



AMVI-TRN-MIX03

CONTENTS

- TARGETS
- AIR TASKING ORDERS
- AIRSPACE CONTROL ORDER
- SPECIAL INSTRUCTIONS
- COMMUNICATION PLAN
- MAPS
- AIRBASE DEPARTURE SCHEDULING
- ANNEX 1: FLIGHT BRIEFING/MISSION DEBRIEFING GUIDE

TARGETS

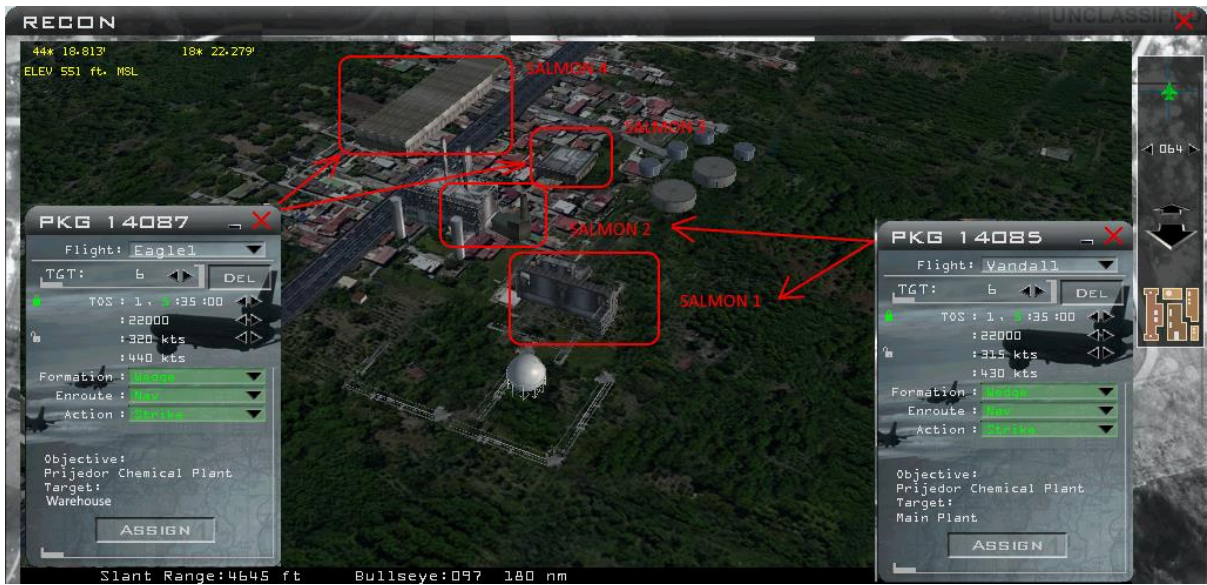
HIDACZ WINTER



IDENTIFIER: BIGEYE1
NAME: 622 AIR DEFENSE
TYPE: SA-6
COMMENTS: STRIGHTFLUSH RADAR



IDENTIFIER: BIGEYE2
NAME: 14047 AIR DEFENSE
TYPE: SA-6
COMMENTS: STRIGHTFLUSH RADAR



IDENTIFIER: SALMON1-2-3-4
NAME: PRIJEDOR CHEMICAL PLANT
TYPE: CHEMICAL PLANT

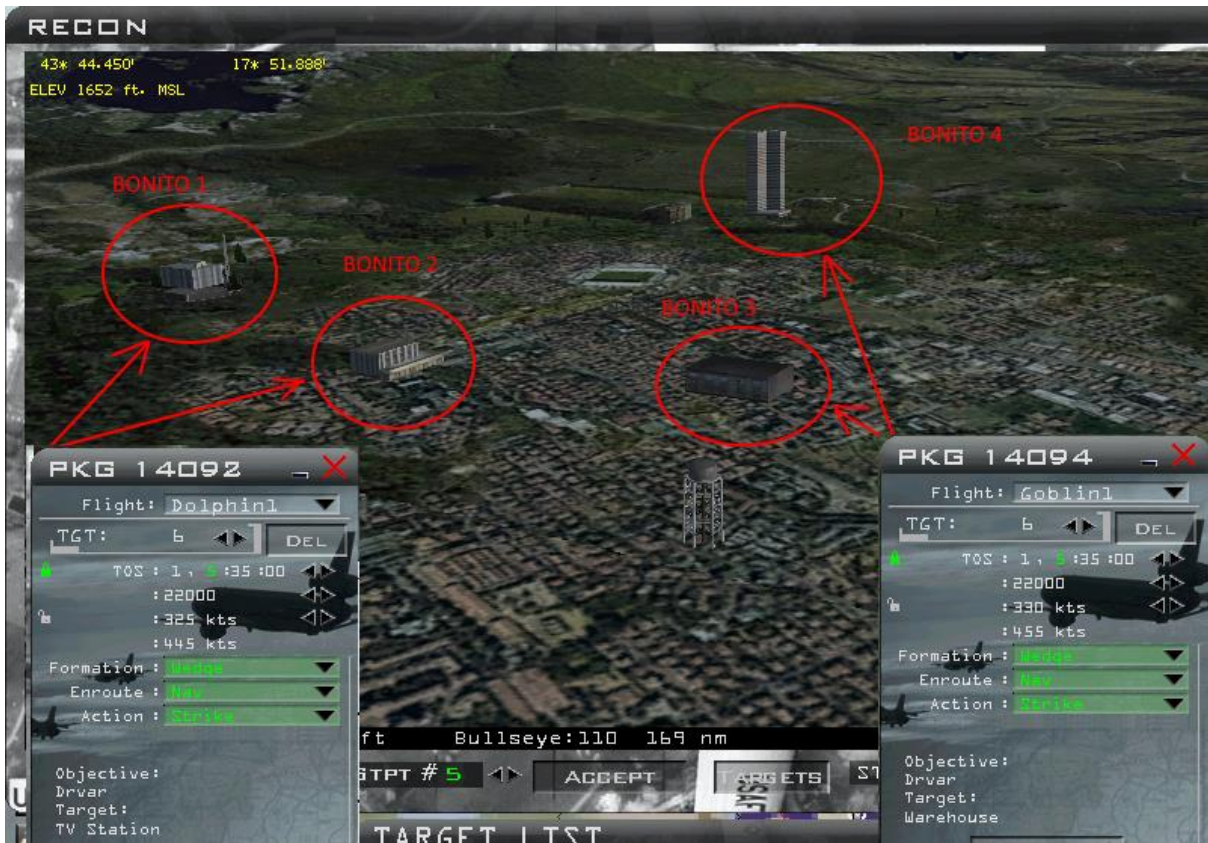
HIDACZ SUMMER



IDENTIFIER: ANGLER1
NAME: 14043 AIR DEFENSE
TYPE: SA-6
COMMENTS: STRIGHTFLUSH RADAR



IDENTIFIER: ANGLER2
NAME: 14043 AIR DEFENSE
TYPE: SA-6
COMMENTS: STRIGHTFLUSH RADAR



