

OPERATION HORMUZ

AIR FORCE 03 UNE ENTRÉE

BRIEFING MATERIAL (CLASSIFIED)



MISSION: CM-1336/1337/1338
AL DHAFRA AFB & AL MINHAD AFB
380TH AIR WING GROUP
2011.06.30



SITUATION UPDATE

In the dynamic theater of operations on the eastern frontline, the US Navy aviators executed a productive Close Air Support operation. This critical operation facilitated the ground troops' advance from Minab to Naband River, positioning them on the outskirts of Bandar Abbas City, marking a significant stride in controlling vital logistics and mobility channels in the region. Conversely, the western frontline encountered formidable resistance. The ground forces' attempt to penetrate the Jamal Ahmad Old Industrial Zone was met with strong defense from Iranian Army units. Therefore, the Central Command has planned additional CAS flights to support our allied ground force on the west side. Hawg 1 and Hawg 2, two dual-ship A-10C flight loaded with destructive CBU-105 cluster bombs and multiple precise GBU-12 laser-guided bombs are on the ramp of Al Minhad AB, accompanied by two F-15C flights for the target area CAP task, will takeoff shortly to carry out the mission. Concurrently, the Russian mercenary group has deployed more fighter jets at LAR Air Base and actively transporting SAMs and other supplies to the base. The strengthened defense at LAR Airbase had fended off an OCA strike mission in the morning of Day 10. With this updated scenario in the theatre, the Air Force and Navy collaborately arranged a second OCA strike mission to neutralize LAR Airbase in the night of the same day, with the Air Force making a feint attack from the south coastline, luring the Iranian Air Force away from the base, then a real strike to be carried out by the Navy's Hawk flights from the east side. The Air Force also scheduled an entrée package consists of Viper 1 and Viper 2, two four-ship flights, to conduct an fighter sweep mission at sunset, although it's almost impossible to actually gain the air supremacy in the region due to the Russian's involvement. It would be enough to get the enemy's high attention from LAR's south side, making tonight's faint attack as real as possible and open a window for the Navy's OCA strike package from the east side. In the meantime, two F-15E flights from 335th Fighter SQ will take CAP tasks over Persian Gulf; and two F-16C flights from 13th Fighter SQ will carry out a precision strike task to destroy the the enemy's mobile radar stations and outposts in the North Corridor, clearing any possible detections when the Navy's strike package are performing low-level entry through the valley.



MISSION BRIEFING

Package #1336: Viper 1 and Viper 2 are tasked with executing a real OCA strike targeting enemy aircraft over the LAR region, before another feint OCA strike covered by the night. Their primary objective is to engage a full-scale offensive against LAR Airbase, drawing the attention of Iranian and Russian-backed mercenary fighters and Iranian CAP assets toward the southern coastline. Both flights will begin cold on the ramp at Al Dhafra, with takeoff scheduled at 1710LT and 1712LT respectively. After departure, they will climb and regroup at WP2 at FL250 to prepare for push at 1725LT. Upon reaching WP3, Vipers will check in with AWACS and begin ingress. Refueling is scheduled at WP4 via Texaco 3 or Texaco 4. At WP5 (STA), Vipers will "Fence In" and climb to FL300. From there, they will initiate fighter sweep attack towards enemy's airborne fighters over LAR (WP6) of opportunity. The objective is to keep the enemy at full alert on the south side for the night, therefore, make it aggressive and irritate the enemy. After completing the sweep, Vipers will egress at WP7 and follow the return route via WP8–WP10 for recovery at Al Dhafra AFB by 1925LT. Coordination with AWACS (Darkstar) is essential throughout the mission to track enemy movement and maintain SA.

