Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	**14-Jul-2011 0000UTC (0300LT)**						
Weather:	**Clear**	**Temp:**	**26°C**	**Sunrise:**	**0534LT**	**Sunset:**	**1911LT**
Visibility:	**Night**	**Clouds:**	**Scattered**	**Wind:**	**280, 10kts**		

Situation

The Iranians became furious after our successful attack on their National Defense and Intelligence Center headquarters in Kerman City. To our surprise, they managed to fix the main runway at Kerman Airbase quickly and restored the airport's functionality. Several sorites were scrambled and caused some problem to our CAS flight in the frontline. In the meantime, the Russians continued to send troops to the Kerman region and the battle for Rayen was still ongoing. Our ground forces didn't advance further and the frontline remained almost the same for three days now. Further to the north, the Birjand Uranium Enrichment Plant in Tabas was in full production. Our intelligence estimated that more than 40kg weapon grade Uranium-235 has been produced so far, only 12kg more would make it enough to build a nuclear warhead. With the Russians' strong support at the frontline and the confidence of its nuclear project, the Iranians were still reluctant to sit down for a peace talk, although they had lost control of most of its coastal area. The U.N. Security Council will hold a second meeting for the war in Iran in two days. To demonstrate the ability to strike any target inside Iran's territory and collapse the Iranian's ambition to own nuclear weapons, the President of the United States authorized an operation targeting the Birjand Uranium Enrichment Plant. The plant is located northwest of Birjand City in Tabas region, in the hinterland of Iranian territory. It's heavily guarded by both enemy HAVCAP fighter jets and SAMs around the plant. Several advanced GPS jamming devices were also deployed in its vicinity, providing additional protection to the plant. However, each fortress has its weaknesses, and the best fighter knows where to attack. A stealth strike plan was briefed in Ready Room A16, the Navy's best fighter pilots from VFA-97 Hawks and VFA-64 Ravens attended the briefing. The strike plan was top-secret, only high-level officials and the fighter pilots who were called to fly the mission received the briefing materials and knew the strike details. A package consisting of four core aircraft, backed up by another four aircraft and escorted by four aircraft was scheduled to launch under the cover of night to carry out the strike mission. Also joined by other supporting aircraft from the Air Force, the strike mission aimed to destroy the Birjand Uranium Enrichment Plan before dawn on Day 24.

Briefing

Case III Departure 0000UTC. Coordinate N242415 E590353
Case I Recovery 0300UTC. Expected Reocvery Location N240152 E600905
Mother Frequency 305.0AM, TACAN 71X, ILS: 11, ACLS LINK 4: 336.0

[Designer's note]
(1) As the Mission Commander, the 1st Player must select Hawk 1-1 (tail# 211). The 2nd player is recommended to sit in Hawk 1-2 (tail# 213). Minimum 2 Players are needed to complete Hawk 1's primary objective. The 3rd and 4th Players are recommended to select Hawk 2-1 (tail# 207) and Hawk 2-2 (tail# 208), minimum 1 player is needed to complete this task; The 5th and 6th Players are recommended to select Hawk 3-1 (tail# 209) and Hawk 3-2 (tail#210), minimum 1 player is needed to complete this task. The 7th and 8th Players are recommend to select Hawk 1-3 (tail# 213) and Hawk 1-4 (tail#214) to complete Hawk 1's secondary objective. (2) If only 2 Players join this mission, there will be option to add AI Hawk 2 and Hawk 3 by using F10 Radio Menu after 5 minutes during cold start on deck.

[Mission Briefing]
Hawk 1-1 is the Mission Commander of this deep strike mission and the Lead of Hawk 1, the core flight of this strike package. Hawk 1 is loaded with two conventional Mk-84 2000lbs bombs, assigned to destroy four key centrifuge workshops at target site. Hawk 2 and Hawk 3 are SEAD escort flights, loaded with a pair of AGM-65F Mavericks and a pair of AGM-88 HARM respectively. All aircraft are loaded with two AIM-120C by the fuselage and two AIM-9X on the wingtips, meaning we are capable for self-escort. All Hawk flights are codenamed Gold Team in the striking package. Two F-15C callsign Ford 1 and two F-16C callsign Viper 1 will take off from Al Minhab Airbase to provide additional escort on request. In the meantime, another four F/A-18C from Ravens Squadron will launch ahead of us as a backup team for the core strike mission, codenamed Silver Team.

