

CHAPTER 10

AIR SUPPORT

SECTION 1 - GENERAL

1001. Air support is available to 1 ATF from the following sources:

- a. 161 (Indep) Recce Flt.
- b. RAAF.
- c. US Army Aviation.
- d. US Air Force.

1002. Coordination of air support within 1 ATF is effected by the GS02 (Air) and his staff, being Air component of 1 ATF CP.

1003. All air support requests are to be directed through the GS02(Air) who will accept or reject such requests in accordance with the priorities laid down by the Commander through the GS02 (Ops). Units will be allocated block serial numbers by GS02 (Air) from which all air requests will be numbered, the number becoming the reference, mission and "Transland" number.

SECTION 2 - 161 (INDEP) RECCE FLT

1004. 161 (Indep) Recce Flt operates in direct support of 1 ATF in the following roles:

- a. Visual Recce.
- b. Target observation and marking (both artillery and air strike).
- c. Bomb damage assessment (BDA) in conjunction with Forward Air Controllers (FAC).
- d. Carriage of VIP.
- e. Liaison Tasks.
- f. Radio rebroadcast.
- g. Psychological operations. Voice missions and leaflet drops.

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1005. OC 161 (Indep) Recce Flt in conjunction with the GSO2 (Air) will normally allocate an aircraft in direct support of the following Task Force units:

- a. Each Battalion operating outside 1 ATF Base.
- b. Other units as directed by GSO2 (Ops) and tasked by GSO2 (Air).

1006. Units are allocated direct support aircraft for a period of flying hours daily determined by the GSO2 (Air). This period is based on the hours allocation available to the Task Force.

1007. Allocation of aircraft to VR and BDA will be determined by the GSO2 (Ops) in conjunction with the GSO2 (Air), GSO2 (Int) and OC 161 (Indep) Recce Flt.

1008. The callword of 161 (Indep) Recce Flt aircraft is "POSSUM".

1009. Requests for specific tasks by 161 (Indep) Recce Flt aircraft not allotted in direct support of units are to be submitted on Air Task Request, Annex A to this Chapter, to Air Cell HQ 1 ATF.

SECTION 3 - RAAF

No 9 Squadron RAAF

1010. No 9 Sqn RAAF operates UH-1H Iroquis helicopters in support of 1 ATF operations on the following roles:

- a. Troop carrying.
- b. Logistic resupply.
- c. Insertion and extraction of SAS patrols.
- d. Casualty evacuation. (See Part 2 of these SOPs).
- e. Helicopter fire team support.
- f. Miscellaneous tasks which include VIP, Personnel Detector, psy ops missions, liaison tasks, group visual recce and aerial spraying.
- g. Special tasks as agreed jointly by Task Force Air Commander (TFAC), GSO2 (Ops), GSO2 (Air).

1011. No 9 Sqn RAAF provides eight troop carrying (slick) and three armed (gunship) helicopters daily in support of 1 ATF. Three slicks and two gunships are positioned on Kangaroo Pad daily between 0730-1800 hrs, on immediate standby. The remainder are positioned at Vung Tau on varying degrees of standby from fifteen minutes to two hours.

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1012. Additional helicopters may be obtained on an as required basis provided early warning is given. For large troop carrying tasks normally eight slicks one control (C and C) and two armed helicopters are employed.

1013. Tasking of No 9 Sqn RAAF helicopters is co-ordinated by the GSO2 (Air).

1014. The callword of No 9 Sqn RAAF helicopters is "Albatross". (See also para 1019).

1015. A detailed summary ^{on} of the capabilities and limitations of No 9 Sqn RAAF for air planning purposes is available in No 9 Sqn SOP. The distribution of these SOP is as follows:

- a. Infantry Battalions - 1 copy each.
- b. SAS Sqn - 1 copy.
- c. GSO2 (Ops) - 1 copy.
- d. GSO2 (Air) - 1 copy.

1016. Helicopter planning and employment data is given in Annex B to this Chapter.

1017. Requests for helicopter support are to be submitted to Air Cell HQ 1 ATF on Air Task Request Annex A to this Chapter.