Package #1337: Dodge 1 and Dodge 2 are assigned Combat Air Patrol missions for the YJ, BP and CP zones over Persian Gulf, tasked with intercepting any enemy air threats that may attempt to engage friendly strike or support flights during the operation. Takeoff is scheduled for 1714LT and 1715LT respectively. Following departure, both flights will climb and regroup at WP2 at FL250, with push time set for 1726LT. Ingress begins at WP3, and refueling is available at WP4 via Texaco 3 or Texaco 4. Arrive at the CAP station between WP5 and WP6 by 1600LT to replace Ford 3 and Ford 4. Dodge flights will establish orbits at FL350 with a 60-minute VUL window from 1800LT to 1900LT. They are authorized to engage any hostile aircraft that pose a threat to friendly forces in the AO or en route corridors. Priority threats include Iranian CAP flights and Russian mercenary aircraft (Su-27, MiG-29S). After completing their VUL time, Dodge flights will egress via WP7 and follow the return track back to Al Dhafra, landing time 1930L.

PART A. MISSION BRIEFING
MISSION: CM-1336/1337/1338



Package #1337: Ford 1 and Ford 2 will provide dedicated TARCAP for A-10C CAS flights operating over Bandar Abbas and Minab, ensuring a protective umbrella against enemy fighters. They are to deter or neutralize any attempts by Iranian or Russian aircraft to interfere with CAS missions supporting ground forces in the western sector. Both flights will launch from Al Minhad at 1710LT, ascending and regrouping at WP2 at FL250. Push time is 1720L. Following ingress at WP3 and a quick refuel with Texaco 6 at WP4, Ford flights will proceed on station at WP5 by 1800LT. CAP will be maintained at FL350 until 1930L. Ford flights must maintain vigilant coverage of the airspace of DR and ER zones, ensuring a safe window for Hawgs to complete their strike runs over Bandar Abbas. Fords should stay away from enemy SAMs further in the north and east. Upon mission completion, flights will egress via WP7 and recover at Al Minhad around 2003LT.

Package #1338: Hawg 1 and Hawg 2 are assigned a vital CAS task supporting the westward push toward Bandar Abbas. Their targets include the 38th Tank Battalion and 72nd Armored Battalion in the region assigned by JTAC. Both entrenched in the city's western outskirts. Flights will depart Al Minhad at 1712LT. After departure, they will regroup at WP2 at FL150 for push at 1725L. Ingress with 0.5 Mach speed from WP3, and refueling with Texaco 7 is available at WP4. After refuel, fence in and proceed to WP5, Hawg flights will contact AFAC assets Enfield and Springfield for real-time targeting support. From this point, both flights will enter the CAS AO and strike assigned targets around Bandar Abbas Port using CBU-105s for wide-area armor suppression and GBU-12s for point-target strikes. During the whole CAS operation, avoid flying over Bandar Abbas city as there are AAA and MANPADS threats. Following the completion of ground attacks, Hawgs will egress via WP7, maintaining tactical altitude and monitoring for threats. Return to Al Minhad via WP8–WP10, with expected landing by 1958LT.

[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-1336/1337/1338



BASIC INFORMATION

START TIME 30-JUN-2011 1700LT (1300UTC)

TAKEOFF TIME 1710LT LAND TIME 1930LT

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

WX CLR SR 0528LT SS 1913LT TEMP 20 C CLD 8K WIND 120 7KTS GOOD VSBY

MISSION OBJECTIVES

#1136 Pri Shoot down all enemy aircraft in LAR region
#1137 Pri Protect high-value friendly units operating in YJ, BP and CP zone
#1138 Pri Destroy enemy tank and BTR groups defending Bandar Abbas

THREAT ANALYSIS

Air to air Mig-29, F-14, F-1, F-4 (Iran CAP Flights); Su-27, Mig-29S (Russian Mercenary)
Surface to air SA-10 at Bandar Abbas, SA-10 at Lar Air Base, SA-6 6nm SW of Kermeran

