

# OPERATION HORMUZ

## AIR FORCE 05 UNDER GREY VEIL

*BRIEFING MATERIAL (CLASSIFIED)*



MISSION: CM-1759 / 1762  
AL DHAFRA AFB & AL MINHAD AFB  
380TH AIR WING GROUP  
2011.07.06



## **SITUATION UPDATE**

On the morning of Day 16, "Hawks" flight from the Navy's CVN-71 Strike Group executed a successful interdiction mission against an enemy logistics convoy on the eastern front. The strike effectively disrupted Iranian supply lines to forward elements operating in the Dehbarez and Faryab regions, significantly degrading the enemy's ability to sustain offensive operations in that sector. Concurrently, a tropical cyclone has formed in the northwestern Indian Ocean and is rapidly advancing toward the Gulf of Oman.

Meteorological forecasts indicate that this weather system will begin to impact the Navy's operations from the evening of July 7th through July 9th. In addition, a combination of low atmospheric pressure from the Strait of Hormuz and a descending cold front from the Caspian Sea is expected to produce a dense fogbank along Iran's southern coastal region by the afternoon of Day 16. With additional thick clouds at some 4000 feet level, the Central Command has identified this weather anomaly as a strategic opportunity to launch a surprise assault on LAR City under the cover of fog and clouds. LAR City is a critical logistical and transportation hub, serving as a junction between Bandar Abbas and Shiraz. Capturing the city would disrupt Iranian troop movements and sever a key supply artery to their southern defenses. The 4th Marine Division has successfully advanced past the 4077 Height and is currently maneuvering westward in preparation for the urban assault. Follow-on logistics elements are progressing north along Highway 94 to ensure continuous sustainment of ground forces. To support this operation, the 380th Air Expeditionary Wing has tasked a CAS package comprising two F-16C flights, two F-15E flights, and two A-10C flights. All aircraft are armed with incendiary munitions and rocket pods designed for high-effectiveness against enemy mechanized and armored units. Simultaneously, the Navy has committed four F/A-18C flights from CVN-71 to neutralize residual enemy air defense installations within and around LAR. Iranian military forces are currently reinforcing defensive positions in the urban outskirts and are believed to be repositioning elements of their 22nd & 24th Armored Brigade into the city. Although the upcoming battle will be fought under the concealment of thick fog, those aviators from the Air Force and Navy are well-trained in low-visibility operations and are expected to deliver decisive support. The primary objective remains clear: provide direct CAS to allied ground forces and enable the rapid seizure of LAR City by midnight on Day 16.



## **MISSION BRIEFING**

**Package #1759:** Viper 1 & 2 and Dodge 1 & 2 will takeoff from Al Dhafra Air Base at 1610 local time, while Hawg 1 & 2 will takeoff simultaneously from Al Minhad Air Base. After takeoff, all flights will proceed to Waypoint 2 (WP2) and conduct a rolling rendezvous en route to Waypoint 3 (WP3). Time is critical—flights must arrive at WP5 precisely at 1710LT to synchronize with the ground assault. At WP3, Viper and Dodge flights will cruise at FL260, while Hawgs will maintain FL160. After passing WP3, check in with Darkstar and proceed to WP4 at the speed specified in the briefing card. Switch to the tanker frequency for aerial refueling prior to reaching WP4. Viper and Dodge flights will refuel with Texaco 3 and 4 (operating at similar altitudes), while Hawgs will contact Texaco 7 at a lower level. Due to the mission's urgency, refueling priority is granted, but early arrival remains advantageous. All refueling operations must be completed by 1700LT.

Once finished, return to Darkstar frequency and continue toward WP5. At 25NM from WP5, flights will Fence In; at 15NM, begin descent to reach WP5 at 500 feet AGL, ensuring arrival by 1710LT. From WP5, turn west toward WP6, following Highway 94. Maintain visual reference on the road for navigation in fog. Execute a low-level ingress at 300 knots indicated airspeed (IAS), staying between 300–500 feet AGL. Vipers will lead, followed by Dodges, then Hawgs—maintain formation, noting that the A-10Cs have lower acceleration capabilities, so keep 300 knots as agreed. Low-level flight is essential to avoid radar detection and preserve the element of surprise. Maintain vigilance for friendly rotary-wing assets from the USMC and Navy which might also pushing westbound, keep safe separation, particularly in low visibility.

At 5NM from WP6, enter a counter-clockwise holding stack: Hawgs at 4,000 and 4,500 feet MSL, Vipers at 5,000 and 5,500, and Dodges at 6,000 and 6,500. Intelligence indicates the city is defended by three fortified lines. we could contact JTAC whose radio channels are listed in our communication cards, with JTAC's precise 9-line info to locate the enemy targets to dissolve each of these defensive lines. Alternatively, we also have a preset signal messages with the ground forces: 1) red smoke - request candle bombs on the spot; 2) orange smoke - request guns or rockets attack on the spot; 3) green flare - the area/district is under friendly control now. Watch for these signals, so you can perform fast CAS support without contacting JTAC.