- 1018. a. The RAAF Light Fire Team: consists of two armed helicopters.
- b. The RAAF Heavy Fire Team: consists of three armed helicopters.

1019. No 9 Sqn RAAF operates armed helicopters on standby daily at Kangaroo Pad. The callword is "Bushranger" and they are numbered "Bushranger 71, 72, 73 or 74".

1020. The detailed employment of the RAAF Light Fire Team is given at Annex C to this Chapter.

1021. Immediate requests for LFT support are to be made using the Close Air Support Format at Annex D to this Chapter. Preplanned LFT support may be requested using Air Task Request in Annex A to this Chapter.

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No 35 Squadron RAAF

1022. No 35 Sqn RAAF operates C-7 (Caribou) aircraft and is under direct operational control of the 7th US Air Force.

1023. Apart from the regular and special courier services for 1 ATF between Vung Tau - Luscombe - Saigon, one aircraft is generally available on short notice to support AFV units.

1024. Requests for support are to be submitted on Air Task Request Annex A to this Chapter.

SECTION 4 - US ARMY AVIATION

1025. The types of support available from the US Army Aviation sources are as follows:

- a. Medium and heavy lift helicopter.
- b. Assault Helicopter Company (AHC).
- c. Helicopter Fire Team.
- d. Aerial Reconnaissance.

Medium and Heavy Lift Helicopter Support

1026. Both medium lift (CH-47 Chinook) and heavy lift (CH-54 Skycrane) support is available to 1 ATF. The limited support available dictates that loads for these aircraft be as follows:

- a. CH-47 Chinook - minimum 5,000lb and maximum 8,000lb.
- b. CH-54 Skycrane - minimum 8,000lbs and maximum 18,000lb with a proviso that loads over 16,000lb require special planning.

1027. Requests for support are to be submitted on Air Task Request Annex A to this Chapter.

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1028. Assault Helicopter Companies (AHC) usually furnish a total of 10 troop-carrying helicopters (slicks), a command and control (C and C) and two LFT. The factors which must be considered in planning for AHC support are as follows:

- a. Normally six day's notice is required for AHC support requirements.
- b. The planning figure for allowable cargo loads is 6 fully-armed troops, compared with seven for RAAF ac.
- c. A co-ordinating conference will be held prior to AHC airlift with representatives of the ground commander and AHC commander in attendance. This conference will normally be held on the day prior to the operation. Most AHC's have Liaison Check-Lists which they use at co-ordinating conferences. A planning check-list for use by 1 ATF units is attached as Annex E to this Chapter.
- d. Final selection of the LZ(s) and/or PZ(s) rests with the ground commander acting upon the advice of the AHC representative.

1029. Requests for support are to be submitted on Air Task Request Annex A to this Chapter.

US Army Helicopter Fire Team Support

1030. US Army Aviation provides LFTs consisting of two armed helicopters, and Heavy Fire Teams (HFT), consisting of three armed helicopters.

1031. Roles of LFT/HFT are:

- a. Close air support.
- b. LZ preparation and suppression.
- c. Aircraft escort.
- d. Armed reconnaissance.
- e. Convoy cover.

1032. Request for support are to be submitted as for the RAAF LFT para 1021 above, US Army LFT being provided when the RAAF LFT is already committed.

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Medical Evacuation Support (Dustoff)

1033. Details of this specialist mission are in Part 2 of these SOP.

SECTION 5 - US AIR FORCE

General

1034. The following types of air support are available from USAF Resources:

- a. Close air support.
- b. Forward air controllers.
- c. Short range and medium range tactical transport support.
- d. Aerial Reconnaissance support.

Close Air Support.

1035. Close air support by the USAF is available either on a planned or immediate basis. Types of close air support available to 1 ATF are as follows:

- a. Air strikes using all normal types of air delivered ordnance both by day and night either FAC or radar controlled.
- b. Multiengined cargo type aircraft (C119 - "Shadow") employing illumination at night with supporting 7.62mm mini-gun fire.