PACKAGE ELEMENTS

| PKG# | FLIGHT | A/C | NO. | AIRBASE | TASK | TARGET |
|------|---------|-------|-----|-----------|--------|-------------------------|
| 1336 | Viper 1 | F-16C | 4 | Al Dhafra | OCA | Enemy aircraft in LAR |
| 1336 | Viper 2 | F-16C | 4 | Al Dhafra | OCA | Enemy aircraft in LAR |
| 1337 | Dodge 1 | F-15E | 2 | Al Dhafra | CAP | Enemy Airborne Threat |
| 1337 | Dodge 2 | F-15E | 2 | Al Dhafra | CAP | Enemy Airborne Threat |
| 1338 | Hawg 1 | A-10C | 2 | Al Minhad | CAS | Assigned by Enfield |
| 1338 | Hawg 2 | A-10C | 2 | Al Minhad | CAS | Assigned by Springfield |
| 1338 | Ford 1 | F-15C | 2 | Al Minhad | TARCAP | Enemy Airborne Threat |
| 1338 | Ford 2 | F-15C | 2 | Al Minhad | TARCAP | 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 |
| Enfield | MQ-9 | 1 | Kasab | AFAC | UHF CH13 | |
| Springfield | MQ-9 | 1 | Kasab | AFAC | UHF CH14 | |

ALTERNATE AIRFIELD

| AIRFIELD | FREQUENCY | COORDINATE | REMARKS |
|-----------|-----------------------|-----------------------|-----------|
| Al Minhad | 250.10 AM / 118.55 AM | N25°01'34" E55°22'03" | RWY 13/31 |
| Khasab | 250.00 AM / 124.35 AM | N23°39'06" E53°49'27" | RWY 01/19 |

PART B. TACTICAL INFORMATION

MISSION: CM-1336/1337/1338

**LOADOUT**

| | 9 | 8 | 7 | 6 | 5R | 5 | 5L | 4 | 3 | 2 | 1 |
|-----------|----|----|----|----|----|-----|----|----|----|----|----|
| Viper 1-1 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 1-2 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 1-3 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 1-4 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 2-1 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 2-2 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 2-3 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |
| Viper 2-4 | AC | AC | AC | WT | T | ECM | H | WT | AC | AC | AC |

FLIGHT PLAN (VIPER 1)

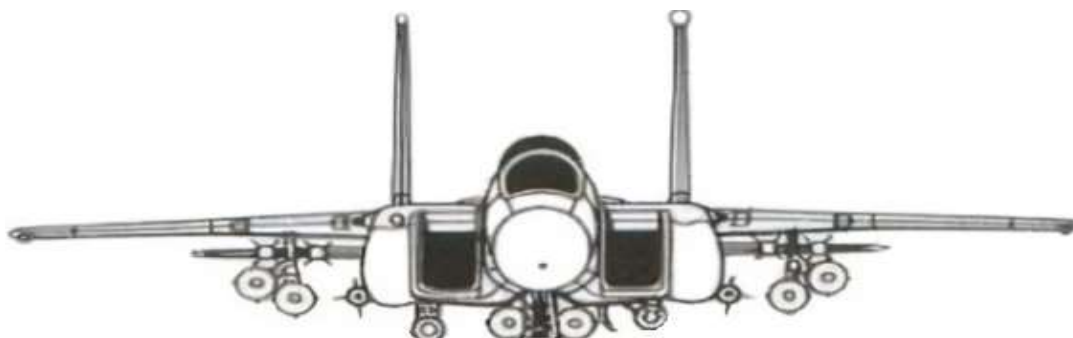
| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|---------------------|
| 0 | ADB | 1710L | | | Takeoff | Bingo 2500 lbs |
| 1 | DEP | 1713L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1718L | 0.60M | MSL 25K | Regroup | Push Time 1725L |
| 3 | PRE | 1730L | 0.75M | MSL 25K | Ingress | Check In |
| 4 | AAR | 1738L | 0.75M | MSL 25K | Refuel | Texaco 3 / Texaco 4 |
| 5 | STA | 1800L | 0.80M | MSL 30K | Climb | Fence In |
| 6 | LAR | | | MSL 30K | Attack | LAR Airbase |
| 7 | EGR | 1900L | 0.80M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1910L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1920L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1925L | | | Landing | Runway 31L |