## PART A. MISSION BRIEFING

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When we locate the enemy's position, two aircraft will fly out from the stack below the cloud base, our IP is always from the east, then the attacking aircraft will run in for attack, whilst the other aircraft will fly the outer ring to provide BDA and cover the attacking aircraft from MANPAD in the city, study our attack plan chart. The attacker should perform low level delivery to keep the accuracy in such a foggy and cloud condition, recommend a high-speed low-level straight pass with either CCIP or CCRP mode. After dropping bombs or firing rockets, egress south and climb above the clouds, then return to the stack from the west. Upon Bingo or Winchester, each flight is at their own decision to egress. Climb to MSL 26000 feet and egress via WP7, tankers are also available on the return leg. Our ground force's goal is to take control of the whole LAR city before midnight, but for us, we don't want to fight in a foggy night, so let's hope we could dissolve the city's three defense line before sunset. Good luck!

**Package #1762:** Ford 1 and Ford 2 are assigned CAP missions over zone YL and BR. Their primary role is to secure air superiority and prevent Iranian or Russian fighter interference with the major offensive operation towards LAR city. Flights depart at 1610L and 1611L respectively. After takeoff, regroup at WP2 at FL250 and push time is 1320L. At WP3, flights will check in and ingress to WP4 and perform arial refueling untill all tanks are full. Refueling should be done before 1645LT, then both flights will proceed to their assigned CAP stations between WP5 and WP6 by 1500L at FL350, with a 90-minute VUL time. Key threat aircraft include MiG-29 and F-4 from Iranian Air Force, Su-27 and Su-30 from Russian mercenary. Engage as required to maintain airspace control. At 1830L, Ford 1 and 2 shall be relieved to egress via WP7. Return route will proceed through WP8–10, with landings scheduled around 1900L. Tanker (Texaco 5) will be available near WP8.

### [Designer's Note]

1. AI Flight will be activated at 10 minutes after mission start if no Players sit in a flight.
2. Recommend to pause game until all Players are in seats and ready.

## PART B. TACTICAL INFORMATION

MISSION: CM-1759 / 1762



## BASIC INFORMATION

START TIME 6-JUL-2011 1600LT (1200UTC)

TAKEOFF TIME 1610LT LAND TIME 1900LT

HOME FREQ AL DHAFRA 251.1AM TCN 96X AL MINHAD 250.1AM

WX CLR SR 0528LT SS 1913LT TEMP 20 C CLD 5K WIND 125 7KTS POOR VSBY

## MISSION OBJECTIVES

#1759 PRI Provide effective CAS support for ground force battle in LAR

#1762 PRI Perform CAP task over zone YL & BR

## THREAT ANALYSIS

Air to air Mig-29A, F-4 (Iran CAP Flights); Su-27, Mig-29S (Russian Mercenary)

Surface to air MANPADS and AAA in LAR

## PACKAGE ELEMENTS

PKG#	FLIGHT	A/C	NO.	AIRBASE	TASK	TARGET
1759	Viper 1	F-16C	4	Al Dhafra	CAS	LAR defense force
1759	Viper 2	F-16C	4	Al Dhafra	CAS	LAR defense force
1759	Dodge 1	F-15E	2	Al Dhafra	CAS	LAR defense force
1759	Dodge 2	F-15E	2	Al Dhafra	CAS	LAR defense force
1759	Hawg 1	A-10C	2	Al Minhad	CAS	LAR defense force
1759	Hawg 2	A-10C	2	Al Minhad	CAS	LAR defense force
1762	Ford 1	F-15C	2	Al Minhad	CAP	Enemy Airborne Threat
1762	Ford 2	F-15C	2	Al Minhad	CAP	Enemy Airborne Threat

## SUPPORT FLIGHT

FLIGHT	A/C	NO.	AIRBASE	TASK	COMM	TCN
Darkstar	E-3A	1	Liwa AFB	AWACS	UHF CH5	
Magic	E-2D	1	Liwa AFB	AWACS	UHF CH6	
Wizard	E-3A	1	Liwa AFB	AWACS	UHF CH7	
Texaco 3	KC-135	1	Liwa AFB	Refuel	UHF CH8	57X
Texaco 4	KC-135	1	Liwa AFB	Refuel	UHF CH9	58X
Texaco 5	KC-135	1	Liwa AFB	Refuel	UHF CH10	59X
Texaco 6	KC-135	1	Liwa AFB	Refuel	UHF CH11	60X
Texaco 7	KC-135	1	Liwa AFB	Refuel	UHF CH12	61X

## ALTERNATE AIRFIELD

AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Sharjah Intl	250.20 AM / 118.60 AM	N25°20'20" E55°30'14"	RWY 12/30
Bandar Lengeh	251.05 AM / 121.70 AM	N26°31'58" E54°49'40"	RWY 08/26

## PART B. TACTICAL INFORMATION

MISSION: CM-1759 / 1762



### LOADOUT



	9	8	7	6	5R	5	5L	4	3	2	1
Viper 1-1	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 1-2	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 1-3	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 1-4	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 2-1	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 2-2	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 2-3	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X
Viper 2-4	9X	AC	Rkts	3*C97	T	CT	H	3*C97	Rkts	AC	9X

### FLIGHT PLAN (VIPER 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1610L			Takeoff	Bingo 2500 lbs
1	DEP	1613L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1618L	0.60M	MSL 25K	Regroup	Push Time 1720L
3	PRE	1630L	0.85M	MSL 26K	Ingress	Check In
4	AAR	1635L	0.85M	MSL 26K	Refuel	Texaco 3 / Texaco 4
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1840L	0.75M	MSL 26K	Egress	Fence Out
8	RET	1852L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1902L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1907L			Landing	Runway 31L

