

OPERATION HORMUZ

MISSION 24 OPERATION OPERA

BRIEFING MATERIAL (CLASSIFIED)



TASK ID: OT-240001

USS CVN-71

VFA-97 WARHAWKS

2011.07.14



SITUATION UPDATE

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 sorties 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 continued to operate in full productivity. 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 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 Plant before dawn on Day 24.

PART A. MISSION BRIEFING

TASK ID: OT-240001



MISSION BRIEFING

Hawk 1-1 is the Air Mission Commander (AMC), whilst Hawk 1-2 is the Deputy AMC. 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 start cold on deck, comms check will be performed about 1 minute after right engine started, all flights keep PRI COMM at Green 1; Hawk 1, Hawk 2, Hawk 3 switch AUX COMM to Yellow 1, Yellow 2, Yellow 3 respectively. Bullseye is WP7 (ROCK). Make sure all members in Hawks flights are in your datalink network. After being cleared by the taxi director, proceed to your assigned catapult.

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 0.80 Mach. At WP2, we will switch PRI COMM to Red 1 and contact STRIKE to check in, then push for WP3 (AAR) whilst maintain 25,000 feet. At WP3 (AAR), we will switch AUX COMM to tankers frequencies. The tankers' detail information is provided in our briefing pack. After all Hawks flights are completed refueling, we will switch AUX COMM back to each flight's preset channel, then regroup at WP4 (SRV) 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 do self-escort, only Hawk 1/2/3 will push for the mission;

Gold Eagle: Hawks request escort from Ford team, two F-15C will push for the mission;

Gold Falcon: Hawks request SEAD escort from Viper team, two F-16C will push for the mission;

Gold Wolf: Hawks ask both Ford and Viper to push for the mission.

PART A. MISSION BRIEFING

TASK ID: OT-240001



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 (LOW) at 25,000 feet with 0.70 Mach speed. We should change our HOME Waypoint to WP11 (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 (LOW), 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 (dim formation light once) 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.

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 0.70 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 (SKD), 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, then we must turn back and egress south immediately.

PART A. MISSION BRIEFING

TASK ID: OT-240001



If "Normandy" is declared, we will continue following the flight route and push for WP8 (HOT), maintaining at 200-300 feet with 0.70 Mach speed.

At WP8 (HOT), the Mission Commander to give a three short flashlight beams (dim formation light three times) indicating FENCE IN for the whole package, each Flight Lead will respond with two short flashlight beams (dim formation light twice) to indicate their flight has fenced in and ready to engage. Once fenced in, Hawk 3 will increase speed to 0.80 Mach and overtake Hawk 2 and Hawk 1 to lead the package; followed by Hawk 2 then Hawk 1. Hawk 1 will also split into two Element, Element 1 will be targeting the primary targets, and Element 2 will be targeting the secondary targets and also back up for the primary targets. 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; Viper 1, if in the package, will be the second to climb up and engage enemy SAM sites in the north of Birjand City. Hawks will commence attacks. Hawk 3 to fire HARM missiles on the SA-8 and SA-6 sites, report shack once both SAM are neutralized. 15nm out, Hawk 2 will pop up and engage the Shilka AAA and SA-13 Infrared SAM located on the east side of the Plant, also report shack once both targets are neutralized. 10nm out, Hawk 1 will pop up with an offset angle of 20-25 degree on the right side, ROLL DOWN at 10,000 feet, APEX at 12,000 feet, and rolling in for final attack heading 270 at 5nm out. Chaff/flare on, the first attacking aircraft in each Element should be targeting the two 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, our release point is MSL 8,000 feet. Once bombs released, Element 1 will turn north and climb up. Simultaneously, Element 2 should be at APEX and will visually confirm effect on four primary targets. If all primary targets are good, Element 2 will report good effect on primary targets, then go for the four secondary targets, otherwise, attack the primary targets again. Once bombs released, turn north, climb up. The Mission Commander will instruct the whole package to egress east towards WP11 (AFG). At this point, we need to assume that all the enemy CAP flight in the air might be coming to intercept us, and more could be taking off to 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.