FLIGHT PLAN (VIPER 2)

| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|---------------------|
| 0 | ADB | 1712L | | | Takeoff | Bingo 2500 lbs |
| 1 | DEP | 1715L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1720L | 0.60M | MSL 25K | Regroup | Push Time 1725L |
| 3 | PRE | 1730L | 0.75M | MSL 25K | Ingress | Check In |
| 4 | AAR | 1738L | 0.75M | MSL 25K | Refuel | Texaco 3 / Texaco 4 |
| 5 | STA | 1800L | 0.80M | MSL 30K | Climb | Fence In |
| 6 | LAR | | | MSL 30K | Attack | LAR Airbase |
| 7 | EGR | 1900L | 0.80M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1910L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1920L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1925L | | | Landing | Runway 31L |

PART B. TACTICAL INFORMATION

MISSION: CM-1336/1337/1338

**LOADOUT**

| | 8B | 8 | 8A | RC | 7C | 6C | NVP | 5 | TGP | 4C | 3C | LC | 2B | 2 | 2A |
|-----------|----|---|----|----|----|----|-----|----|-----|----|----|----|----|---|----|
| Dodge 1-1 | AC | | AC | | 7M | 7M | N | CT | T | 7M | 7M | | AC | | AC |
| Dodge 1-2 | AC | | AC | | 7M | 7M | N | CT | T | 7M | 7M | | AC | | AC |
| Dodge 2-1 | AC | | AC | | 7M | 7M | N | CT | T | 7M | 7M | | AC | | AC |
| Dodge 2-2 | AC | | AC | | 7M | 7M | N | CT | T | 7M | 7M | | AC | | AC |

FLIGHT PLAN (DODGE 1)

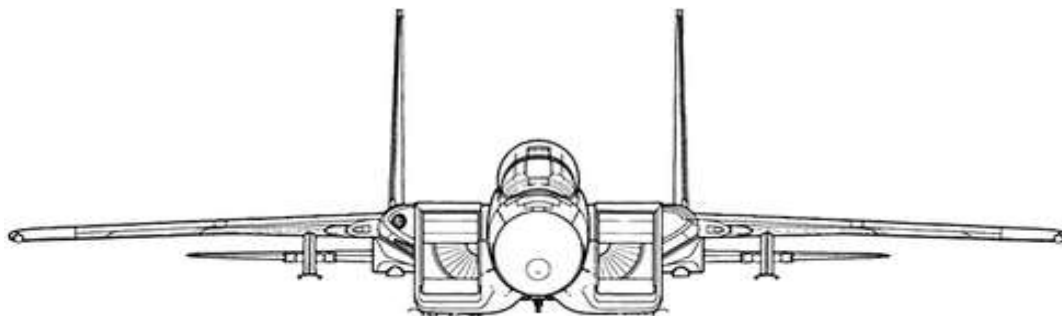
| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|------------|---------------------|
| 0 | ADB | 1714L | | | Takeoff | Bingo 3500 lbs |
| 1 | DEP | 1717L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1722L | 0.60M | MSL 25K | Regroup | Push Time 1726L |
| 3 | PRE | 1731L | 0.80M | MSL 25K | Ingress | Check In |
| 4 | AAR | 1738L | 0.80M | MSL 25K | Refuel | Texaco 4 / Texaco 3 |
| 5 | CAP | 1800L | 0.85M | MSL 35K | On station | Vul Time 60 |
| 6 | CAP | 1900L | 0.85M | MSL 35K | On station | Vul Time 60 |
| 7 | EGR | 1905L | 0.75M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1915L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1925L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1930L | | | Landing | Runway 31L |

