEADER'S IFF MODE 3.

**5.1.4. MODE 4**

MODE IV WILL NOT BE USED FOR TLW.

**6. AUTHENTICATION**

**THE ONLY GRID USED DURING TLW WILL BE THE TLW AUTHENTICATION GRID (TAG) SEE COMPLAN.**

SHOULD THIS GRID BECOME COMPROMISED OR NOT AVAILABLE, THE FOLLOWING ALTERNATIVE SYSTEM, KNOWN AS RAMROD, CAN BE USED. TO AUTHENTICATE A MESSAGE, THE CHALLENGER SELECTS 2 LETTERS FROM THE CODEWORDS OF THE DAY, ONE OF EACH SIDE OF THE DESIRED RESPONSE. THE CORRECT RESPONSE IS THE LETTER BRACKETED BY THE CHALLENGE.

EXAMPLE:

RAMROD	CHAINSMOKE
CHALLENGE	CHARLIE - ALPHA
RESPONSE	HOTEL

THE RAMROD CODEWORDS MAY ALSO BE USED FOR ENCRYPTING VITAL NUMERICAL INFORMATION IN TASKING MESSAGES WHEN SECURE MEANS ARE NOT AVAILABLE. TO ENCRYPT NUMERICAL INFORMATION, USE THE FOLLOWING PROCEDURE:

WHEN ENCRYPT COORDINATES ALWAYS PASS IN DEGREES, MINUTES, DECIMALS.

ALWAYS PASS THE NORTH/SOUTH COORDINATES FIRST AND EAST/WEST COORDINATES SECOND. PREFACE ALL ENCODED INFORMATION WITH "RAMROD".

EXAMPLE:

RAMROD	C H A I N S M O K E
	0 1 2 3 4 5 6 7 8 9

COORDINATES N 45.20.00 W 001.12.30 W, WOULD BE PASS AS:

RAMROD: N 45.AC.CC (BREAK) W 001.HA.IC

DAYLY RAMROD CODEWORD GOES INTO EFFECT AT 03H00Z.

EVERY FLIGHT WILL CONDUCT AN AUTHENTICATION CHECK DURING FIRST RADIO CONTACT WITH AWACS OR GCI.

## 7. GAAI

**GROUND ASSISTED AIR INTERDICTION PROCEDURES, CO-ORDINATION AND COMMUNICATION.**

DEEP 'AIR TO GROUND' OPS, ASSISTED BY SOF HAVING 'EYES ON TARGET' AND IN CONTACT WITH THE AIRCREW FOR ASSISTANCE. DICTATED BY THE SITUATION, GAAI CAN BE EXECUTED IN 2 MANNERS:

**DIRECT GAAI.** PRE-PLANNED ATTACK; ALL TARGET AND ATTACK INFORMATION IS PROCESSED BY AIRCREW AND SOF, KNOWN PRIOR TO TAKE OFF.

**INDIRECT GAAI.** TIME SENSITIVE, MOBILE TARGETS DEMAND IMMEDIATE ACTION. GENERAL TARGET AND ALL RELEVANT ATTACK INFORMATION IS KNOWN PRIOR TO TAKE OFF. REMAINING TARGET INFORMATION IS RELAYED ONCE AIRBORNE, I.E. WHEN IN CONTACT WITH SOF, DIRECTLY FOLLOWED BY THE ATTACK.

**GAAI FORMAT**

THE LATO WILL CONTAIN THE FOLLOWING 18 LINES OF INFORMATION:

	ITEM	CONTENTS (SECRET WHEN FILLED IN)
A	DESCRIPTION	
B	LOCATION	
C	ELEVATION	
D	ADDITIONAL INFO	
E	HAZARDS/ THREATS	
F	CHALLENGE CODE	
G	REPLY CODE	
H	ABORT CODE	
I	RELEASE CODE	
J	LASER CODE	
K	LASER 'ON' CODE	
L	LASER 'OFF' CODE	
M	LASER TARGET LINE	
N	ORDNANCE	
P	FREQUENCIES	

P	TIME ON TARGET	
Q	LISTENING WINDOW	
R	MISCELLANEOUS	

- **A. DESCRIPTION**

DESCRIPTION OF THE TARGET IN THE SHAPE, FORM, COLOUR AND STRUCTURE THE AIRCREW HAS TO ACQUIRE. DMPI CAN BE ADDED WHEN NECESSARY.

- **B. LOCATION**

LAT/LONG TARGET POSITION DMT, WGS-84. WHEN UNABLE; 8 FIGURE MGRS GRID WITH GRID ZONE DESIGNATION, GRID SQUARE IDENTIFICATION AND MAP DATUM.

- **C. ELEVATION**

ALTITUDE MSL (MEAN SEA LEVEL IN FEET) OF THE TARGET.

- **D. ADDITIONAL INFO**

POSSIBLE GEOGRAPHICAL INFORMATION ABOUT THE TARGET IN RELATION TO THE SURROUNDING AREA, NECESSARY FOR OPTIMUM TARGET ACQUISITION.

- **E. HAZARDS/ THREATS**

FLIGHT SAFETY DANGERS (MOUNTAINS, HIGH POWER LINES, ANTENNAS, ETC.) AND TACTICAL DANGERS (SA SYSTEMS, AAA, ETC.) TO THE AIRCRAFT.

- **F. CHALLENGE CODE**

SELECTED CODEWORD, USED TO INITIATE AUTHENTICATION AND ESTABLISHING OF 2-WAY COMMS.