IDENTIFIER: BONITO1-2-3-4
NAME: DRVAR
TYPE: TOWN

AIR TASKING ORDER

OPER/AMVI-TRN-MIX03/TRN03181217/-/-//
MSGID/ATO/TRN03181217/ATO001/JAN/-/-//
PERID/010000A/TO:312359A//
AIRTASK/AMVI-TRN-MIX03/-//

TASKUNIT/3SQ/AMENDOLA AIRBASE/-//
MSNDAT/20009/14041/FALCON 1/2EF2KGE/HAVCAP/-/X8023/-/-//
MSNLOC/010514A/010644A/-/ALT:290/-/4340492N1634511E//

TASKUNIT/742SQ/ASIAGO AIRPORT/-//
MSNDAT/20028/14080/CHECKER 1/1E8C/ELINT/-/-/-/-//
MSNLOC/010440A/010710A/-/ALT:250/-/4515867N1245651E//

TASKUNIT/14027SQ/PRATICA DI MARE AIRBASE/-//
MSNDAT/20006/2/CHALIS 1/1E3/AEW/ABCCC/-/-/-/-//
MSNLOC/010455A/010755A/-/ALT:270/-/4316244N1659664E//

TASKUNIT/14028SQ/FIUMICINO AIRPORT/-//
MSNDAT/20007/2/CAMEL 1/1KC10/AIR REFUEL/-/-/-/-//
MSNLOC/010455A/010755A/-/ALT:240/-/4318938N1702151E//