FLIGHT PLAN (DODGE 2)

| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|------------|---------------------|
| 0 | ADB | 1715L | | | Takeoff | Bingo 3500 lbs |
| 1 | DEP | 1718L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1723L | 0.60M | MSL 25K | Regroup | Push Time 1726L |
| 3 | PRE | 1731L | 0.80M | MSL 25K | Ingress | Check In |
| 4 | AAR | 1738L | 0.80M | MSL 25K | Refuel | Texaco 4 / Texaco 3 |
| 5 | CAP | 1800L | 0.85M | MSL 35K | On station | Vul Time 60 |
| 6 | CAP | 1900L | 0.85M | MSL 35K | On station | Vul Time 60 |
| 7 | EGR | 1905L | 0.75M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1915L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1925L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1930L | | | Landing | Runway 31L |

PART B. TACTICAL INFORMATION

MISSION: CM-1336/1337/1338

**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)

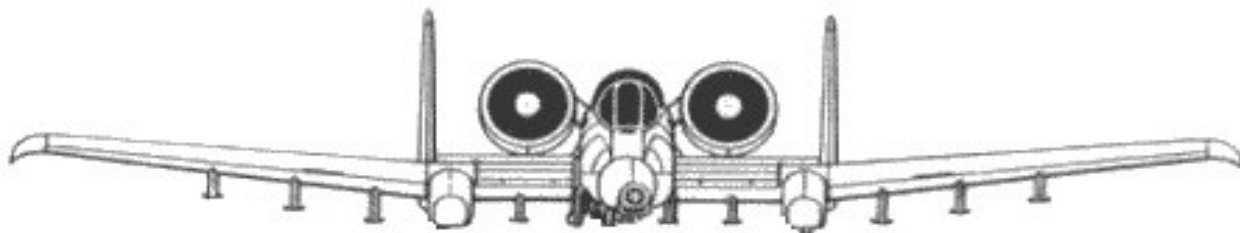
| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|-------------------|
| 0 | AMB | 1710L | | | Takeoff | Bingo 3500 lbs |
| 1 | DEP | 1712L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1716L | 0.60M | MSL 25K | Regroup | Push Time 1720L |
| 3 | PRE | 1725L | 0.85M | MSL 35K | Ingress | Check In |
| 4 | AAR | 1730L | 0.85M | MSL 35K | Refuel | Texaco 6 |
| 5 | TAR | 1800L | 0.85M | MSL 35K | TARCAP | On Station 1800L |
| 6 | TAR | 1930L | 0.85M | MSL 35K | TARCAP | Off Station 1930L |
| 7 | EGR | 1940L | 0.75M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1955L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 2000L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 2003L | | | Landing | Runway 27 |

FLIGHT PLAN (FORD 2)

| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|-------------------|
| 0 | AMB | 1711L | | | Takeoff | Bingo 3500 lbs |
| 1 | DEP | 1713L | 0.60M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1717L | 0.60M | MSL 25K | Regroup | Push Time 1720L |
| 3 | PRE | 1725L | 0.85M | MSL 35K | Ingress | Check In |
| 4 | AAR | 1730L | 0.85M | MSL 35K | Refuel | Texaco 6 |
| 5 | TAR | 1800L | 0.85M | MSL 35K | TARCAP | On Station 1800L |
| 6 | TAR | 1930L | 0.85M | MSL 35K | TARCAP | Off Station 1930L |
| 7 | EGR | 1940L | 0.75M | MSL 25K | Egress | Fence Out |
| 8 | RET | 1955L | 0.70M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 2000L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 2003L | | | Landing | Runway 27 |