- **G. REPLY CODE**

SELECTED CODEWORD USED FINALISE AUTHENTICATION AND ESTABLISHING OF 2-WAY COMMS.

- **H. ABORT CODE**

SELECTED CODEWORD ENABLING BOTH SOF AND AIRCREW TO ABORT THE MISSION ACCORDING TO THE ABORT MISSION CRITERIA.

- **I. RELEASE CODE**

SELECTED CODEWORD USED BY AIRCREW INFORMING SOF THAT ORDNANCE WILL BE RELEASED WITHIN 10 SECONDS. THIS WILL ALLOW THE SOF TO HAVE BETTER SA ON THE ACTUAL ATTACK PHASE. ALSO, FOR THE AIRCREW, IT WILL BE THE LAST CONFIRMATION OF STILL HAVING COMMS WITH THE SOF. NO ACKNOWLEDGEMENT? NO DELIVERY! (UNLESS STATED OTHERWISE).

- **J. LASER CODE**



OR PRF. NECESSARY TO BRING A GROUND LASER PRODUCED LASER SPOT IN SYNC WITH A LST (NECESSARY FOR GLTM OPERATIONS) OR THE OPTICAL SENSOR IN THE SEEKER HEAD OF A LGW (NECESSARY FOR GLTD OPERATIONS).

- **K. LASER 'ON' CODE**

SELECTED CODEWORD USED TO ORDER THE SOF TO SWITCH 'ON' THEIR GROUND-BASED LASER WHEN DESIRED BY THE AIRCREW, NECESSARY TO INITIATE GLTM/D SUPPORT. SOF WILL NOT BE INFORMED PRIOR. AIRCREW MUST CONSIDER LOS PROBLEMS DURING LOW OR ULTRA LOW LEVEL DELIVERIES.

- **L. LASER 'OFF' CODE**

SELECTED CODEWORD, USED TO ORDER THE SOF TO SWITCH 'OFF' THEIR GROUND BASED LASER, NECESSARY TO END GLTM SUPPORT.

- **M. LASER TARGET LINE**

GEOGRAPHICAL DIRECTION THE GROUND BASED LASER FACES THE TARGET IN DEGREES MAGNETIC. WHEN THIS BOX IS FILLED IN, IT AUTOMATICALLY IMPLIES THAT THE SOF IS GLTM/D CAPABLE. ALSO, STATE LASER EQUIPMENT TYPE (IR LP AND/ OR GLTM/D).

- **N. ORDNANCE**

NUMBER AND TYPE OF BOMBS/ MISSILES. SOF ARE UPDATED ABOUT MUNITIONS EFFECTS AND RISK ESTIMATE DISTANCES AND WILL REACT ACCORDINGLY TO PREVENT FRATRICIDE.

- **O. FREQUENCIES**

PRIMARY AND/ OR ALTERNATE FREQUENCY. ALSO, METHOD OF COMMUNICATION MUST BE DICTATED I.E. (UN)SECURE AND/OR HQ-II.

- **P. TIME ON TARGET**

TIME WINDOW OR FIXED TIME THE ATTACK MUST BE EXECUTED, STATED IN DATE-TIME-GROUP. DEPENDING ON THE NATURE OF THE MISSION, AN ALTERNATE TOT CAN BE STATED AS WELL.

- **Q. LISTENING WINDOW**

TIME WINDOW IN WHICH COMMUNICATION AND AUTHENTICATION CAN BE ESTABLISHED. STATED IN MINUTES PRIOR TO THE TOT. THIS WINDOW SHOULD BE USED TO THE MAXIMUM EXTEND IN ORDER TO PROCESS ANY NECESSARY LAST MINUTE PROVIDED INFORMATION. THE CHALLENGING ELEMENT MUST CONSIDER THE GEOGRAPHICAL RANGE THEIR RADIO'S CAN COVER TO AVOID NEEDLESS TRANSMISSIONS. THE LISTENING WINDOW ENDS AT THE END OF THE TOT WHEN NO COMMUNICATION HAS BEEN ESTABLISHED AND RADIO'S CAN BE SWITCHED OFF.

- **R. MISCELLANEOUS**

ANY OTHER NECESSARY INFORMATION THE MISSION PARTICIPANTS NEED TO KNOW ESSENTIAL FOR MISSION ACCOMPLISHMENT (SPECIFIC TARGET INFO, ADDITIONAL RADIO PROCEDURES/CODES, ROE DIRECTIVES, ADDITIONAL ABORT MISSION CRITERIA, ADVISED ORDNANCE SELECTION, RESTRICTIONS, FUTURE PROGNOSSES TO CONSIDER, ETC.). ON THE FINAL COPY OF THE GAAI

MISSION FORMAT, THE RESULT OF THE ANALYSIS OF ALL MISCELLANEOUS INFORMATION WILL BE STATED.

**SEQUENCE OF EVENTS DIRECT GAAI:**

- SOF HAS 'EYES ON TARGET' AND SENDS TARGET INFO TO OWN SOF OPS (LINES A – B – C – D – E – M – R).
- SOF OPS INFORM HIGHER COMMAND (SIMULATED BY TLW WHITE CELL) FOR TARGET ANALYSES.
- DECISION MAKING PROCESS DICTATES THE TARGET WILL BE GROUND ASSISTED. ATTACK INFO IS COLLECTED (LINES F – G – H – I – J – K – L – N – O – P – Q – R) BY INTERACTION BETWEEN SOF OPS, TLW WC, SQNS, ETC. TLW WC PERFORM THE A/C TASKING.
- AFTER THE GAAI FORMAT IS FINALISED, IT IS SENT TO SOF AND DEDICATED AIRCREW FOR FURTHER DETAILED PLANNING.
- MSN INBOUND TO TARGET AREA. WITHIN LISTENING WINDOW AIRCREW INITIATES CONTACT WITH THE SOF BY 'CHALLENGE AND REPLY'. FURTHER ASSISTANCE, ACCORDING TO THE GAAI PROCEDURE, AS DESIRED BY AIRCREW OR AS SITUATION DICTATES.
- SOF REPORTS BDA ASAP TO AIRCREW.