All aircraft will do cold start on deck. Bingo fuel 7,000lbs, bullseye is WP7 (ROCK). Case III departure, DME-10 arc is waived again so we could turn to WP1 (RV) directly after KILO (passing 2,500 feet). TACAN rendezvous at 25,000 feet with 0.6 Mach speed. Once grouped, we will push for WP2 (DRY) at 25,000 feet and increase speed to 0.75 Mach. At WP2, we will switch PRI COMM to Red 1 and contact STRIKE to check in, then push for WP3 (REF) whilst maintain 25,000 feet. At WP3 (REF), we will switch AUX COMM to Arco frequencies, Hawk 1 will use Arco 1 for refueling; Hawk 2 & 3 will use Arco 2 for refueling. The tankers' detail information is provided in our briefing pack, read it carefully and make sure you are following the correct tanker. After all Hawks flights are completed refueling, we will switch AUX COMM back to each flight's preset channel, then regroup at WP4 (REG) at 25,000 feet. Once regrouped, we will report mission-ready status to STRIKE on Red 1 via PRI COMM.

Based on our intel, there would be four enemy CAP flights guarding the target region routinely, their CAP stations are charted in our briefing pack as Station 1/2/3/4 from west to east. However, there might be only two CAP flights with a 50% probability during night time. STRIKE will update the status of the enemy CAP flights after our refueling, then we need to declare our package option:

Gold Tiger: Hawks will do self-escort, only Hawk 1/2/3 will push for the mission;
Gold Eagle: Hawks will request escort from Ford team, two F-15C will push for the mission;
Gold Falcon: Hawks will request SEAD escort from Viper team, two F-16C will push for the mission;
Gold Wolf: Hawks will ask both Ford and Viper to push for the mission.

But the more aircraft join the mission, the higher probability that our trail will be exposed during ingress phase, so we should minimize the package based on the situation update from STRIKE. Also keep in mind that our scheduled push time is 0410LT, and our latest push time window is 0430LT, so we must complete refueling before 0425LT and regroup at WP4 to report ready status. In that case, Raven 1, the Silver Team will take the core strike role and push for the mission with Ford 1 and Viper 1, codenamed package option **Silver Wolf.**

After strike package is declared, we will start to push for WP5 (ENT) at 25,000 feet with 0.65 Mach speed. We should change our HOME Waypoint to WP13 (AFG) to avoid fuel warning beeps during the ingress phase. All lights out except for formation lights; no afterburner to save fuel and minimize our exposure. We need to descend to AGL 300 feet before WP5 (ENT), our entry point to the ingress leg. From that entry point until WP9 (IP), EMCON IV, meaning, no radio communication, radar silent, datalink is okay to use. During our ingress phase, we will use flashlight signals to communicate instead. External fuel tanks are free to jettison once empty. To reduce the air drag and save fuel, use central tank fuel first, once empty, give one short flashlight beam (or dim formation light for 1 second) notice then go ahead to jettison fuel tank; then use external wing tanks fuel, once empty, similarly, give a one short flashlight notice then jettison the external wing tanks.

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	**14-Jul-2011 0000UTC (0300LT)**						
Weather:	**Clear**	**Temp:**	**26°C**	**Sunrise:**	**0534LT**	**Sunset:**	**1911LT**
Visibility:	**Night**	**Clouds:**	**Scattered**	**Wind:**	**280, 10kts**		

Briefing

About ingress formation, we will stay close cruise formation inside flight to keep visual contact, and trailing formation between flights. Hawk 1 will be leading the package, followed by Hawk 2, whilst Hawk 3 will be at the tail ; If Ford 1 and Viper 1 join us, they will be flying on the right and left side of Hawk 1. Turn on your NVG and make sure that you always have visual on your Flight Lead, and Flight Lead to follow Hawk 1 Flight. We should maintain 200-300 feet, too low would be too dangerous especially in night time, and too high could make the enemy radar detect us and jeopardize the whole package. We should keep 0.65 Mach as our ingress contract speed and follow the flight path, which avoids cities and towns along the way that might expose our positions.