1036. Requests for immediate close air support must normally meet one of the following conditions:

- a. Troops in contact with the enemy.
- b. Landing Zone preparation or construction.
- c. Landing Zone cover.
- d. Targets to be attacked by ground forces within four hours following the air strike.
- e. Enemy in the open.
- f. Known enemy locations.
- g. Suspected enemy locations, suitably supported by good intelligence.
- h. Ground fire towards aircraft

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1037. Details of minimum safety distances for air delivered weapons are given in Annex F to this Chapter on a restricted distribution.

1038. The Close Air Support Request (PYTHON/BUSHRANGER) at Annex D to this Chapter is for requesting immediate support, while requests for planned close air support are to be made on ATR form at Annex D. Requests for immediate close air support may be sent in clear unless the support is requested for a specific time which is over one hour from the time of the request.

1039. Requests for planned close air support are to be forwarded to 1 ATF CP no later than 1000 hours on the day prior to the day for which support is requested. Acceptance or rejection of the request will be advised to the requesting unit normally by 1800 hours on the same day.

1040. Procedure for control of airstrikes is given in Annex G to this Chapter.

Forward Air Controllers

1041. Forward Air Controllers (FAC) operate in support of 1 ATF in the following roles:

- a. Control of airstrikes by day and night.
- b. Visual reconnaissance.
- c. Artillery fire direction.
- d. Convoy, troop or light aircraft cover.

1042. Requests for use of FAC resources are to be submitted using Air Task Request Annex A to this Chapter.

1043. The callword of 1 ATF FAC aircraft is "JADE".

Short/Medium Range Tactical Transport Aircraft

1044. Short and medium range tactical transport support is provided by:

- C7 - Caribou.
- C123 - Provider.
- C130 - Hercules.

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1045. Requests for tactical transport support are to be submitted using Air Task Request Annexe A to this Chapter.

Aerial Reconnaissance

1046. Aerial reconnaissance provides coverage using Redhaze, SLAR and vertical photographs.

1047. Requests are to be submitted through GSO2 (Int) using Aerial Reconnaissance Request Annex H to this Chapter.

SECTION 6 - MISCELLANEOUS

Pilot Mission Brief

1048. The proforma at Annexe I is to be used by all units for all routine or emergency resupply by air.

1049. The proforma is to be filled out in duplicate, one copy passed to the aircraft captain and the other retained in the ground units echelon helipad or airfield register.

1050. The carriage of dangerous cargo i.e. ammunition, PCL, battery acid etc is to be clearly indicated on the pilot Mission Brief. In certain instances advice is to be obtained through the GSO2 (Air) on RAAF regulations for the packaging of such cargoes.

Reporting Ground Fire Directed at Aircraft

1051. All incidents of enemy ground fire directed at aircraft are to be reported to 1 ATF CP as soon as possible in the form shown in Annexe J. In addition flying units are to complete and forward the reports required vide MACV directive 381-34 dated 26 April 1968.

Downed Aircraft Procedure

1052. When an aircraft has been reported downed the GSO2 (Air) is to initiate the following procedure:

- a. Despatch an LFT to provide air cover for the crew, passengers and the aircraft.
- b. Advise the 1 ATF CP Operations/Duty Officer to stand-to a SAS protection party and make arrangements to fly the SAS party to the area of the downed aircraft. If the tactical situation is such that the SAS protection party may be of insufficient strength, the Operations/Duty Officer is to have the Ready Reaction Company or part thereof, stand-to to provide reinforcement as required.

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- c. Arrange recovery of the downed aircraft.

Liaison

1053. The following liaison officers are available to assist HQ 1 ATF and units:

- a. OC 161 (Indep) Recce Flt.
b. No 9 Squadron Liaison Officer. (TFAC Rep).
c. USAF Air Liaison Officer (ALO).

1054 - 1060. Reserved.