PART B. TACTICAL INFORMATION

MISSION: CM-1336/1337/1338

**LOADOUT**

| | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|----------|------|----|-------|-----|-----|---|-----|-----|-------|----|-----|
| Hawg 1-1 | 2*9M | T | 2*82G | 105 | 105 | | 105 | 105 | 2*82G | 97 | ECM |
| Hawg 1-2 | 2*9M | T | 2*82G | 105 | 105 | | 105 | 105 | 2*82G | 97 | ECM |
| Hawg 2-1 | 2*9M | T | 2*82G | 105 | 105 | | 105 | 105 | 2*82G | 97 | ECM |
| Hawg 2-2 | 2*9M | T | 2*82G | 105 | 105 | | 105 | 105 | 2*82G | 97 | ECM |

FLIGHT PLAN (HAWG 1)

| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|-----------------------|
| 0 | AMB | 1712L | | | Takeoff | Bingo 3000 lbs |
| 1 | DEP | 1715L | 0.40M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1720L | 0.40M | MSL 15K | Regroup | Push Time 1725L |
| 3 | PRE | 1725L | 0.50M | MSL 15K | Ingress | Check In |
| 4 | AAR | 1735L | 0.50M | MSL 15K | Refuel | Texaco 7 |
| 5 | CP | 1805L | 0.40M | MSL 15K | Contact | Enfield / Springfield |
| 6 | CAS | | | | CAS | Bandar Abbas Port |
| 7 | EGR | 1925L | 0.40M | MSL 15K | Egress | Fence Out |
| 8 | RET | 1948L | 0.40M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1955L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1958L | | | Landing | Runway 27 |

FLIGHT PLAN (HAWG 1)

| WP | NAME | TIME | SPEED | ALTITUDE | ACTION | REMARKS |
|----|------|-------|-------|----------|----------|-----------------------|
| 0 | AMB | 1713L | | | Takeoff | Bingo 3000 lbs |
| 1 | DEP | 1714L | 0.40M | MSL 5K | Outbound | Contact Departure |
| 2 | RV | 1721L | 0.40M | MSL 15K | Regroup | Push Time 1725L |
| 3 | PRE | 1725L | 0.50M | MSL 15K | Ingress | Check In |
| 4 | AAR | 1735L | 0.50M | MSL 15K | Refuel | Texaco 7 |
| 5 | CP | 1805L | 0.40M | MSL 15K | Contact | Enfield / Springfield |
| 6 | CAS | | | | CAS | Bandar Abbas Port |
| 7 | EGR | 1925L | 0.40M | MSL 15K | Egress | Fence Out |
| 8 | RET | 1948L | 0.40M | MSL 15K | Inbound | Contact Arrival |
| 9 | ARR | 1955L | 0.40M | MSL 3K | Arrival | Turn Final |
| 10 | RWY | 1958L | | | Landing | Runway 27 |