At WP6 (ING), we will make a shallow left turn to enter the Shahdad Kalut Desert. The desert lies in Lut Basin and has a length of 100nm from south to north, we should particularly watch out for the big rocks, irregular hills and dunes when we are flying through the desert. WP7 (ROCK) is our Bullseye point for this mission and also our decision point, STRIKE will transmit the final word on Red 1 channel. Codeword **"Normandy"** means everything is good and mission is GO, and from where there is no turning back; codeword **"Dunkirk"** means mission abort, probably because we are detected by radar and the enemy has reinforced the air patrol, so we must make a 180 degree turn and egress south immediately along our ingress route. Hopefully, if "Normandy" is declared, we will continue following the flight route and push for WP8 (FIN), maintaining at 200-300 feet with 0.65 Mach speed. Then at WP8 (FIN), the Mission Commander to give a three short flashlight beams (or dim formation light three times with 1 second interval) indicating FENCE IN for the whole package, each Flight Lead will respond with two short flashlight beams (or dim formation light twice with 1 second interval) to indicate their flight has fenced in and ready to engage. Once fenced in, Hawk 3 will increase speed to 0.85 Mach and overtake Hawk 2 and Hawk 1 to lead the package; Hawk 2 will increase speed to 0.75 Mach and overtake Hawk 1; whilst Hawk 1 will keep 0.65 Mach. Hawk 1 will also split into two Element, Element 1 will be targeting the primary DMPI (Designed Mean Point of Impact), and Element 2 will be targeting the secondary DMPI and back up for the primary DMPI. The two attacking aircraft in the same Element should have an interval of 1.0-1.5nm (10-15 seconds), and interval between Elements should be kept at 3nm (30 seconds). Everyone triple-check weapon settings and chaff/flare programs before reaching WP9 (IP).

At WP9 (IP), EMCON VI ends, radar on, radio on. Ford 1, if in the package, will first climb up and engage the enemy CAP flights on station 3 and station 2 overhead; if Viper 1, if in the package, will be the second to climb up and engage enemy SAM sites (SA-6) in the north of Birjand City. Hawks will commence attack with Hawk 3 initiating firing HARM missiles on the SA-8 site and SA-6 site, report shack once both SAM are neutralized. Then 15nm out, Hawk 2 will start pop up and engage the two AAA located on the east side of the Plant, which are fixed at WP10 and WP11, report shack once both AAA are neutralized. 7.5nm out, Hawk 1 will start pop up at WP10 (POP), pulling down point at 10,000 feet, APEX at 12,000 feet, rolling in for final attack heading 270 with 5nm. Chaff/flare on, the first attacking aircraft in each Element should be targeting the two DMPIs on the west side (C/D/G/H), so the smoke after explosion won't block sight for the second attacking aircraft. Target area altitude is MSL 5,000 feet, so our release point should be MSL 8,000 feet. Once bombs released, Element 1 will turn north and climb up, start second round chaff/flare. Simultaneously, Element 2 should be at APEX now and will visually confirm effect on four primary DMPIs. If all primary DMPIs are good, Element 2 Lead will report good effect on primary, then attack the four secondary DMPIs, otherwise, attack the primary DMPIs again. Once bombs released, turn north, climb up, and start second round chaff/flare. In the meantime, the Mission Commander will instruct the whole package to egress east via WP12 (EGR).

After passing WP12 (EGR), we will make a right hard turn to the east and climb for altitude. At this point, we need to assume that all the enemy CAP flight in the air might have turned to intercept us, and more could be taking off soon and come after us. Ford 1 will stay at the back of the package and shootdown any enemy aircraft that comes after us. Hawks will switch to air combat mode, use radar to detect possible enemy interceptors on our way out. It's a stupid idea to stay in a hostile hinterland to flight, we don't have too much fuel remaining at that time, so we have to break a way out to the east, into Afghanistan as soon as possible. However, keep in mind that there is no actual Afghanistan airspace, the whole country is like a free park, the Iranian fighters might chase us all the way into Afghanistan. But we assume they would probably stop chasing us once we pass the Afghanistan border due to fuel consideration.