PART A. MISSION BRIEFING

TASK ID: OT-240001



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 clear, three U.S. Air Force KC-135 tankers, callsign Texaco 1/2/3 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. After refueling is completed, the tankers will head east to return to the Kandahar Airbase. We will turn to WP12 (PAK) and climb to 38,000 feet. At WP12 (PAK), we will enter Pakistan Airspace, 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.

After feet wet at WP13 (WET), we will inform Karachi ATC of our departure, then switch AUX COMM back to our flight channel. Ford 1 and Viper 1, if in the package, will also leave our formation and fly back to Al Minhab Airbase. We will stick at 38,000 feet with 0.85 Mach speed, and turn right heading to WP14 (REC). Recovery tankers will again be standing by on deck and will come to give us a drink upon request. 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!

[Designer's Note]

1. Hawk 1-1 (Tail#211) is Mission Commander and must be seated by a Player.
2. A backup Hawk 4 Flight with 4 F/A-18C is hot on ramp with air-to-air weapons for escort role, but players can change weapon loadout as needed.
3. Recovery tankers are ready on deck and will be launched upon request via F10 Radio Menu on your egress leg.
4. Al Hawk 2 / Hawk 3 will be activated if no Players sit into Hawk 2 / Hawk 3 Flights (after all Hawk 1 members departed from the carrier), Players can use F10 Radio Menu to deactivate Al Hawk 2 / Hawk 3.

PART B. TACTICAL INFORMATION

TASK ID: OT-240001

**BASIC INFORMATION**

START TIME 14-JUL-2011 0300LT (0000UTC)
 SCHED LAU TIME 0310LT CASE III DEP LOC N2424E5904
 EXP REC TIME 0645LT CASE I REC LOC N2405E5959
 HOME FREQ 305AM TCN 71X ILS 11 LINK4 336
 WX STM SR 0534LT SS 1911LT TEMP 26C QNH 2993 WIND 280 10KTS SEA 2

MISSION OBJECTIVES

Primary Destroy Birjand Uranium Enrichment Plant Workshop 1-4 Centrifuge Cylinders
 Secondary Destroy Birjand Uranium Enrichment Plant Workshop 1-4 Processors
 Tertiary Destroy Birjand Uranium Enrichment Plant SAMs and AAAs

THREAT ANALYSIS

Air to air Iranian Mig-29 CAP Flight; Russian Su-27 CAP Flight
 Surface to air SA-6, SA-8, SA-13, AAA at Birjand Uranium Enrichment Plant

FLIGHT ROSTER

FLIGHT	CALLSIGN	TAIL#	ROLE	A/A TCN	DATALINK	LSR CODE
Hawk 1	Hawk 1-1	211	Lead	11X	HK11	N/A
	Hawk 1-2	212	Wing	12X	HK12	N/A
	Hawk 1-3	213	Lead	13X	HK13	N/A
	Hawk 1-4	214	Wing	14X	HK14	N/A
Hawk 2	Hawk 2-1	215	Lead	21X	HK21	N/A
	Hawk 2-2	216	Wing	22X	HK22	N/A
Hawk 3	Hawk 3-1	217	Lead	31X	HK31	N/A
	Hawk 3-2	218	Wing	32X	HK32	N/A

PACKAGE ELEMENTS

FLIGHT	AIRCRAFT	NO.	TASK	TARGET
Hawk 1	F/A-18C	4	Pinpoint Strike	PRI & SEC Targets
Hawk 2	F/A-18C	2	SEAD Escort	SA-6, SA-8
Hawk 3	F/A-18C	2	SEAD Escort	SA-13, AAA
Ford 1	F-15C	2	Escort	Airborne Threats
Viper 1	F-16C	2	SEAD Escort	Surface Threats

SUPPORT FLIGHT

FLIGHT	AIRCRAFT	NO.	TASK	A/A TCN	REMARKS
Magic	E-2D	1	AWACS		Callsign STRIKE
Texaco 1	KC-135M	1	Refuel	53X	CH10 FL250
Texaco 2	KC-135M	1	Refuel	55X	M262.5AM FL260
Texaco 3	KC-135M	1	Refuel	57X	M262.7AM FL310
Texaco 4	KC-135M	1	Refuel	58X	M262.8AM FL315
Shell 1	S-3B	1	Refuel	51X	CH8 FL TBN
Shell 2	S-3B	1	Refuel	52X	CH9 FL TBN

