

Headquarters Air Combat Command

Integrating Offensive Counter Air & Defensive Counter Air in Joint Fires



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HQ ACC/A3YI
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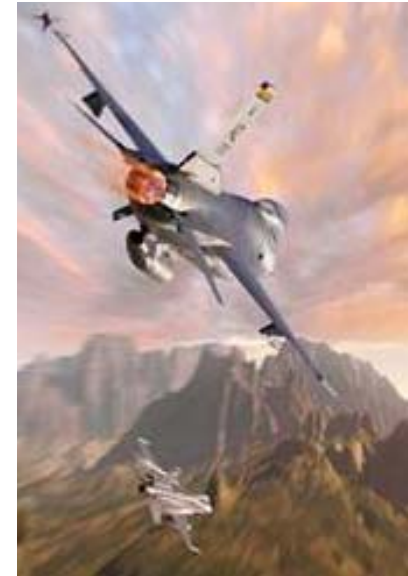
Overview

- **BLUF**
- **Problem Statement**
- **COAs**
- **Potential Solution**



BLUF

- **Apply lessons and current procedures to integrate flight operations, and fires missions.**
 - **Today, fires missions are being conducted in very congested airspace without significantly impacting flight operations or delaying fires missions.**



This is about providing SA to Shooters to reduce risk



Problem Statement

- **OCA/DCA missions occur in wide expanses of airspace**
 - Often the airspace used is not explicitly stated in the ACO
- **Both Fires & OCA/DCA missions have a requirement to shoot through airspace without delay.**
- **Historically joint fires and aircraft in same airspace has adversely affected both air and fires missions:**
 - **Potential for round/missile to collide with aircraft**
 - **Aircraft may perceive ground launch as a threat**



Solution must allow both missions



COAs

- **Submit airspace requests for OCA/DCA & Fires missions**
 - Location of operations not predictable, based on enemy actions
 - Large amounts of unused airspace is wasteful and inefficient
 - Airspace Coordination Measures (ACMs) not responsive enough to allow dynamic nature of both Fires and OCA/DCA ops.
- **Coordination between Fires & Airborne shooters could solve problem ... however significant challenges**
 - Radios, Ranges, Knowing Who to Contact (too many aircraft)
- **Coordinate Fire Solutions to CRC & AWACS**
 - Executable even when prior airspace request not initiated
 - Demonstrated success today in Phase IV operations
 - Need to investigate if these solutions will work for Phases I-III



Potential Solution

- **Execution: Fires & Tactical Level Air C2 Coordinate**
 - **CRC/AWACS/JSTARS units have situational awareness of airspace users based on their role as tactical C2**
 - **Tactical Air C2 & fires elements reply with immediate potential conflicts to allow all commanders to asses risk**
- **Planning Considerations:**
 - **Force positioning: Fires units avoid high traffic areas if able**
 - **ie Runway approaches offer less flexibility to move aircraft**
 - **Establish coordination frequency, phone & reaction time needed**
 - **Integrate counter air into OPORD fires priorities**
- **Training Considerations :**
 - **TTPs & common terminology needed (i.e. Cleared vs. Vacant)**
 - **Unit training opportunities prior to deployment needed**



Potential Solution

- **Future: Use data link (machine to machine exchanges) to facilitate coordination.**
 - **Concept - As fire solution is being entered into fires system, or an air asset is committed, a message can be automatically generated and sent via Link 16. Allows all airspace users to view the fires path and locations of air intercepts. Messages are removed when fire mission or air engagement is complete**
 - **Reduce operator workload for both fires and Air C2 elements**
 - **Reduce data entry errors**
 - **Improve response speed**
 - **Information available to more airspace users**

Material development needed for enduring solution



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Back Up Slides



Air Operations

Centralized Control/Decentralized Execution

- **Centralized Control (Planning)**
 - AOC (JFACC Level) plans campaign
 - Targets and package content is determined in advance
 - Airspace and known flight routes are planned procedurally (deconflicted)
- **Decentralized Execution**
 - Dynamic Environment (minute by minute changes)
 - Mission Commander (Pilot) can be delegated command authority
 - Engagement authority can be delegated through Special Instructions (SPINS)
 - Tactical C2 Elements support the flying Mission Commander
 - Tactical C2 can deconflict flight paths, however higher operational level C2 direction is required to change a strike mission
 - Tactical C2 may be delegated authority to affect changes to support missions based on threats, battle damage, and immediate needs
 - Tactical C2 executes airspace plan. Can add or change airspaces. Deconflicts airspaces users using both Radar & procedural control.

Actual aircraft positions may not be where planned



OCA/DCA Operations

- **OCA/DCA operations may need to operate in wide/vast swaths of airspace.**
- **Unused airspace reservations can block the flexibility of aircraft to position for tactical advantage**
- **Fighters do not activate airspace when they shoot**
- **Command may be decentralized to fighter cockpits**

The enemy gets a vote on where the fight occurs



OCA Strike Package

- **A Package Example**
 - **Fighter Escort (F-15C, F-22)**
 - **Electronic Warfare (F-16 CJ & EA-6B)**
 - **Strike Package (F-16, F-15E, A-10, B-1, B-52)**
- **Tactical Command & Control**
(E-3 AWACS, E-8 JSTARS)
- **Tanker Refuel(KC-135, KC-10)**
- **Intel/Recce (RC-135, U-2)**