Once we are inside Afghanistan and clean, two U.S. Air Force KC-135 tankers, callsign Texaco 1 and Texaco 2 that already took off from U.S. Kandahar Airbase will come to our way and provide air-refueling for our egress leg. Their detailed contact information is provided in our briefing pack. Keep PRI COMM on Red 1 and switch AUX COMM to the tanker's frequency. We will do a running rendezvous with the tankers, then we will refuel along our egress route to the southeast. For us, each aircraft will take fuel to 12,000lbs with extra safety; Viper 1 and Ford 1, if they are in the package, will need to take more. After refueling is completed, the tankers will separate from us and head east to return to the Kandahar Airbase. We will turn to WP14 (PAK) and climb to 38,000 feet. At WP14 (PAK), we will enter Pakistan Airspace, we should switch AUX COMM to 123.7AM in manual mode and enable Guard. Then the Mission Commander will contact Karachi Air Traffic Control to request clearance to use the Karachi West Corridor to pass through Pakistan Airspace. The DoD have gained the Pakistan's consent to use their airspace for a passthrough, but we are not allowed to do air refueling as Karachi wants to disassociate themselves from our operation. We have also agreed to turn off A-G radar and not use any sensors to collect their terrain data. When we are flying through Karachi West Corridor, we should also keep clear of Iranian airspace as there are still several active SAMs deployed along the Pakistan-Iran border.

After passing WP15 (Wet), we will inform the Karachi ATC of our departure, then we will switch AUX COMM back to our flight channel. We will report mission result back to STRIKE via PRI COMM on Red 1, and turn to WP16 (HOME). Ford 1 and Viper 1, if in the package, will also leave our formation and fly back to Al Minhab Airbase, and we will stick at 38,000 feet with 0.85 Mach speed. 50nm out from the carrier, we will switch PRI COMM to Green 1 and contact Marshal for our Case I recovery, like every day.

This is the longest mission we have flown so far, and everyone double check everything before launch. It's a night time mission again, but the dawn is coming. Stay sharp, stay smart, we will make it. Good luck!

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	**14-Jul-2011 0000UTC (0300LT)**						
Weather:	**Clear**	**Temp:**	**26°C**	**Sunrise:**	**0534LT**	**Sunset:**	**1911LT**
Visibility:	**Night**	**Clouds:**	**Scattered**	**Wind:**	**280, 10kts**		

Objective

Primary Objective	Destroy Birjand Uranium Enrichment Plant Workshop 1-4 Centrifuge Cylinders
Secondary Objective	Destroy Birjand Uranium Enrichment Plant Workshop 1-4 Processors

Threats
SA-6, SA-8, AAA, Manpads around Birjand Uranium Enrichment Plant
SA-10, SA-11 to the north and east of WP6 (ING)
Iranian Mig-29 CAP Flight; Russian Su-27 CAP Flight

Package	Flight	Callsign	Aircraft	Tail #	Task	Payload
(Gold)	Hawk 1	Hawk 1-1	F/A-18C	211 (Lead)	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Hawk 1-2	F/A-18C	212	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Hawk 1-3	F/A-18C	213	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Hawk 1-4	F/A-18C	214	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
	Hawk 2	Hawk 2-1	F/A-18C	207 (Lead)	Escort	2*AIM-9X, 2*AIM-120C, 2*AGM-65F, 3*Fuel tank
		Hawk 2-2	F/A-18C	208	Escort	2*AIM-9X, 2*AIM-120C, 2*AGM-65F, 3*Fuel tank
	Hawk 3	Hawk 3-1	F/A-18C	209 (Lead)	Escort	2*AIM-9X, 2*AIM-120C, 2*AGM-88C, 3*Fuel tank
		Hawk 3-2	F/A-18C	210	Escort	2*AIM-9X, 2*AIM-120C, 2*AGM-88C, 3*Fuel tank

Option	Flight	Callsign	Aircraft	Tail #	Task	Payload
(Silver)	Raven 1	Raven 1-1	F/A-18C	401 (Lead)	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Raven 1-2	F/A-18C	402	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Raven 1-3	F/A-18C	403	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
		Raven 1-4	F/A-18C	404	Bombing	2*AIM-9X, 2*AIM-120C, 2*Mk-84, 3*Fuel tank
(Eagle)	Ford 1	Ford 1-1	F-15C	511	Escort	4*AIM-120B, 4*AIM-120C, 3*Fuel tank
		Ford 1-2	F-15C	512	Escort	4*AIM-120B, 4*AIM-120C, 3*Fuel tank
(Falcon)	Viper 1	Viper 1-1	F-16C	101	Escort	2*AIM-9X, 2*AIM-120B, 2*AGM-88C, 3*Fuel tank
		Viper 1-2	F-16C	102	Escort	2*AIM-9X, 2*AIM-120B, 2*AGM-88C, 3*Fuel tank