ALTERNATE AIRFIELD

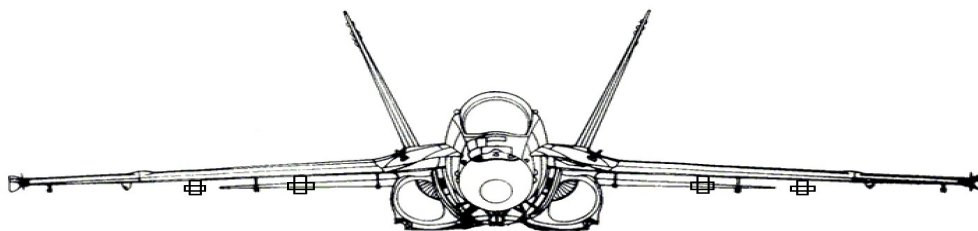
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Banda-e-Jask	118.150 AM	N25°39'18" E57°48'06"	Under friendly control

PART B. TACTICAL INFORMATION

TASK ID: OT-240001



LOADOUT



STATION	9	8	7	6	5	4	3	2	1
Hawk 1-1	9X	84	WT	120C	CT	120C	WT	84	9X
Hawk 1-2	9X	84	WT	120C	CT	120C	WT	84	9X
Hawk 1-3	9X	84	WT	120C	CT	120C	WT	84	9X
Hawk 1-4	9X	84	WT	120C	CT	120C	WT	84	9X
Hawk 2-1	9X	AGM65	WT	120C	CT	AFLIR	WT	AGM65	9X
Hawk 2-2	9X	AGM65	WT	120C	CT	AFLIR	WT	AGM65	9X
Hawk 3-1	9X	AGM88	WT	120C	CT	AFLIR	WT	AGM88	9X
Hawk 3-2	9X	AGM88	WT	120C	CT	AFLIR	WT	AGM88	9X

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	60	60	17536 lbs	50369 lbs	19
Hawk 1-2	578	60	60	17536 lbs	50369 lbs	19
Hawk 1-3	578	60	60	17536 lbs	50369 lbs	19
Hawk 1-4	578	60	60	17536 lbs	50369 lbs	19
Hawk 2-1	578	60	60	17536 lbs	48023 lbs	17
Hawk 2-2	578	60	60	17536 lbs	48023 lbs	17
Hawk 3-1	578	60	60	17536 lbs	48226 lbs	17
Hawk 3-2	578	60	60	17536 lbs	48226 lbs	17

RADIO COMMS

L	CODE	AGCY	FREQ	R	CODE	AGCY	FREQ
1	Green 1	Marshal	305.00	1	Green 1	Marshal	305.00
2	Red 1	Strike	264.00	2	Red 1	Strike	264.00
3	Red 2	Guardian	265.00	3	Red 2	Guardian	265.00
4	Red 3	Darkstar	256.00	4	Red 3	Darkstar	256.00
5	Yellow 1	Hawk 1	254.00	5	Yellow 1	Hawk 1	254.00
6	Yellow 2	Hawk 2	250.00	6	Yellow 2	Hawk 2	250.00
7	Yellow 3	Hawk 3	270.00	7	Yellow 3	Hawk 3	270.00
8	Violet 1	Shell 1	257.00	8	Violet 1	Shell 1	257.00
9	Violet 2	Shell 2	255.00	9	Violet 2	Shell 2	255.00
10	Violet 3	Texaco 1	262.00	10	Violet 3	Texaco 1	262.00
11	Violet 4	Arco 1	259.00	11	Violet 4	Arco 1	259.00
12	Orange 1	Devil	268.00	12	Orange 1	Devil	268.00
13	Orange 2	Chevy	269.00	13	Orange 2	Chevy	269.00
14	Orange 3	Check	260.00	14	Orange 3	Check	260.00
15	Blue 1	Raven	263.00	15	Blue 1	Raven	263.00
16	Blue 2	Dodge	261.00	16	Blue 2	Dodge	261.00
17	Blue 3	Ford	267.00	17	Blue 3	Ford	267.00
18	Indigo 1	Trek	251.00	18	Indigo 1	Trek	251.00
19	Indigo 2	Viper	253.00	19	Indigo 2	Viper	253.00
20	Indigo 3	Colt	266.00	20	Indigo 3	Colt	266.00