TASKUNIT/14029SQ/GROSSETO AIRBASE/-//
MSNDAT/20008/2/COWBOY 1/2EF2KGE/HAVCAP/-/X8023/-/-//
MSNLOC/010454A/010654A/-/ALT:210/-/4322171N1705438E//

TASKUNIT/14030SQ/RONCHI DEI LEGIONARI AIRPORT/-//
MSNDAT/20023/724/SKYHAWK 1/1E8C/ELINT/-/-/-/-//
MSNLOC/010435A/010735A/-/ALT:250/-/4527183N1720998E//

** WINTER HIDACZ OPERATIONS **

TASKUNIT/14050SQ/AVIANO AIRBASE/-//
MSNDAT/20010/14049/FURY 1/2F16CM52/TARCAP/-/X5012/-/-//
MSNLOC/010526A/010626A/-/ALT:290/-/4433299N1823885E//
AMPN/ REMARK IDENTIFIER(S): A H Q R//
TASKUNIT/14050SQ/AVIANO AIRBASE/-//
MSNDAT/20029/748/AVENGER 1/2F16CM52/SEAD/-/2A882/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q//
TASKUNIT/14058SQ/AVIANO AIRBASE/-//
MSNDAT/20030/14083/GYPSY 1/2F16CM52/SEAD/-/2A882/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q R//
TASKUNIT/14061SQ/AVIANO AIRBASE/-//
MSNDAT/20031/14085/VANDAL 1/2F16CM52/STRIKE/-/4G122/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q S W//
TASKUNIT/14050SQ/AVIANO AIRBASE/-//
MSNDAT/20032/14087/EAGLE 1/2F16CM52/STRIKE/-/4G122/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q T W//

** SUMMER HIDACZ OPERATIONS **

TASKUNIT/14061SQ/AVIANO AIRBASE/-//

MSNDAT/20017/14060/SNAKE 1/2F16CM52/TARCAP/-/X5012/-/-//
MSNLOC/010526A/010626A/-/ALT:300/-/4307083N1805203E//
AMPN/ REMARK IDENTIFIER(S): A H Q R//
TASKUNIT/14050SQ/AVIANO AIRBASE/-//
MSNDAT/20033/759/BLAZER 1/2F16CM52/SEAD/-/2A882/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q//
TASKUNIT/14058SQ/AVIANO AIRBASE/-//
MSNDAT/20034/14090/BOXER 1/2F16CM52/SEAD/-/2A882/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q R//
TASKUNIT/14061SQ/AVIANO AIRBASE/-//
MSNDAT/20035/14092/DOLPHIN 1/2F16CM52/STRIKE/-/4G122/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q U W//
TASKUNIT/14050SQ/AVIANO AIRBASE/-//
MSNDAT/20036/14094/GOBLIN 1/2F16CM52/STRIKE/-/4G122/-/-//
AMPN/ REMARK IDENTIFIER(S): A H Q V W//

NARR/ UNIT REMARKS:

14050 SQUADRON / 14058 SQUADRON / 14061 SQUADRON

UNIT REMARKS A

CONTACT AWACS CHALIS1 ONCE COMMS WITH ATC ARE CLOSED. SEE COMM PLAN

UNIT REMARKS H

ALR IS MEDIUM FOR THIS MISSION. SEE SPINS.

UNIT REMARKS Q

IN CASE OF NEEDED AAR, CAMEL1 IS ON PPT64-TNK

UNIT REMARKS R

PATROL TIME 1 HOUR, INFORM AWACS BEFORE LEAVE

UNIT REMARKS S

LASER CODE = L01

UNIT REMARKS T

LASER CODE = L02

UNIT REMARKS U

LASER CODE = L03

UNIT REMARKS V

LASER CODE = L04

UNIT REMARKS W

TOT ALTERNATE = WINDOW TOT + 6 MINUTES//

SPECIAL INSTRUCTIONS

SECTION I DAILY SPINS

SECTION I-A GENERAL

A.1. SECTION I DAILY SPINS IS USED FOR INPUTS WHICH DO NOT/ARE NOT INTENDED TO AFFECT THE STANDING GENERAL SPINS. THIS SECTION WILL INCLUDE ALL INFORMATION ONLY REQUIRED BY THE ATO AND ACO IT IS PUBLISHED WITH.

SECTION II DAILY SPINS

SECTION II-A GENERAL

A.1. SECTION II DAILY SPINS IS USED FOR CHANGES, ADDITIONS, AND/OR DELETIONS TO THE STANDING GENERAL SPINS.