Support	Flight	Callsign	Aircraft	Task	TACAN	Frequency	Channel	Planned Altitude
	Magic 1	Strike	E-2D	AWACS	N/A	264.0 AM	2	MSL 30K
	Wizard 1	Knight	E-2D	AWACS	N/A	265.0 AM	3	MSL 30K
	Arco 1	Arco 1-1	KC-130	A-A Refuel	51X	270.0 AM	7	MSL 22K
	Arco 2	Arco 2-1	KC-130	A-A Refuel	52X	257.0 AM	8	MSL 22K
	Texaco 1	Texaco 1-1	KC-135	A-A Refuel	61X	255.0 AM	9	MSL 23K
	Texaco 2	Texaco 2-1	KC-135	A-A Refuel	62X	262.0 AM	10	MSL 23K
	Texaco 3	Texaco 3-1	KC-135	A-A Refuel	63X	259.0 AM	11	MSL 31K
	Texaco 4	Texaco 4-1	KC-135	A-A Refuel	64X	268.0 AM	12	MSL 31K
	Shell 1	Shell 1-1	S-3B	A-A Refuel	41X	241.0 AM	13	MSL 6K
	Shell 2	Shell 2-1	S-3B	A-A Refuel	42X	242.0 AM	14	MSL 7K

Emergency Airport	Tower	Coordinate
Bandar Jask Airport	118.15 Mhz	N 25°39'00", E 57°47'30"
Bandar Abbas Intl Airport	39.4 Mhz	N 27°13'00", E 56°22'33"
Jiroft Airport	39.25 Mhz	N 28°43'33", E 57°41'01"

Mission Cards

Radio PRI COMM					Radio AUX COMM				
Channel	**Code**	**Callsign**	**Frequency**	**Module**	**Channel**	**Code**	**Callsign**	**Frequency**	**Module**
1	Green 1	Marshall	305.0	AM	1	Green 1	Marshall	305.0	AM
2	Red 1	Strike	264.0	AM	2	Red 1	Strike	264.0	AM
3	Red 2	Knight	265.0	AM	3	Red 2	Knight	265.0	AM
4	Red 3	Darkstar	256.0	AM	4	Red 3	Darkstar	256.0	AM
5	Yellow 1	Chevy	254.0	AM	5	Yellow 1	Chevy	254.0	AM
6	Yellow 2	Colt	250.0	AM	6	Yellow 2	Colt	250.0	AM
7	Purple 1	Arco 1	270.0	AM	7	Purple 1	Arco 1	270.0	AM
8	Purple 2	Arco 2	257.0	AM	8	Purple 2	Arco 2	257.0	AM
9	Purple 3	Texaco 1	255.0	AM	9	Purple 3	Texaco 1	255.0	AM
10	Purple 4	Texaco 2	262.0	AM	10	Purple 4	Texaco 2	262.0	AM
11	Purple 5	Texaco 3	259.0	AM	11	Purple 5	Texaco 3	259.0	AM
12	Purple 6	Texaco 4	268.0	AM	12	Purple 6	Texaco 4	268.0	AM
13	Purple 7	Shell 1	269.0	AM	13	Purple 7	Shell 1	269.0	AM
14	Purple 8	Shell 2	260.0	AM	14	Purple 8	Shell 2	260.0	AM
15	Blue 1	Hawk 1	263.0	AM	15	Blue 1	Hawk 1	263.0	AM
16	Blue 2	Hawk 2	261.0	AM	16	Blue 2	Hawk 2	261.0	AM
17	Blue 3	Hawk 3	267.0	AM	17	Blue 3	Hawk 3	267.0	AM
18	Blue 4	Ford	251.0	AM	18	Blue 4	Ford	251.0	AM
19	Blue 5	Viper	253.0	AM	19	Blue 5	Viper	253.0	AM
20	Blue 6	Raven	266.0	AM	20	Blue 6	Raven	266.0	AM