PART B. TACTICAL INFORMATION

TASK ID: OT-240001

**FLIGHT PLAN (HAWK 1)**

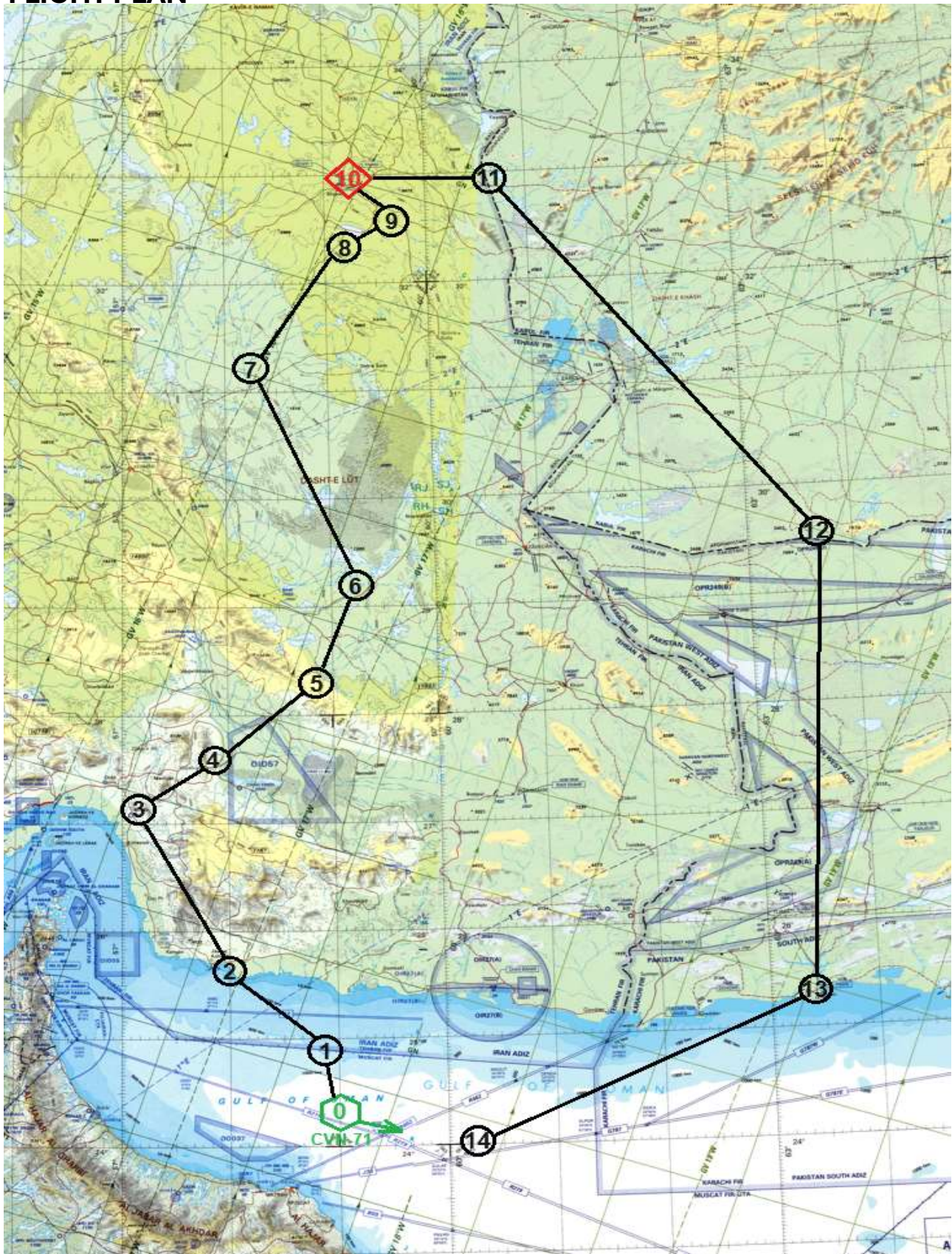
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	0310L			Launch	
1	FRV	0315L	0.60M	MSL 25K	Regroup	Push Time 0320
2	DRY	0330L	0.80M	MSL 25K	Feet Dry	Check In STRIKE
3	AAR	0342L	0.80M	MSL 25K	Refuel	Full Tank
4	SRV	0400L	0.80M	MSL 25K	Regroup	Push Time 0410
5	LOW	0418L	0.70M	AGL 300	Descend	EMCON Start
6	SKD	0426L	0.70M	AGL 300	Ingress	Enter Desert
7	ROCK	0442L	0.70M	AGL 300	Ingress	A/A Bullseye
8	HOT	0454L	0.70M	AGL 300	Fence In	Decision Point
9	IP	0457L	0.70M	AGL 300	Armstrong	EMCON End
10	TGT	0500L			Attack	Target Point
11	AFG	0512L	0.85M	MSL 30K	Refuel	Afghanistan
12	PAK	0545L	0.85M	MSL 40K	Egress	Pakistan
13	WET	0615L	0.85M	MSL 40K	Feet Wet	Report to Strike
14	REC	0645L	0.50M	MSL 1K	Recovery	Tanker Ready