PART B. TACTICAL INFORMATION

MISSION: CM-1336/1337/1338

**COMMS LADDER**

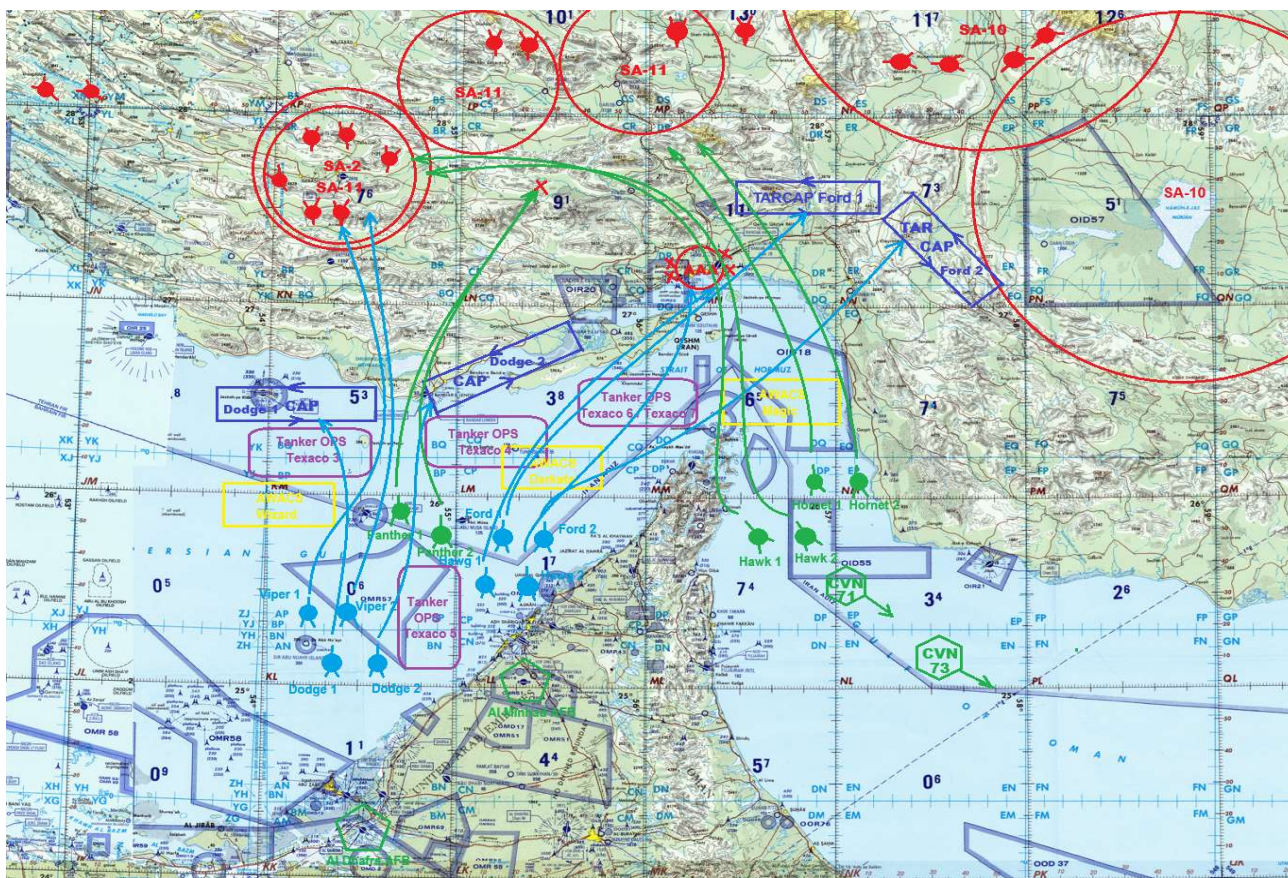
| UHF CODE | | | | | VHF CODE | | | | |
|----------|----------|-------------|--------|------|----------|----------|-----------|--------|----|
| AGCY | FREQ | MOD | AGCY | FREQ | MOD | AGCY | FREQ | MOD | |
| 1 | Green 1 | Al Dhafra | 251.10 | AM | 1 | Green 1 | Al Dhafra | 126.50 | AM |
| 2 | Green 2 | 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 | Gold 1 | Enfield | 231.10 | AM | 13 | Blue 1 | Hawg 1 | 141.10 | AM |
| 14 | Gold 2 | Springfield | 232.10 | AM | 14 | Blue 2 | Hawg 2 | 141.20 | AM |
| 15 | | | | | 15 | Blue 3 | Hawg 3 | 141.30 | AM |
| 16 | | | | | 16 | Blue 4 | Hawg 4 | 141.40 | AM |
| 17 | | | | | 17 | Indigo 1 | Ford 1 | 142.10 | AM |
| 18 | | | | | 18 | Indigo 2 | Ford 2 | 142.20 | AM |
| 19 | | | | | 19 | Indigo 3 | Ford 3 | 142.30 | AM |
| 20 | | | | | 20 | Indigo 4 | Ford 4 | 142.40 | AM |