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	**14-Jul-2011 0000UTC (0300LT)**						
Weather:	**Clear**	**Temp:**	**26°C**	**Sunrise:**	**0534LT**	**Sunset:**	**1911LT**
Visibility:	**Night**	**Clouds:**	**Scattered**	**Wind:**	**280, 10kts**		

Flight Plan

Hawk 1 Flight Plan

Number	Name	Altitude	Speed	Time	Description	Remark
0				0310LT	Launch	
1	RV	MSL 25K	0.60M	0320LT	Rendezvous	TACAN Rendezvous (260 IAS)
2	DRY	MSL 25K	0.75M	0330LT	Feet Dry	Check in with Strike
3	REF	MSL 25K	0.75M	0342LT	Ingress Refuel	Arco 1 (51X, MSL 22K, CH7, Race-track WP3-WP4)
4	REG	MSL 25K	0.65M	0410LT	Regroup	Push time 0410-0430LT (Latest window 0430LT)
5	ENT	AGL 300 ft	0.65M	0420LT	Entry	Descend to AGL 300 feet before WP5
6	ING	AGL 300 ft	0.65M	0427LT	Ingress	Keep below AGL 300 feet to ingress
7	ROCK	AGL 300 ft	0.65M	0445LT	Bullseye	"Normandy" for GO; "Dunkirk" for Abort
8	FIN	AGL 300 ft	0.65M	0457LT	Fence In	Let Hawk 2 and Hawk 3 Pass
9	IP	AGL 300 ft	0.65M	0500LT	Initial Point	Turn Northwest
10	POP	AGL 300 ft	0.80M	0503LT	Pop up attack	PDP 10K, APEX 12K, RP 8K MSL
11	TGT			0504LT	TARGET	Final attack heading 270, chaff/flare on
12	EGR	MSL 15K	0.70M	0505LT	Egress	Egress east, A-A Mode, combat ready
13	AFG	MSL 30K	0.85M	0520LT	Afghanistan Border	No ATC clearance required
14	REF	MSL 31K	0.85M	0525LT	Egress Refuel	Texaco 3 (63X, MSL 31K, CH11, straight WP14-WP15)
15	PAK	MSL 38K	0.85M	0555LT	Pakistan Border	Switch AUX COMM to 123.7AM
16	WET	MSL 38K	0.85M	0625LT	Feet Wet	Report back to Strike
17	REC	MSL 38K	0.85M	0640LT	Prepare for Recovery	Recovery tankers available (Shell 1 & Shell 2)
18	HOME			0700LT	Landing	

Hawk 2 Flight Plan

Number	Name	Altitude	Speed	Time	Description	Remark
0				0310LT	Launch	
1	RV	MSL 25K	0.60M	0320LT	Rendezvous	TACAN Rendezvous (260 IAS)
2	DRY	MSL 25K	0.75M	0330LT	Feet Dry	Check in with Strike
3	REF	MSL 25K	0.75M	0342LT	Ingress Refuel	Arco 2 (52X, MSL 22K, CH8, Race-track WP3-WP4)
4	REG	MSL 25K	0.65M	0410LT	Regroup	Push time 0410-0430LT (Latest window 0430LT)
5	ENT	AGL 300 ft	0.65M	0420LT	Entry	Descend to AGL 300 feet before WP5
6	ING	AGL 300 ft	0.65M	0427LT	Ingress	Keep below AGL 300 feet to ingress
7	ROCK	AGL 300 ft	0.65M	0445LT	Bullseye	"Normandy" for GO; "Dunkirk" for Abort
8	FIN	AGL 300 ft	0.75M	0457LT	Fence In	Overtake Hawk 1 with 0.75 Mach Speed
9	IP	AGL 300 ft	0.75M	0500LT	Initial Point	Turn Northwest
10	ASE			0503LT	AAA Southeast	Neutralize target before Hawk 1 pop up
11	ANE			0503LT	AAA Northeast	Neutralize target before Hawk 1 pop up
12	EGR	MSL 15K	0.70M	0505LT	Egress	Egress east, A-A Mode, combat ready
13	AFG	MSL 30K	0.85M	0520LT	Afghanistan Border	No ATC clearance required
14	REF	MSL 31K	0.85M	0525LT	Egress Refuel	Texaco 4 (64X, MSL 31K, CH12, straight WP14-WP15)
15	PAK	MSL 38K	0.85M	0555LT	Pakistan Border	Switch AUX COMM to 123.7AM
16	WET	MSL 38K	0.85M	0625LT	Feet Wet	Report back to Strike
17	REC	MSL 38K	0.85M	0640LT	Prepare for Recovery	Recovery tankers available (Shell 1 & Shell 2)
18	HOME			0700LT	Landing	