- **EXAMPLE OF A DIRECT GAAI MISSION FORMAT**

**TARGET INFO:**

A: 1 X SCUD

B: N 51-45.332 / E 006-25.866

C: 1200 FT

D: TARGET POSITIONED 20 M IN NORTHERN WOODS, BEHIND WHITE HOUSE

E: 1 X SA-7 AT EAST EDGE OF NORTHERN WOODS

M: 026 / LP + GLTD

R: 1. EVERY 6 HOURS, A SCHOOLBUS VISITS WHITE HOUSE

2. WE CAN ONLY COMMUNICATE UNSECURE

- **ATTACK INFO:**

F: DESERTFOX

G: SCORPION

H: JUPITER

I : PARTYCRASH

J: 1688

K: SPOTLIGHT

L: DARKSTAR

N: 2 X GBU-12

O: UNSECURE P: 252.775 / A: 362.950

P: DTG 100600Z – 100605Z SEP 00

Q: - 10

R: ABORT WHEN SCHOOLBUS IS OCCUPIED BY CIVILIANS DURING THE LISTENING WINDOW

- **EXECUTION SEQUENCES DIRECT GAAI:**

(USING THE EXAMPLE ABOVE)

- **NORMAL RADIO PROCEDURE**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>“DESERTFOX”</i>	
REPLY		<i>“SCORPION”</i>
ACKNOWLEDGEMENT	<i>“SCORPION COPIED”</i>	
ORDNANCE RELEASE	<i>“PARTYCRASH”</i>	
ACKNOWLEDGEMENT		<i>“PARTYCRASH COPIED”</i>
BDA		<i>“TARGET DESTROYED”</i>
ACKNOWLEDGEMENT	<i>“TARGET DESTROYED, COPIED”</i>	

- **RADIO CHECK**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>“DESERTFOX”</i>	
REPLY		<i>“SCORPION”</i>
ACKNOWLEDGEMENT	<i>“SCORPION COPIED”</i>	
COMMS VERIFICATION	<i>“RADIO CHECK”</i>	
COMMS CONFIRMATION		<i>“5 BY 5, HOW ME”</i>

REPLY	"5 BY 5"	
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

- **LAST MINUTE ADDITIONAL INFORMATION**

SEQUENCE	AIRCREW	SOF
CHALLENGE	"DESERTFOX"	
REPLY		"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
ADDITIONAL INFO		"TARGET AT B2 <sup>1</sup> "
ACKNOWLEDGEMENT	"TARGET AT B2, COPIED"	
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

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<sup>1</sup> This example used in case target is at one of the pre-designated DMPI's

- **DELAY MISSION**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>"DESERTFOX"</i>	
REPLY		<i>"SCORPION"</i>
ACKNOWLEDGEMENT	<i>"SCORPION COPIED"</i>	
STAND BY CALL		<i>"STAND BY, STAND BY"</i>
ACKNOWLEDGEMENT	<i>"STAND BY COPIED"</i>	
CONTINUATION		<i>"SCORPION, SCORPION"</i>
ACKNOWLEDGEMENT	<i>"SCORPION COPIED"</i>	
ORDNANCE RELEASE	<i>"PARTYCRASH"</i>	
ACKNOWLEDGEMENT		<i>"PARTYCRASH COPIED"</i>
BDA		<i>"TARGET DESTROYED"</i>
ACKNOWLEDGEMENT	<i>"TARGET COPIED"</i>	<i>DESTROYED,</i>

- **ABORT MISSION PRIOR TO CHALLENGE, INITIATED BY SOF**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>"DESERTFOX"</i>	
REPLY		<i>"JUPITER"</i>
ACKNOWLEDGEMENT	<i>"JUPITER COPIED"</i>	
RESPONSE	RTB	

- **ABORT MISSION AFTER CHALLENGE AND REPLY PHASE, INITIATED BY SOF**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>"DESERTFOX"</i>	
REPLY		<i>"SCORPION"</i>
ACKNOWLEDGEMENT	<i>"SCORPION COPIED"</i>	
ABORT CALL		<i>"JUPITER, JUPITER, JUPITER"</i>
ACKNOWLEDGEMENT	<i>"JUPITER COPIED"</i>	
RESPONSE	RTB	

- **ABORT MISSION AFTER CHALLENGE AND REPLY PHASE, INITIATED BY AIRCREW**

SEQUENCE	AIRCREW	SOF
CHALLENGE	"DESERTFOX"	
REPLY		"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
ABORT CALL	"JUPITER, JUPITER, JUPITER"	
ACKNOWLEDGEMENT		"JUPITER COPIED"
RESPONSE	RTB	

- **USING GLTM**

SEQUENCE	AIRCREW	SOF
CHALLENGE	"DESERTFOX"	
REPLY		"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
LASER 'ON'	"SPOTLIGHT"	
ACKNOWLEDGEMENT		"SPOTLIGHT COPIED"
RESPONSE		SWITCH 'ON' THE GLTM
LASER 'OFF'	"DARKSTAR"	
ACKNOWLEDGEMENT		"DARKSTAR COPIED"
RESPONSE		SWITCH 'OFF' THE GLTM
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