SECTION III STANDING/WEEKLY SPINS

SECTION III-A GENERAL

A.1. TIME FORMAT. TIMES IN ACO IS Z OR B (ITALY TIME ZONE, GMT+1).

A.2. FOR MISSION PLANNING RELATED PURPOSES, ATO AND ACO ARE NOT DAILY. ATO AND ACO ARE GENERATED FOR EACH MISSION. DAY AND TIME INDICATED IN THE ATO ARE RELATED TO FALCON'S TAC FILE 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 AIRSPACE CONTROL ORDER (ACO) AND SPECIAL INSTRUCTION (SPINS).

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

SECTION III-B COMMUNICATIONS SPINS

B.1. GENERAL.

B.1.A. VHF RADIO SHOULD BE USED FOR INTRAFIGHT COMMUNICATIONS. UHF 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.

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

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

B.3.B. FLIGHT CHECK-IN. THE FOLLOWING INFORMATIONS 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.C. 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 IMPOTANCE 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 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.D. ALL THE COMMUNICATIONS WITH AWACS/GCI ARE ACCOMPLISHED IAW AFTTP 3-1.1.

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

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 ACO.

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

SECTION III-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 MB 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 MB, 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 FOLLOW 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 IS FL220.

C.1.4.1. RECEIVERS RESPONSIBILITIES. RECEIVERS 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 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. IN EMCON 1, THE RECIVER(S) SHOULD NOT CLOSE INSIDE 1 NM UNTIL RADIO CONTACT IS ESTABLISHED WITH THE TANKER.

C.1.4.2.2. DURING EMCON 2, RADIO CALLS WILL NOT BE MADE UNLESS THEY ARE NECESSARY TO ENSURE SAFE VERTICAL SEPARATION.

C.1.4.2.3. AT LEAST FIFTEEN MINUTES BEFORE THE RV COMMENCE THE RV PROCEDURE. THE RECEIVER AICRAFT MUST RECEIVE THE CLEARANCE FROM THE CONTROLLING AGENCY BEFORE CONTACTING THE TANKER. ONCE THE RADIO CONTACT IS ESTABLISHED, ALL THE RADIO CALLS ARE IAW ATP-56(B) PART 2 ANNEX 5B.

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 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, SEE THE PARAGRAPH 1.4.2.3.

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).

C.1.7. 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. QF AAR IS ACCOMPLISHED IAW ATP-56(B) PART 2 ANNEX 2F PAR 201F.

C.1.8. AAR AREAS. FOR COORDINATION PROCEDURES INSIDE AAR AREA SEE AIRSPACE CONTROL ORDER SPINS.

SECTION III-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 OF OPERATION RED CLOUD 2017.

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 (NO FUEL MORTS).

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.

SECTION III-E AIRSPACE CONTROL ORDER SPINS

E.1. REFERENCES. ACO IN OPERATION TRN2017-MIX03 IS IAW JP3-52 JOINT AIRSPACE CONTROL.

E.2. TYPE OF AIRSPACE CONTROL. CONTROL OF AIRSPACE WILL BE ACCOMPLISHED BY TWO PRIMARY MEANS: PROCEDURAL CONTROL AND POSITIVE CONTROL.

E.2.A. PROCEDURAL CONTROL IS THAT METHOD OF AIRSPACE CONTROL WHICH RELIES ON PREVIOUSLY AGREED TO AIRSPACE CONTROL MEASURES OR PROCEDURES WHICH ARE PROMULGATED IN THE ACO OR AIR TRAFFIC CONTROL (ATC) GUIDANCE (I.E. ROZ, TRACK, ORBIT).

E.2.B. POSITIVE CONTROL IS THAT METHOD OF AIRSPACE CONTROL THAT RELIES ON REAL-TIME SURVEILLANCE AND GUIDANCE OF AN AIRSPACE USER BY AN AUTHORIZED AIRSPACE CONTROL AGENCY (E.G. ATC, AWACS).

E.3. AIRSPACE USERS. ANY USER OF AIRSPACE, TO INCLUDE OPERATORS OF AIRCRAFT, UAS, ARTILERY, MISSILES OR OTHER FLYING OBJECTS. AIRSPACE USERS WILL ADHERE TO AIRSPACE GUIDANCE PROMULGATED IN THE ACO OR SPINS WHILE OPERATING WITHIN THE OPERATION COMBAT DAWN OPERATIONAL AREA.