Hawk 3 Flight Plan

Number	Name	Altitude	Speed	Time	Description	Remark
0				0310LT	Launch	
1	RV	MSL 25K	0.60M	0320LT	Rendezvous	TACAN Rendezvous (260 IAS)
2	DRY	MSL 25K	0.75M	0330LT	Feet Dry	Check in with Strike
3	REF	MSL 25K	0.75M	0342LT	Ingress Refuel	Arco 2 (52X, MSL 22K, CH8, Race-track WP3-WP4)
4	REG	MSL 25K	0.65M	0410LT	Regroup	Push time 0410-0430LT (Latest window 0430LT)
5	ENT	AGL 300 ft	0.65M	0420LT	Entry	Descend to AGL 300 feet before WP5
6	ING	AGL 300 ft	0.65M	0427LT	Ingress	Keep below AGL 300 feet to ingress
7	ROCK	AGL 300 ft	0.65M	0445LT	Bullseye	"Normandy" for GO; "Dunkirk" for Abort
8	FIN	AGL 300 ft	0.75M	0457LT	Fence In	Overtake Hawk 1 with 0.75 Mach Speed
9	IP	AGL 300 ft	0.75M	0500LT	Initial Point	Turn Northwest
10	SSW			0502LT	SAM Southwest	Neutralize SA-6 before Hawk 1 pop up
11	SNW			0502LT	SAM Northwest	Neutralize SA-8 before Hawk 1 pop up
12	EGR	MSL 15K	0.70M	0505LT	Egress	Egress east, A-A Mode, combat ready
13	AFG	MSL 30K	0.85M	0520LT	Afghanistan Border	No ATC clearance required
14	REF	MSL 31K	0.85M	0525LT	Egress Refuel	Texaco 4 (64X, MSL 31K, CH12, straight WP14-WP15)
15	PAK	MSL 38K	0.85M	0555LT	Pakistan Border	Switch AUX COMM to 123.7AM
16	WET	MSL 38K	0.85M	0625LT	Feet Wet	Report back to Strike
17	REC	MSL 38K	0.85M	0640LT	Prepare for Recovery	Recovery tankers available (Shell 1 & Shell 2)
18	HOME			0700LT	Landing	

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	14-Jul-2011 0000UTC (0300LT)						
Weather:	Clear	Temp:	26°C	Sunrise:	0534LT	Sunset:	1911LT
Visibility:	Night	Clouds:	Scattered	Wind:	280, 10kts		

Flight Plan Route

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	14-Jul-2011 0000UTC (0300LT)						
Weather:	Clear	Temp:	26°C	Sunrise:	0534LT	Sunset:	1911LT
Visibility:	Night	Clouds:	Scattered	Wind:	280, 10kts		

Birjand Satellite Image

Birjand Uranium Enrichment Plant Target DMPI

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	14-Jul-2011 0000UTC (0300LT)						
Weather:	Clear	Temp:	26°C	Sunrise:	0534LT	Sunset:	1911LT
Visibility:	Night	Clouds:	Scattered	Wind:	280, 10kts		

Birjand Uranium Enrichment Plant Layout

Birjand Uranium Enrichment Plant Image (View from Northwest)

Operation Hormuz Campaign

Mission 24 Operation Opera

Time:	14-Jul-2011 0000UTC (0300LT)						
Weather:	Clear	Temp:	26°C	Sunrise:	0534LT	Sunset:	1911LT
Visibility:	Night	Clouds:	Scattered	Wind:	280, 10kts		

Iranian Routine CAP Flight Stations

Battleground Situation Update