- **USING GLTD**

SEQUENCE	AIRCREW	SOF
CHALLENGE	"DESERTFOX"	

REPLY		"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
LASER ON	"SPOTLIGHT"	
ACKNOWLEDGEMENT		"SPOTLIGHT COPIED"
RESPONSE		SWITCH 'ON' THE GLTD TILL IMPACT OF THE LGW
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

- **LASER WARNING SYSTEM ON TARGET (AND USING GLTD)**

SEQUENCE	AIRCREW	SOF
CHALLENGE	"DESERTFOX"	
REPLY		"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
ADDITIONAL INFO		"LASER WARNING SYSTEM"
ACKNOWLEDGEMENT	"LASER WARNING SYSTEM COPIED"	
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
LASER ON	"SPOTLIGHT"	
ACKNOWLEDGEMENT		"SPOTLIGHT COPIED"
RESPONSE		SWITCH 'ON' GLTD TILL IMPACT OF THE LGW. LASER SPOT IN VICINITY OF THE TARGET
SHIFT CALL	"SHIFT"	
ACKNOWLEDGEMENT		"SHIFT COPIED"
RESPONSE		SHIFT LASER SPOT ON THE TARGET
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

- **RE-ATTACK**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>"DESERTFOX"</i>	
REPLY		<i>"SCORPION"</i>
ACKNOWLEDGEMENT	<i>"SCORPION COPIED"</i>	
ORDNANCE RELEASE	<i>"PARTYCRASH"</i>	
ACKNOWLEDGEMENT		<i>"PARTYCRASH COPIED"</i>
BDA		<i>"TARGET NOT DESTROYED"</i>
ACKNOWLEDGEMENT	<i>"TARGET NOT DESTROYED, COPIED"</i>	•
FOLLOW UP ACTION	<i>"RE-ATTACK"</i>	•
REPLY		<i>"RE-ATTACK COPIED"</i>
ADDITIONAL INFO	<i>"REQUEST IMPACT POINT<sup>2</sup>"</i>	
REPLY		<i>"NORTH 75 M"</i>
ACKNOWLEDGEMENT	<i>"NORTH 75 M, COPIED"</i>	
ORDNANCE RELEASE	<i>"PARTYCRASH"</i>	
ACKNOWLEDGEMENT		<i>"PARTYCRASH COPIED"</i>
BDA		<i>"TARGET DESTROYED"</i>
ACKNOWLEDGEMENT	<i>"TARGET DESTROYED, COPIED"</i>	

- **NO RE-ATTACK**

SEQUENCE	AIRCREW	SOF
CHALLENGE	<i>"DESERTFOX"</i>	
REPLY		<i>"SCORPION"</i>
ACKNOWLEDGEMENT	<i>"SCORPION COPIED"</i>	
ORDNANCE RELEASE	<i>"PARTYCRASH"</i>	
ACKNOWLEDGEMENT		<i>"PARTYCRASH COPIED"</i>

<sup>2</sup> Not mandatory, serves only as an example



BDA		"TARGET NOT DESTROYED"
ACKNOWLEDGEMENT	"TARGET NOT DESTROYED, COPIED"	
FOLLOW UP ACTION	"JUPITER, JUPITER, JUPITER"	
ACKNOWLEDGEMENT		"JUPITER COPIED"
BDA		REPORT SEND TO HQ

- **SEQUENCE OF EVENTS INDIRECT GAAI:**

- INTEL DICTATES THAT A TIME SENSITIVE HVT IS SPOTTED BUT EXACT LOCATION IS STILL UNKNOWN.
- DEEP OPS/CJSOTF, TLW WC AND SOF OPS IN CLOSE CO-ORDINATION FOR DECISION MAKING PROCESS. INDIRECT GAAI MISSION DETERMINED AND ATTACK INFORMATION ASSEMBLED.
- MULTIPLE SOF PATROLS INSERTED IN ORDER TO COLLECT REMAINING DETAILED TARGET INFO AND TO ASSIST ATTACKING A/C. **ALL PATROLS CARRY A FILLED IN GAAI FORMAT WITH ALL AVAILABLE TARGET AND ATTACK INFORMATION.** THEY CONDUCT AREA SEARCH AND TARGET RECONNAISSANCE.
- DEDICATED MSN INBOUND TO TARGET AREA. AIRCREW CARRY THE SAME GAAI FORMAT AS SOF AND AWAIT CHALLENGE.
- SOF THAT FOUND THE TARGET COLLECTS DETAILED TARGET INFORMATION, CHALLENGES AIRCREW AND HANDS OVER THIS INFORMATION ASAP.
- CONTINUATION AND ASSISTANCE OF THE ATTACK ACCORDING TO THE DIRECT GAAI PROCEDURES.

- **EXAMPLE OF AN INDIRECT GAAI MISSION FORMAT**

- TARGET INFO:

A: TERRORIST LEADER

B: MOBILE BETWEEN UTM EASTINGS PT 12 – 24 AND NORTHINGS PT 25 - 35

C: ?

D: ?

E: ?

M: ?

- ATTACK INFO:

UNCLASSIFIED

F: DESERTFOX

G: SCORPION

H: JUPITER

I: PARTYCRASH

J: 1688

K: SPOTLIGHT

L: DARKSTAR

N: GBU-24

O: SECURE 252.775

P: DTG 110600 – 111200Z SEP 00

Q: N/A

R: 1. TARGET WILL ATTEND A MEETING IN DESIGNATED AREA SOMETIME WITHIN TOT

2. SOF WILL BE GROUND LASER EQUIPPED

- AIRCREW ASSIGNED IN THE LATO FOR A GAAI MISSION ARE TO ADHERE TO THE FOLLOWING PROCEDURES.