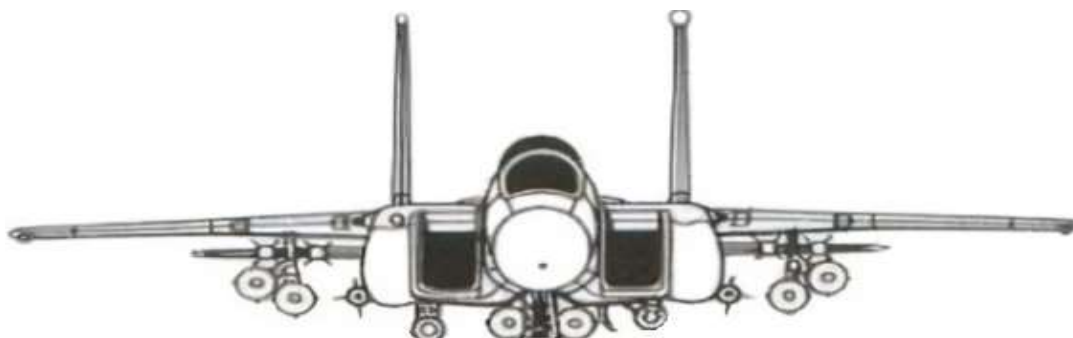
### FLIGHT PLAN (VIPER 2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1612L			Takeoff	Bingo 2500 lbs
1	DEP	1615L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1620L	0.60M	MSL 25K	Regroup	Push Time 1720L
3	PRE	1630L	0.85M	MSL 26K	Ingress	Check In
4	AAR	1635L	0.85M	MSL 26K	Refuel	Texaco 3 / Texaco 4
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1840L	0.75M	MSL 26K	Egress	Fence Out
8	RET	1852L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1902L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1907L			Landing	Runway 31L



**PART B. TACTICAL INFORMATION**

MISSION: CM-1759 / 1762

**LOADOUT**

	8B	8	8A	RC	7C	6C	NVP	5	TGP	4C	3C	LC	2B	2	2A
Dodge 1-1	9P		AC		6*C97		N	CT	T	6*C97			AC		9P
Dodge 1-2	9P		AC		6*C97		N	CT	T	6*C97			AC		9P
Dodge 2-1	9P		AC		6*C97		N	CT	T	6*C97			AC		9P
Dodge 2-2	9P		AC		6*C97		N	CT	T	6*C97			AC		9P

**FLIGHT PLAN (DODGE 1)**

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1614L			Takeoff	Bingo 3500 lbs
1	DEP	1617L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1622L	0.60M	MSL 25K	Regroup	Push Time 1624L
3	PRE	1634L	0.85M	MSL 26K	Ingress	Check In
4	AAR	1639L	0.85M	MSL 26K	Refuel	Texaco 4 / Texaco 3
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1840L	0.75M	MSL 26K	Egress	Fence Out
8	RET	1852L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1902L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1907L			Landing	Runway 31L

**FLIGHT PLAN (DODGE 2)**

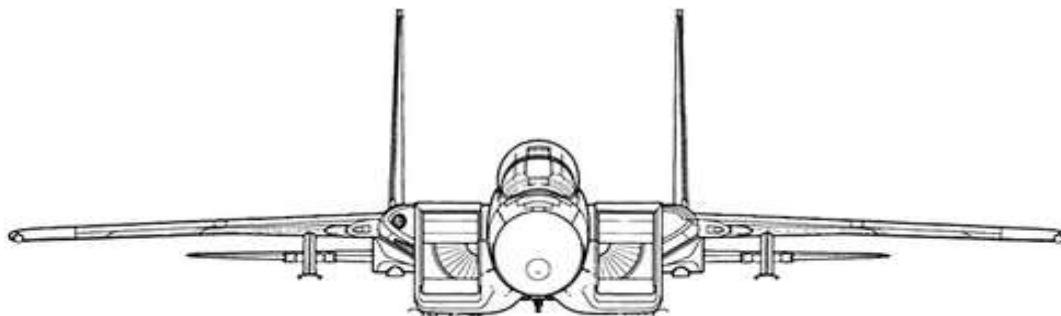
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1615L			Takeoff	Bingo 3500 lbs
1	DEP	1618L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1623L	0.60M	MSL 25K	Regroup	Push Time 1624L
3	PRE	1634L	0.85M	MSL 26K	Ingress	Check In
4	AAR	1639L	0.85M	MSL 26K	Refuel	Texaco 4 / Texaco 3
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1840L	0.75M	MSL 26K	Egress	Fence Out
8	RET	1852L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1902L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1907L			Landing	Runway 31L

## PART B. TACTICAL INFORMATION

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## LOADOUT



	11	10	9	8	7	6	5	4	3	2	1
Ford 1-1	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 1-2	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 2-1	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 2-2	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC

## FLIGHT PLAN (FORD 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1610L			Takeoff	Bingo 3500 lbs
1	DEP	1612L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1616L	0.60M	MSL 25K	Regroup	Push Time 1620L
3	PRE	1625L	0.85M	MSL 30K	Ingress	Check In
4	AAR	1631L	0.85M	MSL 30K	Refuel	Texaco 6
5	CAP	1700L	0.85M	MSL 35K	CAP	On Station 1700L
6	CAP	1830L	0.85M	MSL 35K	CAP	Off Station 1830L
7	EGR	1840L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1855L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1900L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1903L			Landing	Runway 27