SECTION 7 - DEFINITIONS, PRIORITIES OF AIRLIFT

Combat Essential (CE)

1061. This priority is reserved for the unplanned movement of units or supplies, not meeting the criteria for a higher priority, for which an operational requirement exists which justifies the disruption of planned transportation. Its use requires the prior concurrence of Comd 1 ATF.

- a. Priority 1. Movement of units, primary weapons or equipment and supplies essential to operational mission accomplishment.
- b. Priority 2. Movement of auxiliary equipment, supplies or personnel, the lack of which impairs performance of the operational mission.
- c. Priority 3. Reserved for administrative troop movement and supply of essential material for administrative support and emergency repair of administrative equipment, directly related to the accomplishment of the mission.

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Emergency Resupply (ER)

1062. Reserved for the supply of primary material which is essential to the accomplishment of the operational mission of forces in combat. This priority will be assigned by the unit commander and approved by the Commander or GS02 (Ops) on his behalf only when in the final judgement the use of priority "Combat Essential" will not meet the requirement.

Tactical Emergency (TAC E)

1063. This is the highest airlift priority, reserved for tactical movement into combat. This priority will be assigned by the unit commander, and approved by the Commander only under the following conditions:

- a. The unit for which TAC E is requested must be engaged with the enemy or contact must be imminent; or for a unit directly supporting a unit under the above conditions; or for reinforcement of units in either of the above circumstances.
- b. The situation must be such that in the final judgement, the request is fully justified in that serious consequences would result from failure to accomplish the movement at the requested time.
- c. Emergency evacuation and medical assistance are included in the above.

1064-1100. Reserved.

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ANNEX A TO
CHAPTER 10

AIR TASK REQUEST

UNIT SERIAL No.	A			
REQUESTING UNIT	B			
FREIGHT (Description and Weight)	C			
PAX (No)				
TOTAL WEIGHT				
SORTIES (No)				
TYPE OF AIRCRAFT REQUIRED	D			
PICK UP POINT	E	PZ1	c/s	FREQ
		PZ2	c/s	FREQ
		PZ3	c/s	FREQ
DESTINATION	F	LZ1	c/s	FREQ
		LZ2	c/s	FREQ
		LZ3	c/s	FREQ
DATE/TIME REQUIRED	G1			
DATE/PERIOD ACCEPTABLE	G2	EARLIEST TIME:		LATEST TIME
DATE/TIME RELEASED	G3			
ROUTE	H			
BACK LOAD REQUIREMENTS FREIGHT/PAX	I			
REQUESTING UNITS REMARKS				
ATOC REMARKS				
ARMY ACCEPT/REJECT		RAAF	ACCEPT/REJECT	
UNIT INFORMED TIME A/C AVAILABLE				
TRANSLAND SENT				

- NOTES: 1. Units will only be advised if tasks have not been accepted or if alteration to detail is required.
2. Requests are to reach 1 ATF CP Air Staff by 1400 hrs on the day prior to the task date. Only priority tasks may be accepted after that time.

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HELICOPTER PLANNING AND EMPLOYMENT DATA

Landing Zone Dimensions

1. For all but emergency missions, the minimum dimensions of landing zones for the various types of helicopters in support of 1 ATF are as follows:

HELICOPTER	Diameter of area cleared to ground level		Further clearing ground landing area free of obstruction over 2ft high	
	DAY	NIGHT	DAY	NIGHT
Sioux/Kiowa	15m	60m	5m	40m
Iroquois	20m	60m	5m	40m
Chinook	50m	50m	15m	15m
Skycrane	60m	60m	20m	20m

2. There should be obstruction free approach and exit paths into the prevailing wind. The maximum obstruction angle, measured from the outer edge of the landing area, should be no greater than 30 degrees.

Iroquois - Winch Sites

3. If no landing zones are available, units should try to locate winching sites with the following characteristics:

- a. lowest tree heights in the area and thus reduce the winching time; and
- b. a hole through the canopy clear of obstruction at least 10ft in diameter.