- **EXECUTION SEQUENCE INDIRECT GAAI:**

(USING THE EXAMPLE ABOVE)

SEQUENCE	SOF	AIRCREW
CHALLENGE	"DESERTFOX"	
REPLY	•	"SCORPION"
ACKNOWLEDGEMENT	"SCORPION COPIED"	
TARGET INFO / MISSING ITEMS	"B: N 51-12.345 E 004-44.678, C: 1500, D: RED PICK UP TRUCK NEXT TO TRIANGULAR SHAPED WOOD, M: 220, READ BACK"	
ACKNOWLEDGEMENT		"B: N 51-12.345 E 004-44.67, M: 220"
VERIFICATION	"GOOD COPY"	
ORDNANCE RELEASE	"PARTYCRASH"	
ACKNOWLEDGEMENT		"PARTYCRASH COPIED"
BDA		"TARGET DESTROYED"
ACKNOWLEDGEMENT	"TARGET DESTROYED, COPIED"	

- **NOTE:** AFTER RECEIVING ALL MISSING ITEMS, CONTINUATION ACCORDING TO THE DIRECT GAAI PROCEDURES!
- **DETAILED DIRECTIVES** (IN RANDOM ORDER)
- READ SPINS AND THE LATO THOROUGHLY FOR DETAILS. CONTACT THE SOLE VIA THE TLW WC IN CASE OF QUESTIONS OR REQUESTS.
- ALLOCATED FREQUENCIES ARE ONLY TO BE USED FOR AIR TO GROUND COMMUNICATION WITH THE SOF, **NOT FOR INNER FLIGHT COMMUNICATION** OR CONTACTING OTHER AGENCIES.
- DIRECT GAAI: INITIATE THE CHALLENGE AT THE EARLIEST POSSIBLE OPPORTUNITY IN ORDER TO ANALYSE AND PROCESS ANY ADDITIONAL INFO, PROVIDED BY THE SOF. LISTENING WINDOWS SHOULD BE USED EFFECTIVELY.
- INDIRECT GAAI: AWAIT CHALLENGE AND BE READY TO COPY REMAINING TARGET INFORMATION
- KEEP COMMUNICATION SHORT, EVEN WHEN TRANSMITTING SECURE.
- FOR INDIRECT GAAI; READ BACK LINE B (TARGET LOCATION) AND M MANDATORY, REST OPTIONAL.

UNCLASSIFIED

- BE READY TO RECEIVE ADDITIONAL INFO AFTER THE CHALLENGE – REPLY PHASE: CHANGE OF TARGET LOCATION, COMPOSITION, APPEARANCE, WEATHER, THREATS, LASER WARNING SYSTEM DETECTION OR CHANGE OF LTL/ LASER UNABLE
- REQUESTS TO SOF MUST BE STRAIGHTFORWARD, SHORT, TO THE POINT AND NOT AMBIGUOUS. DON'T USE AIR FORCE TERMINOLOGY.
- ALL MESSAGES AND CALLS MUST BE ACKNOWLEDGED.
- WHEN SITUATION DICTATES A DELAY, BUT NOT A NECESSITY TO ABORT, EXPECT THE CALL; “**STAND BY STAND BY**”. ACKNOWLEDGE. FOR CONTINUATION OF THE MISSION, SOF WILL USE 2 X THE REPLY CODE. WHEN CONTINUATION IS NOT POSSIBLE, EXPECT ABORT MISSION RECEIVING 3 X THE ABORT CODE.
- DON'T RELY ON GROUND LASER SUPPORT. CONDITIONS AT THE SOF'S END MIGHT CHANGE AT THE LAST MOMENT. HAVE A BACK UP PLAN!
- DON'T PASS ON YOUR INTENTIONS TO THE SOF. DON'T ADD ANYTHING TO THE DESCRIBED GAAI RADIO PROCEDURE, WHICH IS UNFAMILIAR TO THE SOF.
- **NO CONTACT? NO DELIVERY!**

**8. SAFETY****8.1. GENERAL**

FLIGHT SAFETY WILL RECEIVE THE HIGHEST PRIORITY OVER ALL OTHER OBJECTIVES OF THE EXERCISE.

ALL AIRCREW PARTICIPATION IN TLW MUST STRICTLY ADHERE TO ICAO RULES, ATC PROCEDURES, NATIONAL AIPS AND THE RULES DEPICTED IN THIS SECTION

ANY MAJOR ISSUES THAT MAY HAMPER THE OVERALL FLIGHT SAFETY, INCLUDING BAD WEATHER CONDITIONS, MUST BE REPORTED BEFORE EACH EXECUTION DAY TO THE 2/4 SQN.

FLIGHT LEADERS HAVE THE AUTHORITY TO CANCEL THEIR MISSION FOR SAFETY REASONS.

PACKAGE COMMANDERS HAVE THE AUTHORITY TO CANCEL THE PACKAGE FOR SAFETY REASONS.

**8.2. COMBAT****8.2.1. COMBAT WVR**

ABOVE HARD DECK ONLY  
WEATHER MINIMA:

- 1000 FT VERTICAL SEPARATION FROM CLOUDS
- 1500 M HORIZONTAL SEPARATION FROM CLOUDS
- 8 KM IN-FLIGHT VISIBILITY
- DISCERNIBLE HORIZON.