E.4. IDENTIFICATION PROCEDURES. AIRCRAFT PENETRATING FRIENDLY AIRSPACE MUST BE CLASSIFIED (FRIENDLY, UNKNOWN, OR HOSTILE WITHIN 2 MINUTES OF INITIAL DETECTION.

E.5. TRANSITION ALTITUDE IN OPERATION COMBAT DAWN OPERATIONAL AREA IS 16000 FT AGL.

E.5.1. UNLESS OTHERWISE DIRECTED, AN ALTIMETER SETTING OF 1013 MB IS TO BE USED AT OR ABOVE TRANSITION ALTITUDE.

E.6. AAR AREAS.

E.6.1. AAR. CORRIDOR TC MUST BE USED TO ENTER AND LEAVE AAR AREA. AIRCRAFT ENTERING AAR WITHOUT USING TC (SEE E.7.1.) MUST BE CONSIDERED AS HOSTILE UNLESS PREVIOUSLY DECLARED OTHERWISE BY COMMAND AND CONTROL AGENCY.

SECTION III-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 IAW AFTTP 3-1.1 BREVITY CODES.

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 IN THE FOLLOWING CASES.

F.1.B. A BANDIT IS AN AIRCRAFT IDENTIFIED AS AN ENEMY IAW THEATER ID CRITERIA. THE TERM IMPLIES DIRECTION OR AUTHORITY TO ENGAGE IN THE FOLLOWING CASES ONLY.

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), AND POINT OF ORIGIN.

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.C.2. MINIMUM RISK ROUTE (MRR). MRR IS DEFINED IN THE THEATER ACO TO AID IN THE SAFE RETURN OF A FRIENDLY AIRCRAFT THAT IS UNABLE TO COMMUNICATE. IF AN AIRCRAFT IS ON A PUBLISHED MRR, IT WILL BE CALLED A RIDER AND WILL BE A BOGEY, REQUIRING ADDITIONAL ID STEPS PRIOR TO BEING ENGAGED (EID, VID, ETC.). MRR PARAMETERS MAY INCLUDE ANY OR ALL OF THE FOLLOWING: TRANSIT LEVEL (TL - ALTITUDE BANDS), TRANSIT CORRIDOR (TC - SPECIFIED ROUTES OF FLIGHT), AIRSPEED.

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.

SECTION III-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. 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 SELFDEFENCE 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.

(100D) USE OF PRECISION-GUIDED AIR TO SURFACE MUNITIONS IN (SPECIFY AREAS) 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.

AIRSPACE CONTROL ORDER

OPER/AMVI-TRN-MIX03//
MSGID/ACO/TRN03181217/JAN/-/-//
ACOID/-/ATOV14//
GEODATUM//
PERIOD/010000JAN/312359DEC//

COMMUNICATION PLAN

COMM PLAN

CHAN NUM	CALLSIGN	MAIN ID	MAIN FREQ	ALT ID	ALT FREQ
CHAN 1	AVIANO	SIOUX	307.650	CHEYENNE	138.050
CHAN 2	CHALIS 1	NAVAJO	363.750	APACHE	138.100
CHAN 3	CAMEL 1	ARAPAHO	275.800	CREEK	138.200
CHAN 4	OPEN	-	294.700	-	126.200
CHAN 5	OPEN	-	279.600	-	134.250
CHAN 6	OPEN	-	349.000	-	133.150
CHAN 7	OPEN	-	377.100	-	132.350
CHAN 8	OPEN	-	292.200	-	126.150
CHAN 9	OPEN	-	264.600	-	132.875
CHAN 10	OPEN	-	286.400	-	132.325
CHAN 11	OPEN	-	354.400	-	132.575
CHAN 12	OPEN	-	269.100	-	121.200
CHAN 13	OPEN	TEAM	307.300	-	119.500
CHAN 14	OPEN	BROADCAST	377.200	-	120.100
CHAN 15	OPEN	-	284.650	-	134.100
CHAN 16	OPEN	-	242.550	-	148.750
CHAN 17	OPEN	-	359.300	-	120.000
CHAN 18	OPEN	-	324.500	-	141.800
CHAN 19	OPEN	-	339.100	-	123.700
CHAN 20	OPEN	-	280.500	-	121.700