## FLIGHT PLAN (FORD 2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1611L			Takeoff	Bingo 3500 lbs
1	DEP	1613L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1617L	0.60M	MSL 25K	Regroup	Push Time 1620L
3	PRE	1625L	0.85M	MSL 30K	Ingress	Check In
4	AAR	1631L	0.85M	MSL 30K	Refuel	Texaco 6
5	CAP	1700L	0.85M	MSL 35K	CAP	On Station 1700L
6	CAP	1830L	0.85M	MSL 35K	CAP	Off Station 1830L
7	EGR	1840L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1855L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1900L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1903L			Landing	Runway 27

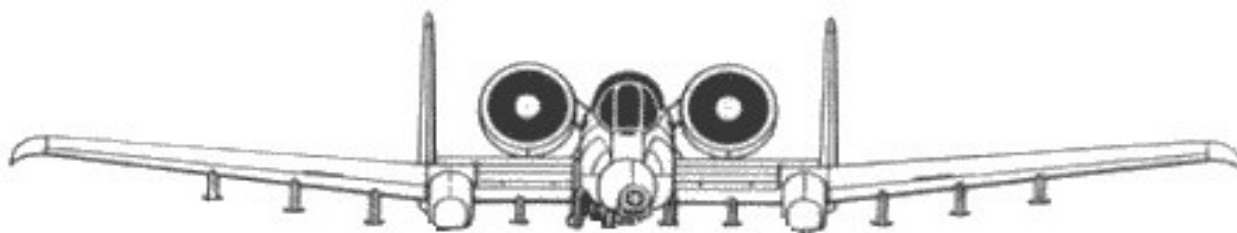


## PART B. TACTICAL INFORMATION

MISSION: CM-1759 / 1762



## LOADOUT



	11	10	9	8	7	6	5	4	3	2	1
Hawg 1-1	2*9M	T	3*Rkts	C97	C97		C97	C97	3*Rkts	C97	ECM
Hawg 1-2	2*9M	T	3*Rkts	C97	C97		C97	C97	3*Rkts	C97	ECM
Hawg 2-1	2*9M	T	3*Rkts	C97	C97		C97	C97	3*Rkts	C97	ECM
Hawg 2-2	2*9M	T	3*Rkts	C97	C97		C97	C97	3*Rkts	C97	ECM

## FLIGHT PLAN (HAWG 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1612L			Takeoff	Bingo 3000 lbs
1	DEP	1615L	0.40M	MSL 5K	Outbound	Contact Departure
2	RV	1620L	0.40M	MSL 15K	Regroup	Push Time 1622L
3	PRE	1628L	0.50M	MSL 15K	Ingress	Check In
4	AAR	1640L	0.50M	MSL 15K	Refuel	Texaco 7
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1845L	0.50M	MSL 26K	Egress	Fence Out
8	RET	1900L	0.50M	MSL 15K	Inbound	Contact Arrival
9	ARR	1910L	0.30M	MSL 3K	Arrival	Turn Final
10	RWY	1913L			Landing	Runway 31L

## FLIGHT PLAN (HAWG 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1612L			Takeoff	Bingo 3000 lbs
1	DEP	1615L	0.40M	MSL 5K	Outbound	Contact Departure
2	RV	1620L	0.40M	MSL 15K	Regroup	Push Time 1622L
3	PRE	1628L	0.50M	MSL 15K	Ingress	Check In
4	AAR	1640L	0.50M	MSL 15K	Refuel	Texaco 7
5	LLF	1710L	0.45M	AGL 500	Descend	Low-level fly
6	LAR	1715L	0.45M	AGL 500	Attack	Contact JTAC
7	EGR	1845L	0.50M	MSL 26K	Egress	Fence Out
8	RET	1900L	0.50M	MSL 15K	Inbound	Contact Arrival
9	ARR	1910L	0.30M	MSL 3K	Arrival	Turn Final
10	RWY	1913L			Landing	Runway 31L

**PART B. TACTICAL INFORMATION**

MISSION: CM-1759 / 1762

**COMMS LADDER**

UHF CODE					AGCY	FREQ	MOD	VHF CODE					AGCY	FREQ	MOD
1	Green 1	Al Dhafra	251.10	AM				1	Green 1	Al Dhafra	126.50	AM			
2	Green 2	Al Minhad	250.10	AM				2	Green 2	Al Minhad	118.55	AM			
3	Green 3	Liwa	250.95	AM				3	Green 3	Liwa	119.30	AM			
4	Green 4	Khasab	250.00	AM				4	Green 4	Khasab	124.35	AM			
5	Red 1	Darkstar	256.00	AM				5	Yellow 1	Viper 1	131.10	AM			
6	Red 2	Magic	264.00	AM				6	Yellow 2	Viper 2	131.20	AM			
7	Red 3	Wizard	265.00	AM				7	Yellow 3	Viper 3	131.30	AM			
8	Violet 1	Texaco 3	257.30	AM				8	Yellow 4	Viper 4	131.40	AM			
9	Violet 2	Texaco 4	257.40	AM				9	Orange 1	Dodge 1	132.10	AM			
10	Violet 3	Texaco 5	257.50	AM				10	Orange 2	Dodge 2	132.20	AM			
11	Violet 4	Texaco 6	257.60	AM				11	Orange 3	Dodge 3	132.30	AM			
12	Violet 5	Texaco 7	257.70	AM				12	Orange 4	Dodge 4	132.40	AM			
13	Silver 1	Axeman	244.10	AM				13	Blue 1	Hawg 1	141.10	AM			
14	Silver 2	Darknight	244.20	AM				14	Blue 2	Hawg 2	141.20	AM			
15	Silver 3	Warrior	244.30	AM				15	Blue 3	Hawg 3	141.30	AM			
16	Silver 4	Pointer	244.40	AM				16	Blue 4	Hawg 4	141.40	AM			
17	Silver 5	Eyeball	244.50	AM				17	Indigo 1	Ford 1	142.10	AM			
18	Silver 6	Moonbeam	244.60	AM				18	Indigo 2	Ford 2	142.20	AM			
19	Silver 7	Whiplash	244.70	AM				19	Indigo 3	Ford 3	142.30	AM			
20	Silver 8	Finger	244.80	AM				20	Indigo 4	Ford 4	142.40	AM			