Marking of Helicopter LZ's and PZ's by Night

4. Markers for night landing should give indication of the wind direction and location of the centre of the LZ or PZ. Lighting may be improvised from torches, lamps or flares made from tins filled with sand and petrol. Alternatively, mugs containing burning hexamine provide a satisfactory substitute. Ground lights should be secured firmly to prevent their being blown over by the helicopter wash.

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5. Strobe lights, hand-held torches or lamps should be inclined upwards to face the direction of the helicopter but care should be taken not to dazzle the crews with strong lights.

6. Lighting patterns suitable for marking night LZs' and PZs' are as follows:

- a. five lights laid out on the ground or hand-held at ten meter intervals in the form of a letter 'T', 10 meters to the right of the centre of the landing point. The horizontal bar of the 'T' is placed upwind, and
- b. two vehicles are placed 40 meters apart and 40 meters downwind of the centre of the LZ or PZ with their headlight beams intersecting at the centre of the area. The helicopter approaches into wind, passing between the two vehicles and lands in pool of lights

7. Unless lighting systems as described above can be arranged, the aircraft will generally have to employ landing and searchlights on final approach. Where the approach is to a winch point, the use of such lights will be mandatory, regardless of the availability of other forms of lighting including artillery or air dropped flares.

8. Where the approach is to be made to a position in the field away from secure compounds, the aircraft captain is presented with a difficult problem both in accurate location and in identification of the friendly position. This problem tends to be compounded the thicker the jungle cover, and is at its worst for an isolated winch point in heavy forest. Recent tests have pointed up severe limitations in the effectiveness of the strobe light in such circumstances, and experimentation with other forms of light source produced better results. Use of these other aids assists greatly in both location and identification of the friendly position. In descending order of effectiveness, they are:

- a. US Trip Flare. The standard trip flare produces a large pool of light visible to an aircraft through even dense foliage, and provides the pilot with an excellent approach so that a continuous light source is available.
- b. RAAF Personal Flare Gun. This device throws a small flare from a hand held dispenser. It is small and light (about the size of a large fountain pen), and several rounds can thus be carried. Two types of round are available; one is rocket propelled and the other is purely percussive. The rocket type is very effective, and will penetrate through dense canopy to project the flare several hundred feet into the air. The percussive type tends to bounce back off all but light canopy. The device is an excellent locating aid. (Pencil flare gun: Flare gun 1370-PN-600-D4-046-1. Flare Jungle Penetrative 1370-PN-6000-D-3000-1).

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- c. M79 Illumination Round. This round also penetrates **dense** canopy and is an excellent locating aid.
 - d. RAAF Day/Night Flare. This device is primarily an emergency flare for location of downed aircrews. It consists of a hand held cylinder with a smoke generator at one end and a flare at the other, and is approximately half the bulk and weight of the standard smoke grenade. The flare is not as intense as the trip flare, and it burns for 30 seconds, but it still provides sufficient illumination to penetrate dense canopy. It is a good locating aid and could also be used as an approach aid in the same way as the trip flare. (Flare/Day/Night: 1370-RAF-12D-1276).
 - e. Flare Hand Held Parachute Illumination. This flare tends to bounce off dense canopy, but in relatively open terrain it is a good locating aid.
 - f. Strobe Light. The standard strobe light is extremely difficult to locate in dense foliage, but is quite effective in open areas. In such conditions it is a fair locating and approach aid.
 - g. Tracer. Tracer can be used effectively as a location aid only; due to its non-persistence it should be used in conjunction with other devices such as a torch, and
 - h. Torches. A strong torch is most valuable. In relatively open country it will provide a steady source of light for an approach, and if necessary it can be keyed for authentication purposes to assist in positive identification.
9. It might be necessary to use more than one of the above aids in order to complete a given task expeditiously. For example, where a pencil flare is used for location and identification purposes the requirement to provide the pilot with a steady light source on which to fly his approach will still exist. Depending on circumstances, this source could be any of the longer burning ground flares or a strobe light or torch.