COMM PLAN - FLIGHTS

CALLSIGN	UHF	VHF
FURY 1	325.500	130.050
AVENGER 1	326.300	130.500
GYPSY 1	327.800	131.200
VANDAL 1	328.700	131.500
EAGLE 1	329.600	132.250
SNAKE 1	330.000	132.500
BLAZER 1	331.100	133.350
BOXER 1	332.200	133.600
DOLPHIN 1	333.600	134.300
GOBLIN 1	334.400	134.600
OPEN	335.400	135.100
OPEN	336.100	135.800
OPEN	337.300	136.500
OPEN	338.200	136.800
OPEN	339.500	137.100
OPEN	340.100	137.800
OPEN	341.300	138.500
OPEN	342.500	138.800
OPEN	343.100	139.700
OPEN	344.500	139.800

AUTHENTICATION

	FG	HI	JK	LM	NO
A	L	M	Z	C	V
B	U	W	T	K	J
C	R	B	O	P	G
D	I	F	H	Q	S
E	X	E	A	N	D

0 1 2 3 4 5 6 7 8 9
S I M U L A T O R Y

AIRBASE DEPARTURE SCHEDULING

AVIANO AIRBASE

UNIT	CALLSIGN	NUM AND TYPE	TAKEOFF TIME
14050SQ	BLAZER 1	2F16CM52	044958A
14058SQ	SHARK 1	1F16CM52	045200A
14050SQ	FURY 1	2F16CM52	045400A
14050SQ	LOBO 1	2F16CM52	045430A
14050SQ	AVENGER 1	2F16CM52	045430A
14050SQ	PANTHER 1	2F16CM52	045500A
14058SQ	GYPSY 1	2F16CM52	045500A
14050SQ	PYTHON 1	2F16CM52	045530A
14061SQ	VANDAL 1	2F16CM52	045530A
14050SQ	SERPENT 1	2F16CM52	045600A
14050SQ	EAGLE 1	2F16CM52	045600A
14061SQ	SNAKE 1	2F16CM52	045700A
14061SQ	STUD 1	2F16CM52	045700A
14058SQ	BOXER 1	2F16CM52	045800A
14061SQ	VIPER 1	2F16CM52	045800A
14061SQ	WEASEL 1	2F16CM52	045800A
14061SQ	COBRA 1	2F16CM52	045800A
14061SQ	DOLPHIN 1	2F16CM52	045830A
14050SQ	GOBLIN 1	2F16CM52	045900A

INTENTIONALLY BLANK

ANNEX 1: FLIGHT BRIEFING/MISSION DEBRIEFING GUIDES

FLIGHT BRIEFING GUIDE

Mission Data:

- Time Hack
- EP/Threat
- Mission Objective(s)
- Mission Overview
- Mission Data Card
 - Mission Commander
 - Joker/Bingo Fuel
 - Takeoff/Landing Data
 - Weather/Sunrise/Sunset/Moon Illumination
 - NOTAMs

Ground Procedures:

- Preflight
 - Aircraft
 - Armament
- Taxi

Take off:

- Runway Lineup
- Formation Takeoff/Takeoff Interval
- Abort
- Jettison Procedures
- Landing Immediately After Takeoff

Departure/En Route:

- Routing
- Trail Departure
- Join-Up/Formation
- Systems/Ops Checks

Airspace:

- Area
- Times
- Restrictions (chaff/flare/supersonic)
- Bailout (controlled/uncontrolled)
- MSA

Recovery:

- Rejoin
- Battle Damage/Bomb Check
- Type Recovery
- Flight Break-Up
- Pattern and Landing
- Emergency/Alternate Airfields

Special Subject (As Applicable):

- General Roles and Responsibilities (IP, Flight Lead, Wingman)

- Formation Specific Responsibilities and Priorities
- Flight Members Mission Priorities
- Tasks/Sensor Priorization
- Deconflict Contracts
- Chase Procedures
- Collision Avoidance
 - Radar/Visual Search Responsibilities
 - High Density Traffic Areas
 - Mid-Air Xollision Avoidance (From Other Military or Civilian Aircraft)
- Dissimilar Formations
- Terrain Avoidance (Use of CARA ALOW/GCAS, Minimum Terrain Clearance)
- Lost Wingman
- Radio Inoperative
- SAR/CSAR
- Training Rules/Special Operating Rules/Rules of Engagement
- Tactical Portion of Mission