EACH PARTICIPANT MUST USE SEE AND AVOID TECHNIQUES TO ENSURE HIS FLIGHT PATH IS CLEAR, ESPECIALLY ENTERING AND RE-ENTERING ENGAGEMENTS. AIRCREWS SHOULD USE VISUAL CONTACT, ON-BOARD SYSTEMS, GCI/AEW, SITUATION AWARENESS, AND OTHER AIDS TO CLEAR THE AREA.

IF VISUAL/TALLY IS LOST DURING VISUAL SET UPS, PARTICIPANTS WILL ESTABLISH POSITIVE SEPARATION UNTIL VISUAL CONTACT IS REGAINED. ANY ATTACKER LOSING SIGHT WILL MANOEUVRE AWAY FROM THE DEFENDERS LAST KNOWN POSITION. IF A DEFENDER LOSES SIGHT AND SITUATION AWARENESS, THEY WILL MANOEUVRE PREDICTABLY.

WHEN ENGAGING LEAD/TRAIL FORMATIONS, REAR QUARTER ATTACKS AGAINST LEADERS ARE AUTHORISED, PROVIDED THE ATTACKER CAN ENSURE SEPARATION FROM TRAILERS.

NO MORE THAN FOUR AIRCRAFT MAY PARTICIPATE IN THE SAME VISUAL ENGAGEMENT.

ONCE VISUAL MANOEUVRING HAS BEEN INITIATED BY ANY OF THE PARTICIPANTS, ALTITUDE BLOCKS CANNOT BE RELIED UPON TO GUARANTEE SEPARATION. WHEN THE ENGAGEMENT IS TERMINATED (OR KNOCKED OFF FOR SAFETY REASONS), ALL PARTICIPANTS WILL RETURN TO ASSIGNED ALTITUDE BLOCKS, WHILE CLEARING THEIR FLIGHT PATHS.

MINIMUM SEPARATION FROM OTHER AIRCRAFT IS 1000 FEET. DO NOT MANOEUVRE AIRCRAFT INSIDE THE MINIMUM RANGE OF AN OPPOSING AIRCRAFT. IF A VIOLATION OF THE MINIMUM RANGE APPEARS IMMINENT, EACH AIRCRAFT WILL CEASE TACTICAL MANOEUVRING, CLEAR ITS FLIGHT PATH, RE-ESTABLISH MINIMUM SEPARATION AND CALL "TERMINATE" OR "KNOCK IT OFF" AS REQUIRED.

WHEN TWO AIRCRAFT APPROACH HEAD ON, EACH WILL CLEAR TO THE RIGHT UNLESS MANOEUVRING TO DO SO WOULD RESULT IN CROSSING FLIGHT PATHS. AIRCRAFT WITH THE HIGHER NOSE POSITION SHOULD ATTEMPT TO GO ABOVE THEIR OPPONENT, ENERGY AND ALTITUDE PERMITTING.

MINIMUM DISTANCE BETWEEN 2 MIX-UP IS 5 NM.

PARTICIPANTS WILL CEASE SIMULATED WEAPONS EMPLOYMENT UNDER THE FOLLOWING CONDITIONS:  
PURE PURSUIT HEAD-ON MISSILE ATTACKS PRIOR TO 9,000 FEET SLANT RANGE.  
ANY GUN ATTACK EXCEEDING 135 DEGREES ASPECT.  
AIRSPEED DROPS BELOW MINIMUM MANOEUVRING AIRSPEED.

### 8.2.2. MANOEUVRES

THE FOLLOWING MANOEUVRING CATEGORIES APPLY TO AIR-TO-AIR TRAINING.

#### 8.2.2.1. UNLIMITED MANOEUVRES

NO RESTRICTIONS EXCEPT COMMANDER REGULATIONS AND FLIGHT MANUAL, OR AIRCRAFT LIMITS, NORMAL FOR AIR-TO-AIR TRAINING.  
UNLIMITED MANOEUVRES ARE AUTHORIZED **ABOVE** THE HARD DECK.

#### 8.2.2.2. LIMITED MANOEUVRES

LIMITED MANOEUVRES APPLIES **BELOW** THE HARD DECK.

MANOEUVRING WILL BE LIMITED AS FOLLOWS:

A DEFENDER (AN AIRCRAFT ATTEMPTING TO DEFEAT OR DENY AN ADVERSARY'S WEAPON EMPLOYMENT) MAY REACT AGAINST AN ATTACKER BEHIND HIS 3/9 LINE WITH AN EXTENSION/SEPARATION, A TURN NOT TO EXCEED 180 DEGREES (MAY BE TWO 90 DEGREE TURNS), OR A WING ROCK. DEFENSIVE TURNS ACCOMPLISHED AT LOW ALTITUDE WILL BE LEVEL OR CLIMBING. NO MANOEUVRING RESTRICTIONS APPLY WHEN THE ATTACKER IS FORWARD OF THE 3/9 LINE.

ATTACKERS (AIRCRAFT CARRYING SIMULATED AIR-TO-AIR ORDNANCE ENGAGED IN OFFENSIVE MANOEUVRING) ENGAGING EACH OTHER MAY TURN A MAXIMUM OF 180 DEGREES (AFTER REACHING EACH OTHER'S 3/9 LINE).