FLIGHT PLAN (HAWK 2 & HAWK 3)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	0310L			Launch	
1	FRV	0315L	0.60M	MSL 25K	Regroup	Push Time 0320
2	DRY	0330L	0.80M	MSL 25K	Feet Dry	Check In STRIKE
3	AAR	0342L	0.80M	MSL 25K	Refuel	Full Tank
4	SRV	0400L	0.80M	MSL 25K	Regroup	Push Time 0410
5	LOW	0418L	0.70M	AGL 300	Descend	EMCON Start
6	SKD	0426L	0.70M	AGL 300	Ingress	Enter Desert
7	ROCK	0442L	0.70M	AGL 300	Ingress	A/A Bullseye
8	HOT	0454L	0.70M	AGL 300	Fence In	Decision Point
9	IP	0457L	0.70M	AGL 300	Armstrong	EMCON End
10	TGT	0500L			Attack	Target Point
11	AFG	0512L	0.85M	MSL 30K	Refuel	Afghanistan
12	PAK	0545L	0.85M	MSL 40K	Egress	Pakistan
13	WET	0615L	0.85M	MSL 40K	Feet Wet	Report to Strike
14	REC	0645L	0.50M	MSL 1K	Recovery	Tanker Ready

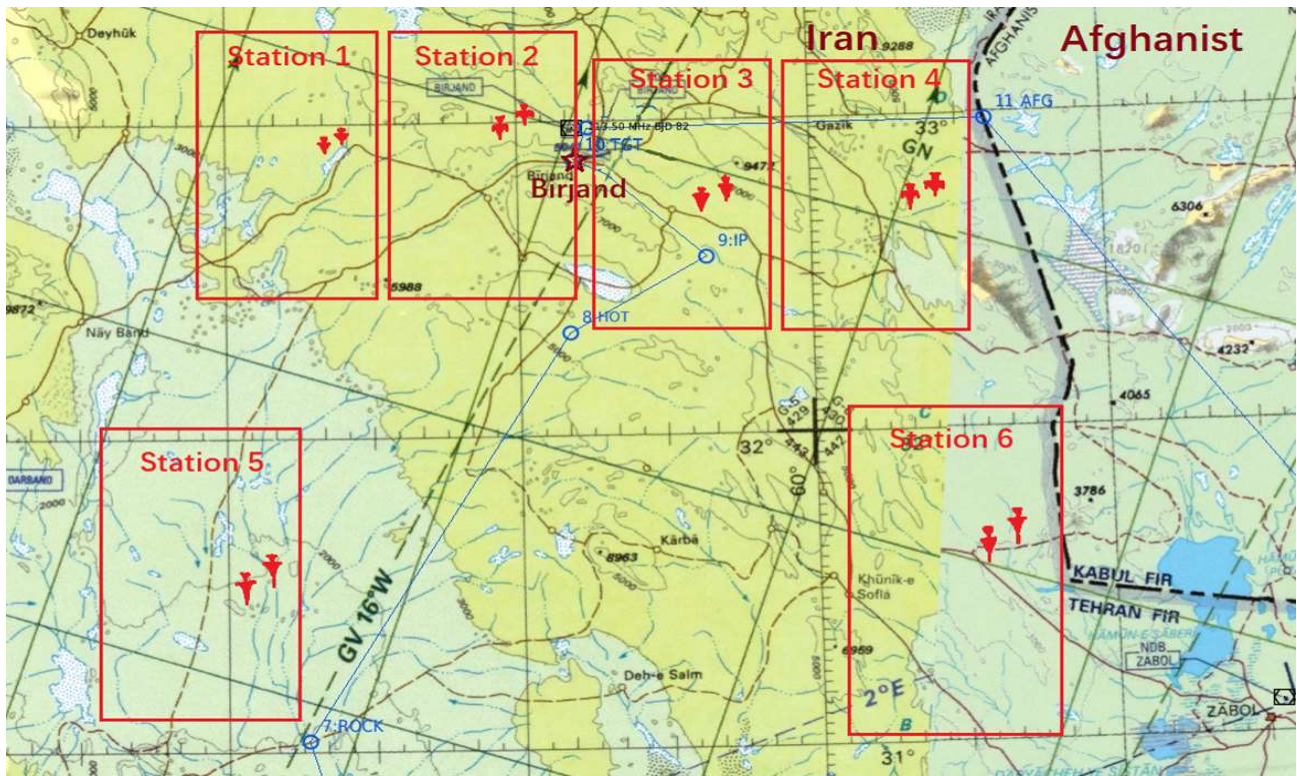


FLIGHT PLAN

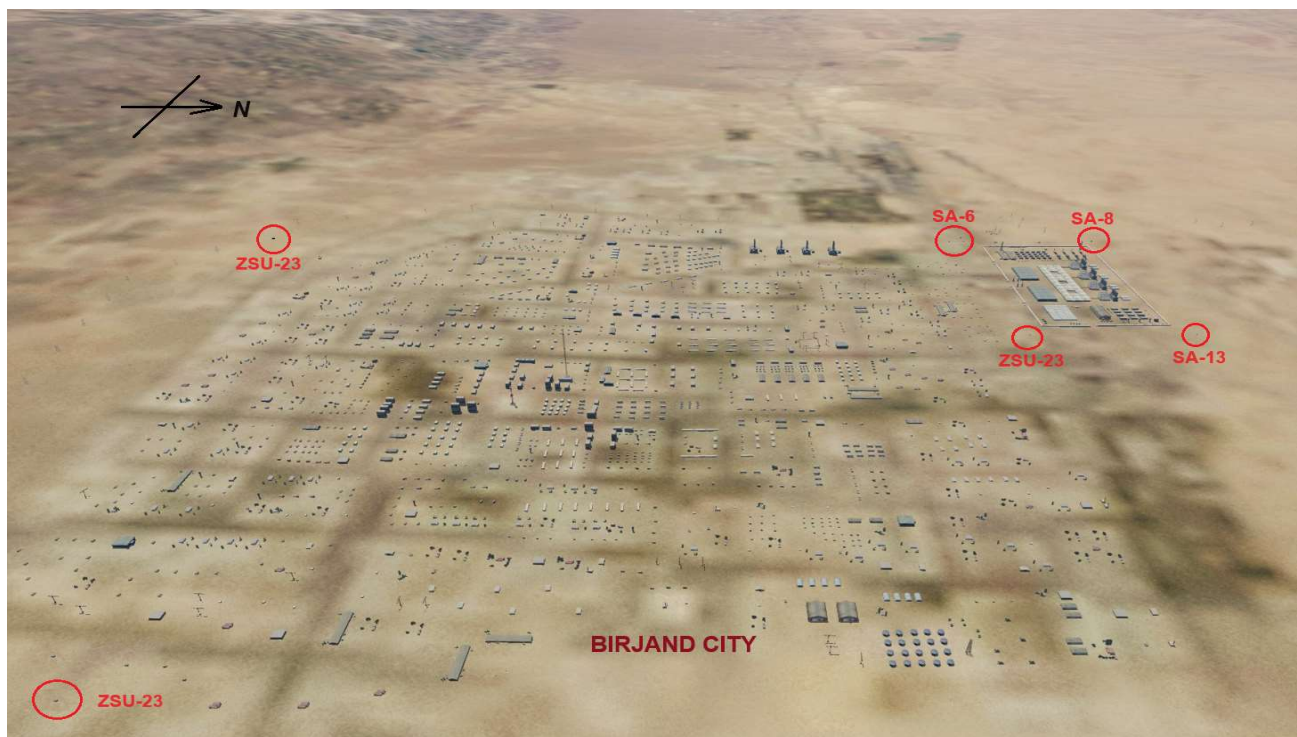




ENEMY CAP FLIGHT CHART