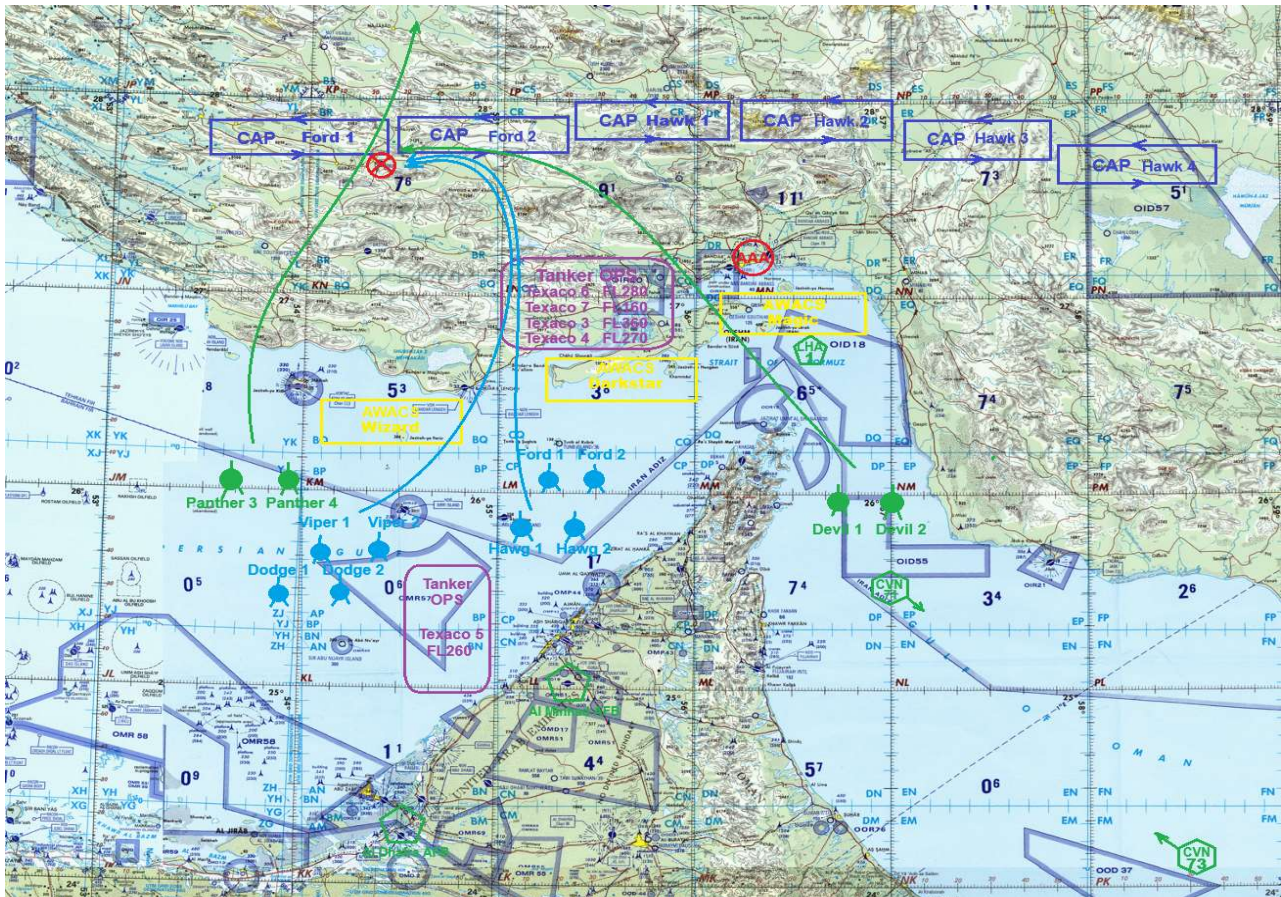
**OTHER TACTICAL INFO**

CALLSIGN	TAIL#	ROLE	A/A TCN	DATALINK	LSR CODE
Viper 1-1	91	Lead	11X	VR11	1651
Viper 1-2	92	Wing	12X	VR12	1652
Viper 1-3	93	Lead	13X	VR13	1653
Viper 1-4	94	Wing	14X	VR14	1654
Viper 2-1	95	Lead	15X	VR21	1655
Viper 2-2	96	Wing	16X	VR22	1656
Viper 2-3	97	Lead	17X	VR23	1657
Viper 2-4	98	Wing	18X	VR24	1658
Dodge 1-1	81	Lead	21X	DE11	1661
Dodge 1-2	82	Wing	22X	DE12	1662
Dodge 2-1	83	Lead	23X	DE21	1663
Dodge 2-2	84	Wing	24X	DE22	1664
Hawg 1-1	171	Lead	31X	HG11	1671
Hawg 1-2	172	Wing	32X	HG12	1672
Hawg 2-1	173	Lead	33X	HG21	1673
Hawg 2-2	174	Wing	34X	HG22	1674
Ford 1-1	201	Lead		FD11	
Ford 1-2	202	Wing		FD12	
Ford 2-1	203	Lead		FD21	
Ford 2-2	204	Wing		FD22	