ATTACKERS ENGAGING DEFENDERS MAY MANOEUVRE UNTIL A KILL IS ACHIEVED, A ROLE REVERSAL HAS OCCURRED, THE DEFENDER REACHES 180 DEGREES OF TURN (AFTER REACHING EACH OTHER'S 3/9 LINE), OR ANY PARTICIPANT TERMINATES THE ENGAGEMENT WITH A WING ROCK OR "TERMINATE" CALL, WHICHEVER OCCURS FIRST. FOR SAFETY RELATED TERMINATION OF A VISUAL FIGHT, THE TERM "KNOCK IT OFF" SHALL BE USED.

### 8.3. ALTITUDE DE-CONFLICTION

ALL ASSETS WILL USE THE FOLLOWING ALTIMETER SETTING WHILE IN THE AREA:

**STANDARD (1013) ALTIMETER SETTING INSIDE ALL AREA.**

AIRCREWS MUST PAY A PARTICULAR ATTENTION TO THE ALTIMETER SETTING WHILE ENTERING OR LEAVING THE AOO. EXCEPT FORMAL ORDER FROM THE ACU ANY AIRCRAFT PENETRATING IN THE AOO MUST BE IN CORRECT ALTIMETRE SETTING.

FIGHTER AIRCRAFT MAY NOT TRANSIT OR ENTER THE ALTITUDE/ALTITUDE BLOCK OF ANY ADVERSARY UNLESS AT LEAST ONE OF THE FOLLOWING CONDITIONS IS MET:

- ADVERSARY IS BEYOND 10 NM WITH ALL ADVERSARIES ENTERING THE ENGAGEMENT.
- ADVERSARY IS WITHIN 10 NM, BUT NOT A FACTOR (I.E. NO COLLISION POTENTIAL) BASED ON SITUATIONAL AWARENESS, GEOGRAPHY, TIMING, ON-BOARD SYSTEMS, GCI/AEW, VISUAL CONTACT, OTHER FIGHTERS, OR ANY OTHER APPROPRIATE AID.
- VISUAL CONTACT IS ESTABLISHED.
- FIGHTER VERBALLY CONFIRMS ADVERSARY'S HARD ALTITUDE AND MAINTAINS 1,000 FEET VERTICAL SEPARATION.

LATERAL SEPARATION WILL BE POSITIVELY DETERMINED GEOGRAPHICALLY, THROUGH TIMING, ON-BOARD SYSTEMS, OR BY GCI/AEW.

HARD ALTITUDES OR ALTITUDE BLOCKS WILL BE ASSIGNED TO PROVIDE VERTICAL SEPARATION FOR NON-VISUAL SET-UPS. A MINIMUM OF 1,000 FEET VERTICAL SEPARATION BETWEEN ALTITUDE BLOCKS IS REQUIRED.

**BLOCKS ARE DEFINED WITHIN D54 AREA:**

**BLUE FORCE**  
[SFC – FL70]  
[0-5] ABOVE FL90  
**RED FORCE**  
[FL80 – FL90]  
[6-9] ABOVE FL90

THE MAXIMUM ALTITUDE MAY VARY WITHIN D54 AREA:

-HOLD AREA CEILING IS FL270  
-FAOR WEST CEILING IS UNL  
-FAOR EAST CEILING IS FL 280

ALL AIRCREWS ARE RESPONSIBLE TO TAKE THE APPROPRIATE PLANNING AND EXECUTION ACTIONS TO REMAIN INSIDE THE EXERCISE AIRSPACE WHILE FLYING.

PACKAGE LEADERS ARE RESPONSIBLE FOR DE-CONFLICTION INSIDE HIS OWN PACKAGE DURING THE ATTACK AND EGRESS PHASES.

AIRCREWS ARE RESPONSIBLE TO KEEP SAFE SEPARATION IN ACCORDANCE WITH THE TRAINING RULES (TR) FROM THE OPPOSING COALITION AIRCRAFT WHEN IT IS RECOGNIZED THAT THEY ARE PROCEEDING FOR A SIMULATED DELIVERY ON A TARGET.

PACKAGE LEADER MUST PAY PARTICULAR ATTENTION TO THE DECONFLICTION WITH SLOW MOVERS, AIRLIFT IN PARTICULAR.

**8.4. SPEED / HEIGHT LIMITATION**

**8.4.1. MINIMUM HEIGHT OF EVOLUTION**

	VMC	IMC
FEET WET >5NM OFF COAST	150 FT	TF: 150 FT NO TF: 1000 FT
FEET DRY <5NM OFF COAST	500 FT *	TF: 1000 FT NO TF: 1500 FT

\*: WATCH OUT ! MIN ALTITUDE IN CORRIDOR IS **1000FT AMSL**

EXCEPT ASUW MISSIONS, WITHOUT CLEARANCE, IT IS FORBIDDEN TO OVERFLY:

-NAVY BOATS WITHIN 2NM BELOW 500FT  
-CARRIER WITHIN 10NM BELOW 5000FT

**8.4.2. HARD DECK WITHIN D54**

HARD DECK WITHIN D54 AREA IS 10000FT ASFC.

NB:SANCTUARIES CAN BE ALLOCATED BETWEEN MINIMUM HEIGHT OF EVOLUTION AND HARD DECK (FROM FL20 TO 100).

**8.4.3. MAXIMUM SPEED**

\_ >20 NM OFF COAST: AIRCRAFT LIMITATION (SUPERSONIC AUTHORIZED)

\_ >5 NM OFF COAST: 550KTS / M 0.99

\_ FEET DRY :

ABOVE 5000FT AGL	M 0.99
ABOVE 1500FT AGL	M 0.95
BELOW 1500FT AGL	480KTS IAS 550KTS IAS DURING ATTACK (3 MIN MAX)

**8.5. TERMINATION CALL**

TACTICAL CONTROLLERS ARE RESPONSIBLE TO RELAY ALL "TERMINATE" AND "KNOCK-IT-OFF" CALLS TO ALL CONCERNED PLAYERS.