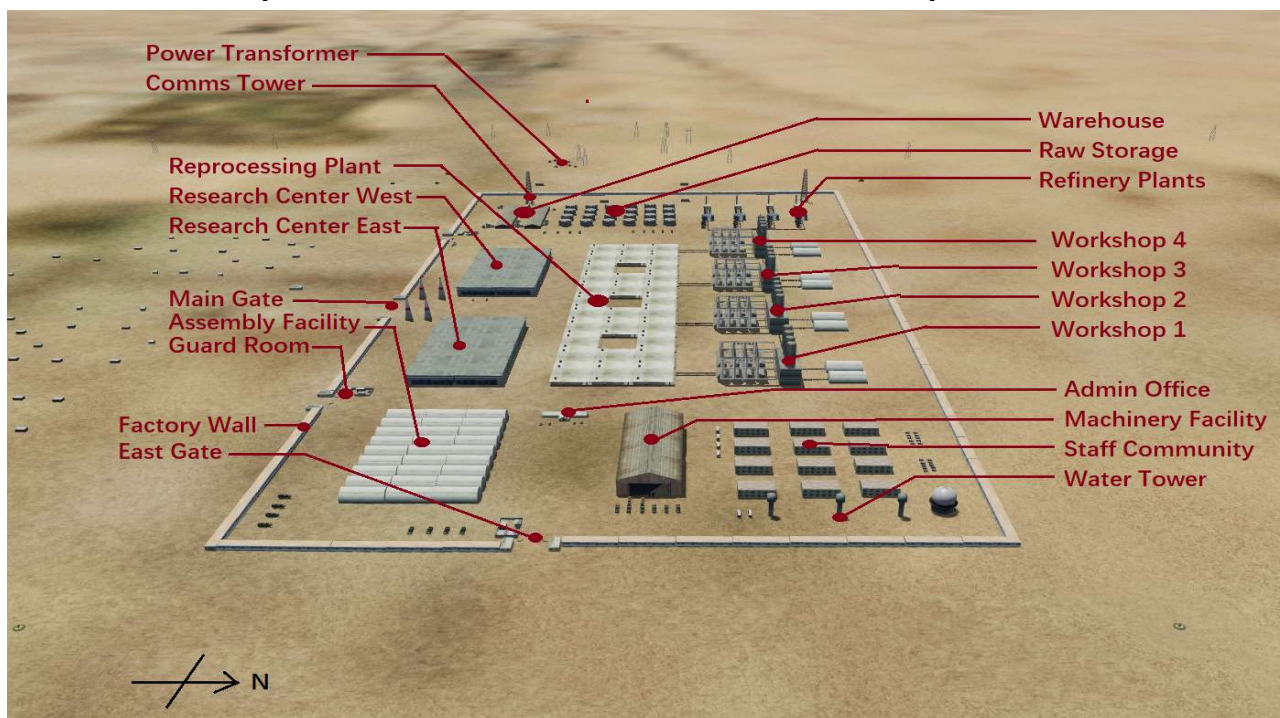


TARGET SITE SAM & AAA

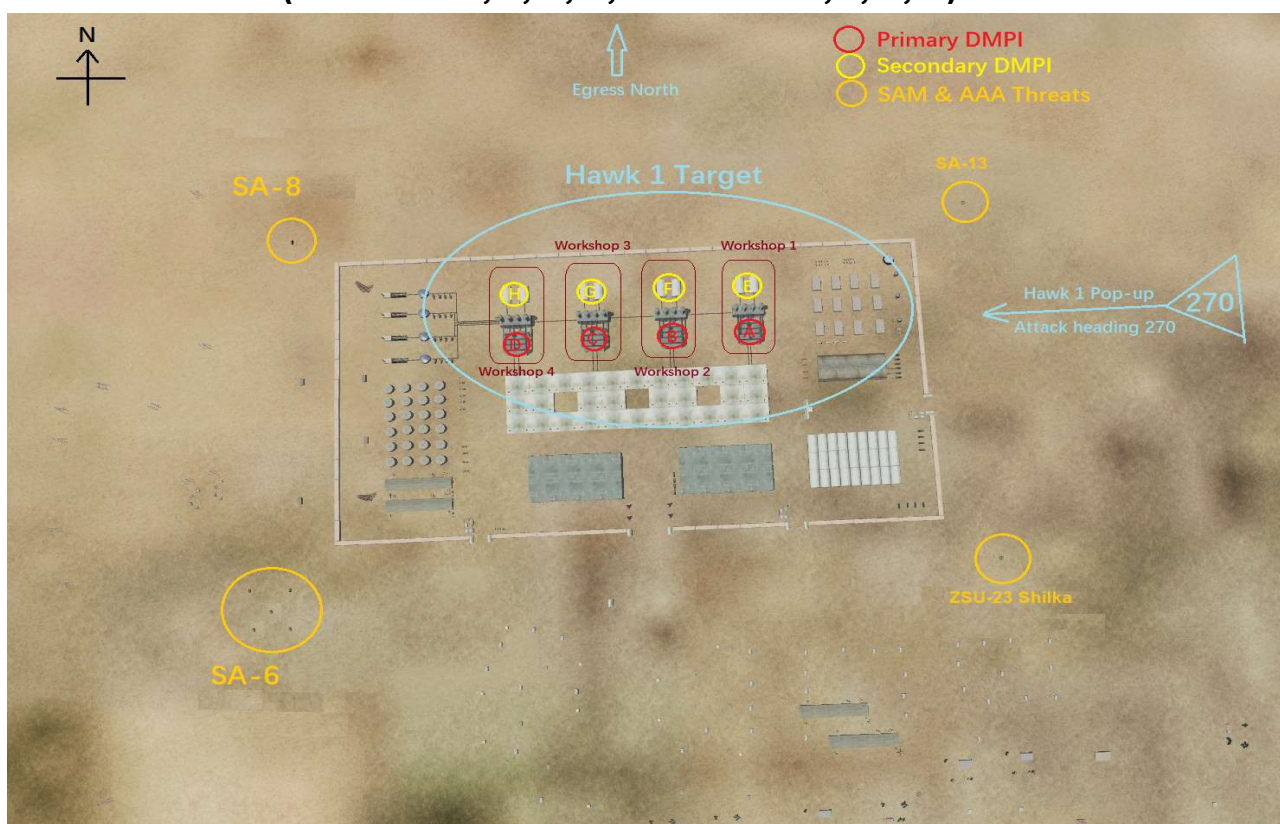




TARGET IMAGE (BIRJAND URANIUM ENRICHMENT PLANT)



TARGET LAYOUT (PRI DMPI: A, B, C, D; SEC DMPI: E, F, G, H)



BIRJAND CITY SATELLITE IMAGE



BIRJAND URANIUM ENRICHMENT PLANT PHOTO