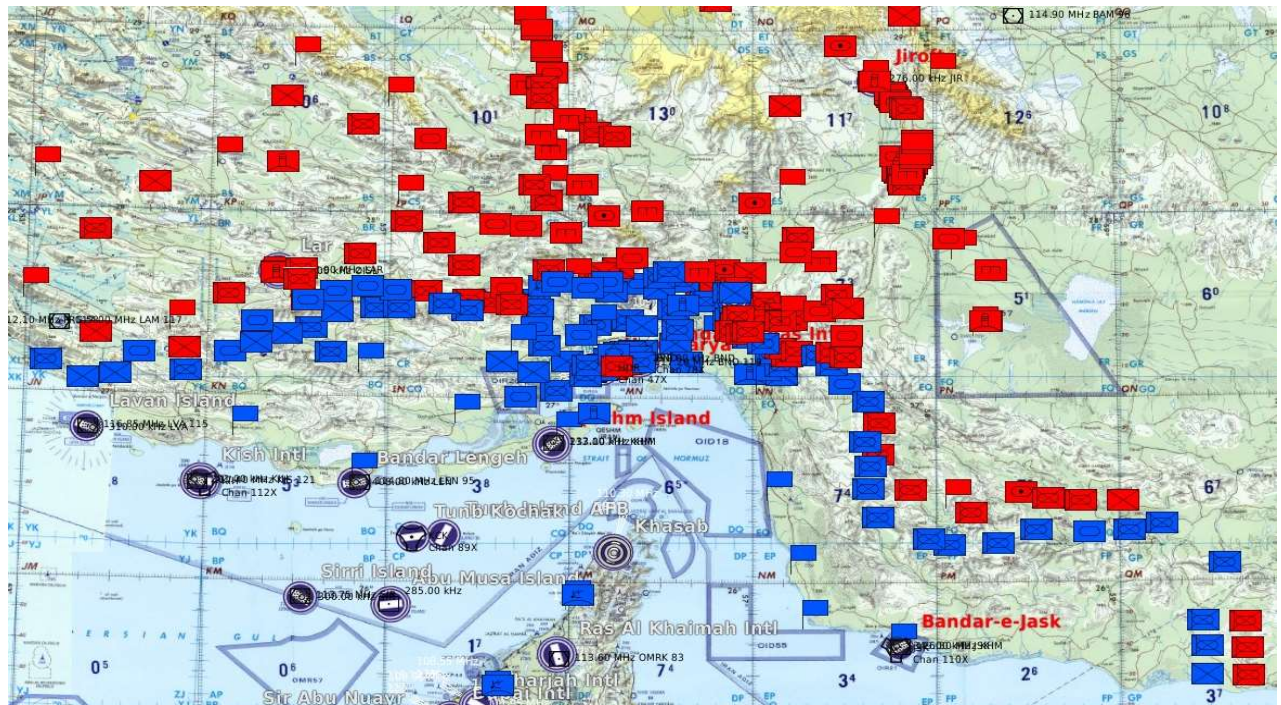




## AIR OPERATION CHART



## GROUND OPERATION CHART





# **PART C. CHARTS AND MAPS** MISSION: CM-1759 / 1762



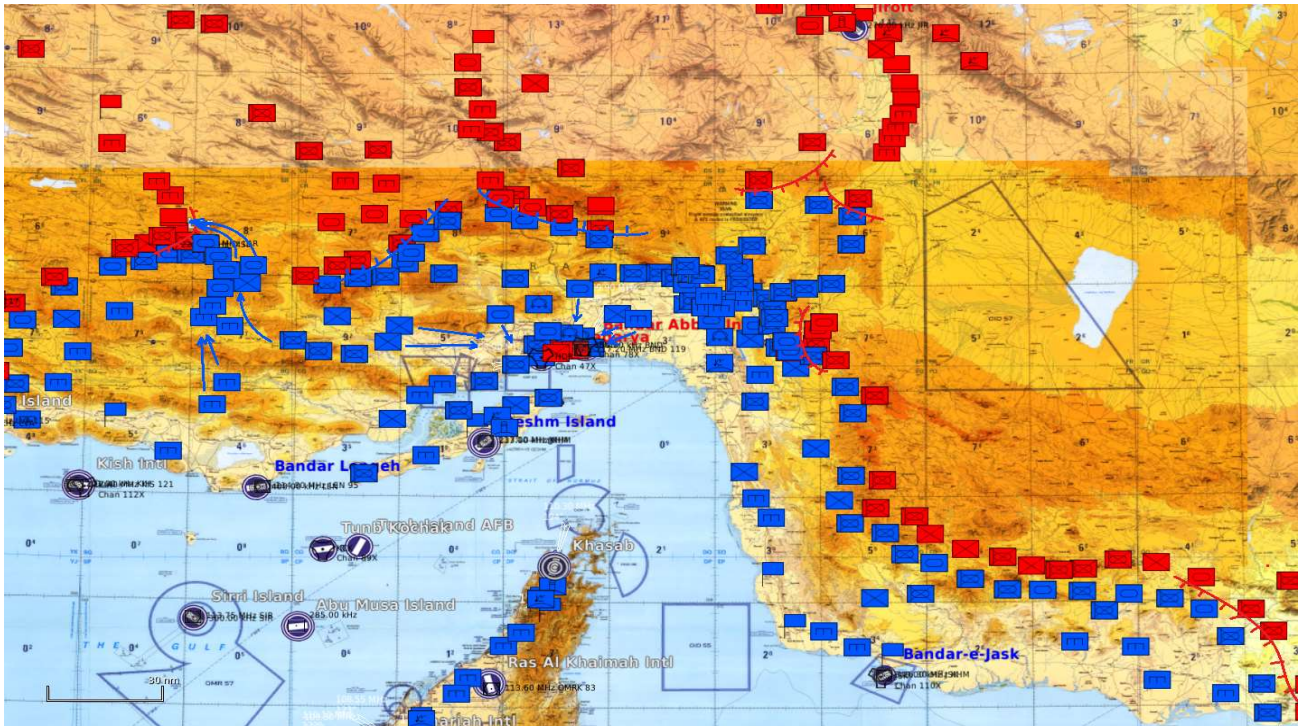