PZ/LZ Communications

10. No aircraft will land at a PZ/LZ unless communications are available. When working with Vietnamese units, liaison officers are to ensure that English speaking persons man communications at PZ/LZ.

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ANNEX C TO
CHAPTER 10

EMPLOYMENT OF RAAF LIGHT FIRE TEAM

Armament

1. BUSHRANGER aircraft are fitted with the following armament:
 - a. 2 x 7.62 mm Mini-guns with a rate of fire of 4000 shots per minute. These guns are fixed and forward firing. Capacity of these guns is 9000 rounds.
 - b. 14 x HE 2.75 inch Folding Fin Aircraft Rocket (FFAR). This is the normal rocket load.
 - c. 2 x twin 7.62 mm M60's, one on each side of the aircraft. These guns are fitted on a flexible mounting and operated by a gunner.
 - d. 100% tracer is used on M60's. 20% tracer is used on Mini-guns.

Employment

2. Briefings for the LFT must include:
 - a. General tactical situation by GSO2 (Air)/GSO3 (Air) and callsign/frequency of the HQ of the unit or independent sub-unit requesting support. This brief is to include detailed locations of friendlies outside the unit AO but within 2000 metres of the target area.
 - b. Detailed information given by the CO or Ops Offr of a battalion or OC of other unit, or independent sub-unit requesting support is to include:
 - (1) Enemy situation.
 - (2) Locations of all friendlies within the unit AO within 2000 metres of the target area. This must include RF/PF posts and activities.
 - (3) Callsign and frequency of the sub-unit requiring support.

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(4) Callsigns of all friendlies within 1000 metres of the target area. It is essential that all sub-unit commanders within 1000 metres of the target area are on the same frequency. The frequency to be used is to be allocated by HQ of the unit requesting support, and co-ordinated with advisers/LOs with ARVN or RF/PF elements within the unit AO.

(5) Artillery information:

- (a) Location of guns or mortars or both as necessary.
- (b) Impact area/s.
- (c) Azimuth (degrees magnetic).
- (d) Maximum ordinate.

(6) Other aircraft in the area, operating on unit frequencies.

c. Detailed briefing by sub-unit commander requiring close air support is to include:

- (1) Detailed enemy situation.
- (2) Confirmation or otherwise of friendly positions as previously given by the commander sub-para b above.
- (3) Suggested attack direction.
- (4) Positive identification of all friendly troops within 1000 metres of target area. Method of marking to be done by one or a combination of the following means:
 - (a) Coloured smoke.
 - (b) Marker panels.
 - (c) Marker balloons.
 - (d) Flares.
 - (e) Mirrors.
- (5) Exact support requirements.
- (6) Clearance to engage.

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3. During engagement of target the LFT commander may request continuous marking of all friendly positions within 1000 metres of the target. The sub-unit commander should comply with this request and can obtain additional smoke if required from the LFT.

4. In the event of a further target appearing in the attack area, it is to be treated as a new target and procedure laid down in para 4 c. above is to be followed in its entirety.

5. The LFT commander will not accept a target until he is satisfied that conditions above have been met and until he obtains a final clearance from the sub-unit commander immediately directing the LFT.

Notes

1. Although the preceeding paras cover RAAF LFT's, the same employment procedures are to be used when US LFT's are in support of 1 ATF units.

2. The ordnance carried by US LFT vary considerably and must be confirmed during briefing prior to engagement of targets.

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ANNEX D TO
CHAPTER 10

CLOSE AIR SUPPORT REQUEST

PYTHON (AIR STRIKE)/BUSHRANGER (LFT)

- A. Unit/sub-unit requesting.
- B. Grid reference of the target.
- C. Target description.
- D. Desired time on target
 - Not before hours
 - Not after hours
- E. Location(s) of own troops in relation to target
- F. Special instructions (frequency for control/briefing etc) and method(s) for marking friendly positions

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ANNEX F TO
CHAPTER 10

MINIMUM SAFETY DISTANCES
AIR DELIVERED WEAPONS

1. As the minimum safety distances for the various types of air delivered ordnance is classified SECRET, this Annex is distributed to particular arms, units on a limited basis.
2. Units to which this Annex has not been distributed, and which may, in unusual circumstances have occasion to seek close air support, can obtain appropriate information from the FAC joining their net up to 30 minutes prior to air strike.