- Additional Briefing Items, NVG:
 - Weather/Illumination
 - F-16 NVG Procedures/Crew Coordination

- Additional Briefing Items, Air to Air Refueling:
 - Tanker Callsign(s)
 - Refueling Tracks
 - (Altitude/Airspeed/Airspace/Restrictions)
 - Radio Frequencies
 - Rendezvous
 - Type Rendezvous
 - Holding Procedures/Formation
 - Ground Radar Assistance
 - Tanker Identification (TACAN/Radar/Visual)
 - Radar Procedures/Techniques
 - Wingman/Deputy Lead Responsibilities
 - Receiver Formation/Join-Up Procedures
 - Rendezvous Overrun
- Refueling
 - Checklist Procedures
 - Radio Calls
 - Refueling Orders
 - Techniques (EMCON Level/Visual Signals)
 - Bingo Fuel (Abort Points/Abort Bases)
- Reform and Exit
 - Formation
 - Clearance
- Emergency Procedures
 - Breakaway
 - Systems Malfunctions
- IMC/Night Considerations
 - Lost Wingman

Aircraft Lighting

Additional Briefing Items, Low-Level Navigation:

- Route/Clearance/Restrictions
- Flight Responsibilities (Navigation/Visual Search)
- Entry/Spacing/Holding/Initial Altitude/MSA
- TFR
- Route Procedures
 - Fence Checks
 - Tactical Formation/Turn Low-Level Navigation
 - Use of Navigation Aids/Equipment (i.e. INS)
 - Radar Procedures
 - Visual Procedures
 - Time/Fuel Control
 - Terrain Following/Wingman Considerations
 - Leg Altitudes/Set Clearance Plane/Obstacles

(MSL/AGL)

- Turnpoint Acquisition
- Obstacles/Ground Avoidance
- Use of Altitude Warning Features (ALOW)

- Threat Reactions
 - RWR/ECM/Chaff/Flares
 - Engagement Criteria
 - Flight Path Deconfliction
 - Termination

Emergencies

- Aircraft Malfunctions (Route Abort Procedures/ATC

Frequencies)

- Alternate Mission (Type Mission/Mission Objectives)

Special Subjects

- Airspace Restrictions
- Ops Checks
- Fuel Awareness/AB Use/Consumption Rates
- Flight Path Deconfliction
- Maneuvering Limitations

Night Considerations

- Human Factors Considerations (i.e., Channelized

Attention, Task Saturation)

Additional Briefing Items, Air to Surface Range Operations:

- Range Information
- Target/Range Description
- Restrictions
- Range Entry/Holding
- Radio Procedures
- Formation
- Sequence of Events
- Pattern Procedures
- Employment Procedures/Techniques
- Avionics/Switch Positions (Weapons/Delivery

Mode/Radar/Special Weapons)

- Laydown/Loft Events

- Pop-Up Delivery
- Roll-In
- Final
- Special Procedures:
 - Live Ordnance Considerations
 - Safe Escape/Safe Separation
 - Fuse Arming/Frag Avoidance
 - RBS Operations
 - Laser Operations
- Night Procedures
- Range Departure Procedures
 - Armament Safety Checks
 - Rejoin
 - Battle Damage/Bomb Check
 - Jettison Procedures/Parameters
 - Hung/Unexpanded Ordnance
 - Inadvertent Release
 - Gun Unsafe/Jam
- Alternate Mission (Type Mission/Mission Objectives)
- Special Subjects
 - Error Analysis
 - Fouls
 - Minimum Altitudes
 - Fuel Awareness/Ops Checks/AB Use
 - Maneuvering Limitations
 - Human Factors Considerations (i.e., Channelized Attention, Task Saturation)

MISSION DEBRIEFING GUIDE

Ground Procedures

Takeoff/Join-Up/Departure

En Route Procedures

Recovery/Landing/After Landing

General

 Radio Procedures

 Flight Members Responsibilities (Formation/Deconfliction
Contracts)

 Sensor Management/Priorization

Training Rules/Special Operating Instructions

Mission Accomplishment/Analysis

 Mission Reconstruction

 Mission Support

 VTR/Film Assessment

 Tactical Employment Priorities

 Learning Objectives Achieved

 Lesson Learned

 Recommendations For Improvement

Comments/Questions