## **FLIGHT PLAN**



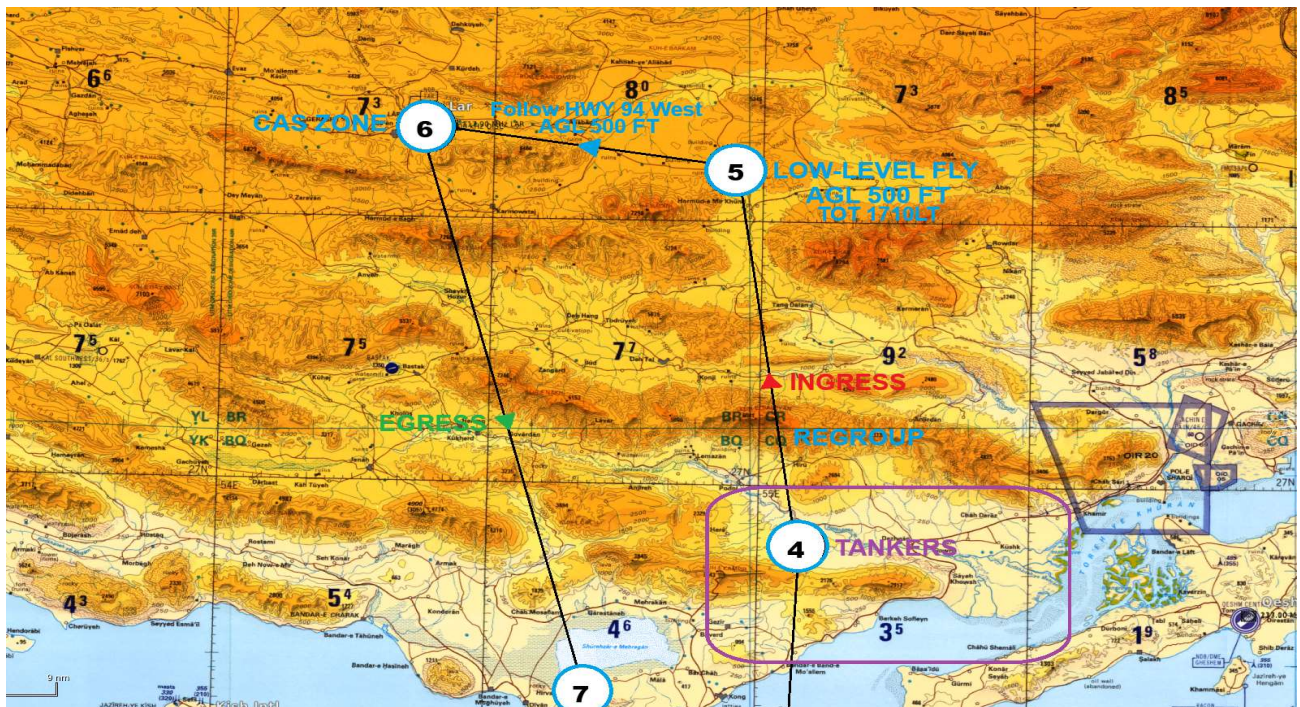




## GROUND MOVEMENT UPDATE



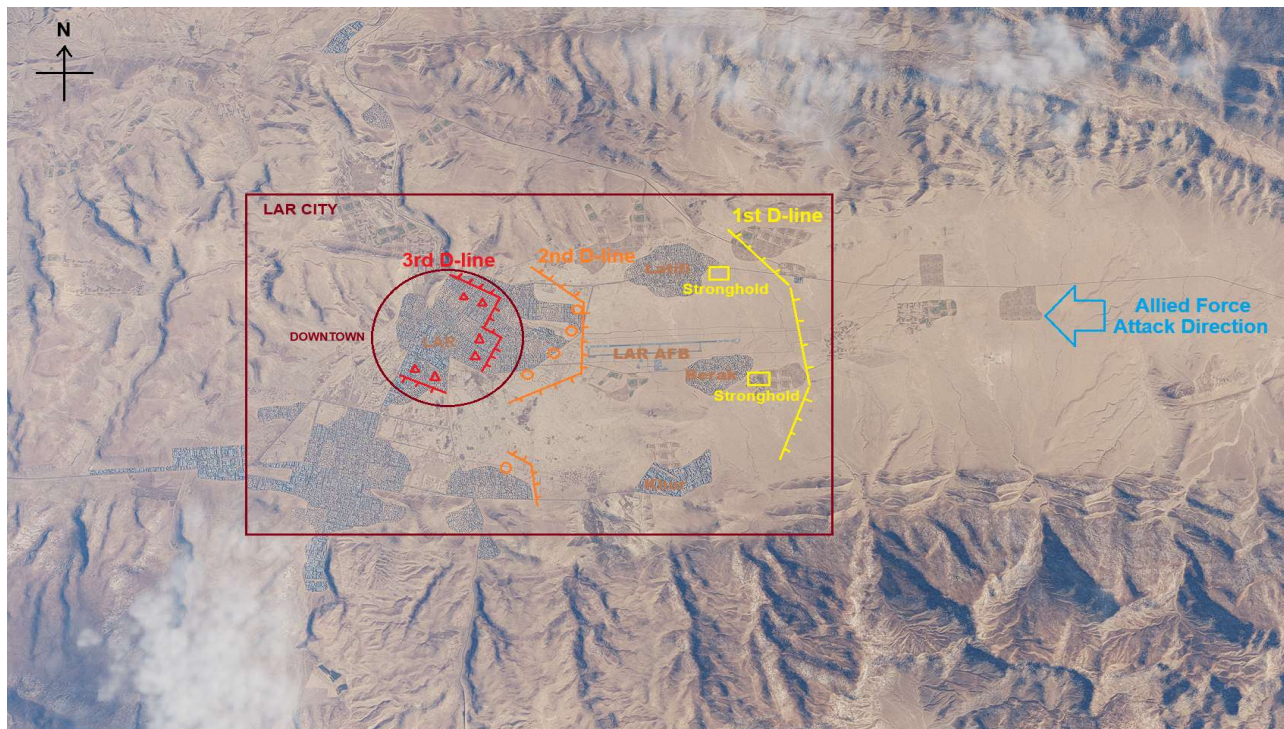
## INGRESS SCHEDULE



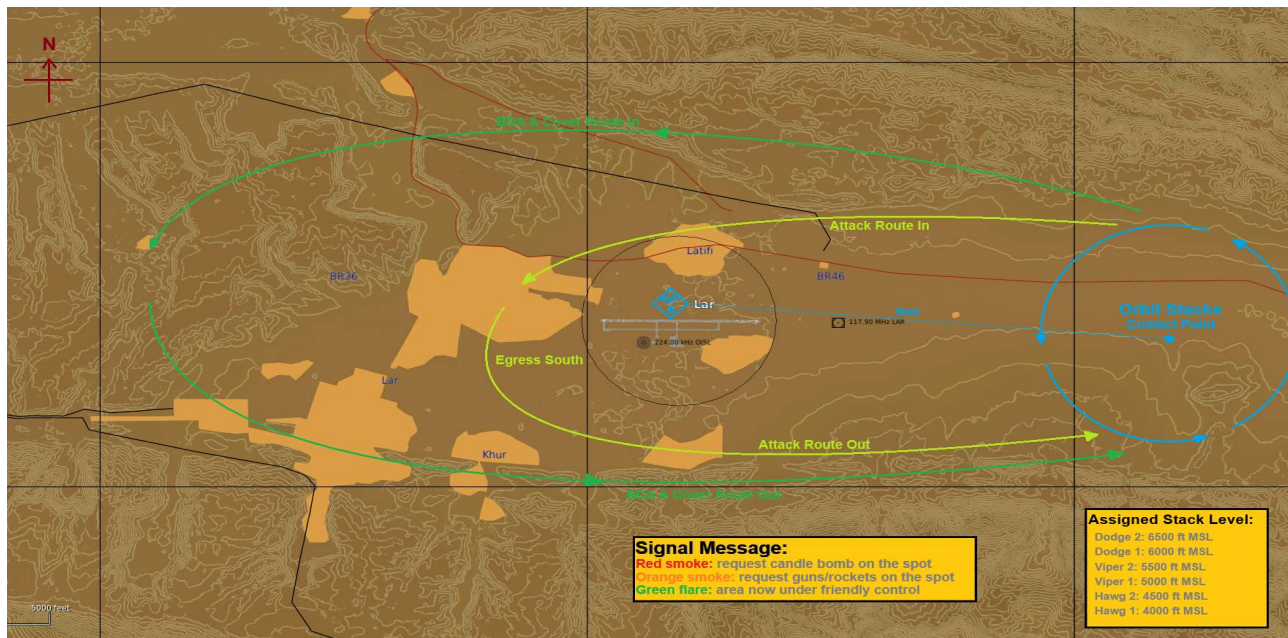




## LAR CITY & IRANIAN DEFENSIVE CHART



## CAS ATTACK PLAN



### SIGNAL CODE:

RED SMOKE - REQUEST CANDLE BOMBS  
 ORANGE SMOKE - REQUEST GUNS/ROCKETS  
 GREEN FLARE - AREA UNDER FRIENDLY CONTROL