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ANNEX G TO
CHAPTER 10

PROCEDURE FOR DELIVERY OF AIRSTRIKES

Planned Targets

1. Where the target is a planned target in excess of 1000 metres from nearest friendlies the FAC, after obtaining the necessary ground clearances through 1 ATF CP will put in the attack without further reference to the ground commander into whose AO the strike has been cleared.

Immediate Targets or Planned Targets Within 1000 Metres

2. The procedures given below are to be followed during a "troops in contact" situation or when the friendly positions are within 1000 metres or closer to the target under attack:
 - a. The FAC is to have radio contact with all fighters, JADE control, and all the ground commanders within a 1000 metre radius of the target.
 - b. Upon direction of the FAC, the ground commanders are to mark the friendly positions with smoke. The ground commanders are to specify how many smoke cannisters have been thrown and both the FAC and the fighters will not make attack passes until all smoke has been clearly identified by FAC and fighters, and the positions of the friendly troops has definitely been established.
 - c. The FAC will then mark the target and direct the fighters in. Troops nearest the strike are to continue to mark with smoke as directed by the FAC.
 - d. If at any time the fighters or the FAC lose sight of the smoke or it drifts far enough to make the friendly positions unrecognizable, attacks are to cease until new smoke is thrown and friendly positions are reidentified as above.
3. In the event a further target is discovered in the attack area, it will be regarded as a new target and ground commanders are to re-mark as in para 2, above before further attacks are made.
4. In the event that ground commanders cannot mark owing to lack of smoke or panels or do not wish to mark in order to conceal their position from the enemy, attacks are not to be put in unless responsibility is assumed by the ground commander concerned.

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5. If there is the slightest doubt as to the location of friendly positions, attacks are to cease until FAC and fighters have reidentified friendly locations by procedure para 2 above.

6. An airstrike with the direction of approach towards friendly troops may only be agreed to by the ground commander concerned and then only in an emergency.

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ANNEX H TO
CHAPTER 10

AERIAL RECONNAISSANCE REQUEST

AIR RECCE REQUEST: (Always at the start of message).

- A. UNIT REQUEST NUMBER.
- B. UNIT AND PHONE NUMBER.
- C. DATE NO LONGER OF VALUE.
- D. (For Air Int use).
- E. TYPE OF COVERAGE REQUIRED.
(REDHAZE/SLAR/VERTICAL PHOTO)
- F. SCALE.
- G. UTM - CO-ORDS (UPPER LEFT)
(UPPER RIGHT)
(LOWER RIGHT)
(LOWER LEFT)
- H. TIME ON TARGET.
- I. ESSENTIAL ELEMENTS OF INFORMATION REQUIRED.
- J
- J. (For Air Int use).
- K. (For Air Int use).
- L. NUMBER OF PRINTS REQUIRED.
- M. ADDITIONAL INFORMATION AND/OR REMARKS.

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ANNEX J TO
CHAPTER 10

GROUND FIRE REPORTS

GROUND FIRE REPORT (Always at the start of the message)

- A. Type of aircraft/callsign.
- B. Date/Time.
- C. Origin of enemy fire.
- D. Number of rounds fired and type of fire (including calibre if known).
- E. Direction of flight of aircraft (cardinal points of compass).
- F. Altitude (in feet) (estimate sufficient when reported by ground troops).
- G. Airspeed (when report sent by air unit).
- H. Damage to aircraft (include in confirming signal only).

NOTES: (a) Initial report to be sent in clear by radio as follows:

- (1) Aircraft: Over 1 ATF Tactical Air Net to GS02 (Air).
- (2) Ground Units: Over command net to 1 ATF Command Post.

(b) All serials are to be completed. If detail is not known insert UNKNOWN against the relevant serial. Ground units omit serials G and H.

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