**TERMINATE ACTIONS**

FOLLOWING THE TERMINATION OF AN ENGAGEMENT, ASSETS SHOULD:

- RESUME THE NORMAL FLOW TOWARDS THE TARGET IF TASKED FOR AN OFFENSIVE MISSION, OR
- RESET TO THE CAP AS PLANNED DURING MISSION PREPARATION IF TASKED FOR A DEFENSIVE MISSION.

**TERMINATE CRITERIA**

AIRCREWS WILL CEASE AIR-TO-AIR MANOEUVERING WHEN ANY OF THE FOLLOWING SITUATIONS OCCUR:

- THE ENGAGEMENT DRIFTS WITHIN 5 NM OF THE BORDER OF THE AUTHORISED AREA.
- AN UNBRIEFED / UNSCHEDULED FLIGHT ENTERS THE WORKING AREA AND IS DETRIMENTAL TO THE SAFE CONDUCT OF THE MISSION.
- MINIMUM ALTITUDE OR CLOUD CLEARANCE LIMITS ARE APPROACHED.
- AN ENGAGED AIRCRAFT EXCEEDS THE APPLICABLE MANOEUVRING LIMITS.
- AN ENGAGED AIRCRAFT BEGINS WEAPONS DELIVERY (POP-UP OR ROLL-IN).
- AN ATTACKER BECOMES DEFENSIVE AT LOW ALTITUDE.
- SITUATIONAL AWARENESS IS LOST.
- A RADIO FAILURE IS EXPERIENCED.
- ANY AIRCRAFT ROCKS ITS WINGS.
- A DANGEROUS SITUATION IS DEVELOPING.
- MINIMUM FUEL STATE/BINGO FUEL IS REACHED.
- ANY FLIGHT MEMBER OR AIR BATTLE MANAGER TRANSMITS "TERMINATE" OR "KNOCK-IT-OFF."

TERMINATE CAN BE USED EITHER TO STOP THE OVERALL SET UP "TERMINATE 3X" OR TO STOP A LOCAL ENGAGEMENT "TERMINATE + BE XXX/XX".

KIO CALL MUST BE USED ONLY FOR SAFETY REASON.



TACTICAL CONTROLLERS MUST GIVE PRIORITY ON ASSISTING AN EMERGENCY AIRCRAFT. IF DOING SO JEOPARDIZES THE SAFETY OF THE EXERCISE, HE SHOULD CALL A "TERMINATE" FOR A SPECIFIC AREA OR A "KNOCK-IT-OFF".

A NON-PLAYER TRAFFIC ENTERING OR CROSSING THE EXERCISE AIRSPACE WILL NOT LEAD TO A TERMINATION IF IT COORDINATES WITH THE TACTICAL CONTROLLER AND HE CAN ENSURE SAFE SEPARATION. ALL AIRCREW MUST ADHERE TO AVOIDING INSTRUCTIONS FROM THE TACTICAL CONTROLLERS. IF AIRCREWS DO NOT ADHERE TO AVOIDING INSTRUCTIONS, THIS MAY LEAD TO A TERMINATION FROM THE TACTICAL CONTROLLER.

#### **RESUMING CRITERIA**

AFTER A "KNOCK-IT-OFF" CALL, THE MISSION COMMANDER HAS THE AUTHORITY TO RESUME THE EXERCISE IF THE SAFETY ISSUE IS COMPLETELY ENDED AND IF SITUATION PERMITS (FUEL, SLOT, ACU...).

TO RESUME THE FIGHT, THE CALL "FIGHT'S ON" SHOULD BE USED.

#### **8.6. RADAR JAMMING/CHAFFS/FLARES**

JAMMING, CHAFFS AND FLARES ARE AUTHORIZED WITHIN D54 AREA IAW NATIONAL RULES. SWITCH OFF FLARES DISPENSER BEFORE LEAVING D54 AND ENTERING CORSICA AREA!!!

#### **8.7. HVAA ATTACK/DEFENCE**

##### **GENERAL**

DURING TLW, TRANSPORT AIRCRAFT OR ROTARY WINGS MAY BE USED AS THE SUBJECT FOR HVAA ATTACK BY THE OPPOSING FORCES. THESE AIRCRAFT WILL BE TASKED TO OPERATE IN EXERCISE TRAINING AIRSPACE.

##### **TRAINING RULES**

INTERCEPTING AIRCRAFT MUST BE UNDER CONTROL OF ACU.

HVAA ATTACK OPERATIONS MUST BE CARRIED OUT UNDER VMC.

HVAA ATTACKS WILL ONLY BE PERMITTED INSIDE THE CONFINES OF THE EXERCISE AREA AND DURING THE EXERCISE VULNERABILITY PERIOD.

ALL AIRCRAFT WILL RESPECT THE INTEGRITY OF TANKER OR TRANSPORT AIRCRAFT/FORMATIONS, BY:

- AVOID FLYING THROUGH ESTABLISHED FORMATIONS.
- REMAINING 1000FT CLEAR VERTICALLY AT ALL TIMES.
- REMAINING 6000FT CLEAR HORIZONTALLY OF ESTABLISHED AIRCRAFT/FORMATIONS UNLESS ENGAGING.
- MAINTAINING MINIMUM 2000FT SAFETY BUBBLE.