OTHER TACTICAL INFO

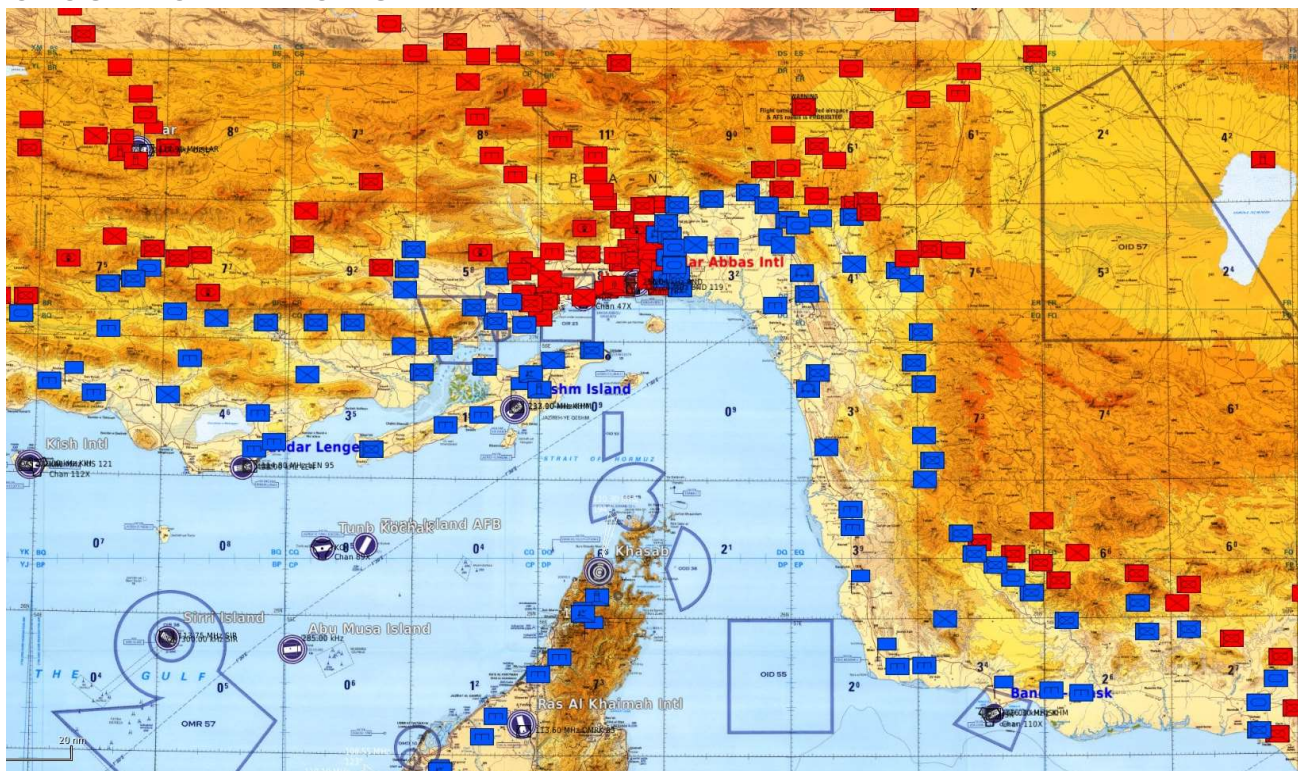
| CALLSIGN | TAIL# | ROLE | A/A TCN | DATALINK | LSR CODE |
|-----------|-------|------|---------|----------|----------|
| Viper 1-1 | 91 | Lead | 11X | VR11 | 1651 |
| Viper 1-2 | 92 | Wing | 12X | VR12 | 1652 |
| Viper 1-3 | 93 | Lead | 13X | VR13 | 1653 |
| Viper 1-4 | 94 | Wing | 14X | VR14 | 1654 |
| 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 UPDATE





FLIGHT PLAN



CAS PLAN

