



Lightly-loaded A-10A 80-0281/'SP' from the 81st Fighter Squadron, 52nd Fighter Wing, carrying a Sidewinder and a pair of Maverick air-to-ground missiles. The aircraft display a panther's head on the engine nacelles.



Greece deployed three Mirage 2000EG two-seaters and a single Mirage 2000CG to St Dizier. 'EG 203 carries an acquisition round under the wing.

followed in the afternoon by a mass debrief in the base cinema to provide general information and monitor mission results. Before each wave of night sorties, a night-fly brief was held at 17:30 and rounded off by a night-fly debrief at 01:00. The Distinctive Visitors (DV) day and closing ceremonies were held on the last day of the Operations Phase. Redeployment or 'hot wash' for all forces took place on October 5. This year, the Operations Phase was increased by one extra day to allow more training opportunities.

### CK Changes

After two years of CK exercises organisers realised that the preparation and debriefing of missions was taking up too much time, and resulting in fewer activities. Consequently, five different 'squadrons' were established - fighters, helicopters, transport, medical and operations. To each 'squadron' the Exercise and AOC directors and DISTAFF delegated specific responsibilities, spreading the load of preparation and debriefing, allowing more activities to be planned. The squadron Operations officers are then supposed to prepare the missions and check that everybody is flying according to the standards.

In 2002, for the first time, the Combined Air Operations Centre (CAOC) and the DISTAFF and Logistics Centre were field-deployed and housed in six deployable containers. France provided heavy seven-ton SMADs (Structure Modulaire d'Accueil Deployable or Modular Deployable Structures) which can be constructed and put into operation in less than two hours. Their modular and mobile structure makes it possible for them to be flown to any location on the planet by either C-130 Hercules or Transall transport aircraft. A local operational network (web-based) made sure that all the command and control units were connected and linked to the Integrated Command and Control (ICC).

The planning, follow-up and supervision of medevac airborne and air missions was carried out by the CAOC, which also made known the ATOs, Airspace Control Orders (ACO) and Special Instructions (SPINS). Once the aircrews have received their ATO, in which all mission details are specified, the primary mission of the CAOC

is to ensure command and control of air activity.

Early each morning a French E-3F AWACS would leave its base at Avord to control the air assets employed in the exercise area, a vital link in maintaining and enforcing the no-fly zone established over the Area of Operations (AOR). In every ATO and corresponding ACO, the E-3F was identified, and prior to take-off the mission planning crew would receive and review the updated ATO/ACO and intelligence updates. The last briefing for the crew from Escadron de Détection et de Contrôle Aéroporté (EDCA) 36, was carried out 2 hours 45 minutes before on-station time in their ATO. The AWACS, operating under the call sign CYRANO, was on station some nine-and-a-half hours every day in order to compile the Recognised Air Picture (RAP). Besides this surveillance task, the AWACS provided aircraft control and RAP Exchange by downlinking the live picture to the French ground control network known as 'Stradivarius'. The image would then be sent instantly to the French field AOC and to the commanders on the ground.

As a result of its operations in the Yugoslavian theatre, only the French AWACS has an onboard ICC capability. The ICC provides information management and decision support to NATO's CAOC level air operation activities during peacetime, wartime and during exercises. ICC supports the most critical Air Command and Control functions, such as Planning and Tasking, Air Task Order generation, Current Offensive and Defensive Operations, and Recognised Air

Picture Display, as well as the dissemination of orders, reports and imagery between the CAOC and the Headquarters above and below it.

### Working together

To ensure effective co-ordination of civil and military communication and activities during CK'02, a CIMIC programme was set up to ensure effective co-ordination between the NATO commander and the civilian role-players, including national and local authorities, as well as international, national and non-governmental organisations and agencies.

CIMIC proved to be invaluable during the 1999 Kosovo air campaign and was afterwards gradually introduced into the NATO command structure. It was introduced as a new element in CK'00, and during CK'01 contacts were established with UNHCR Bulgaria, resulting in a most realistic refugee camp in which roles were played by more than 80 forces conscripts and Red Cross workers. A group of 80 warrant (non-commissioned) officers from Rochefort, who had only been in military service for five weeks, took on refugee/casualty roles, following general briefings on the exercise, and basic helicopter and air transport familiarisation training.

Knowledge gained from 'real world' situations was put to good use during a refugee extraction mission at the radar site near Beaufremont. Jaguars first went in to perform tactical reconnaissance, after which several A-10As and Bulgarian Su-25s performed Combat Air Support, clearing the area for a formation of three Hips. The Bulgarian, Macedonian and Moldavian helicopters first inserted special forces to secure the area, while the waiting refugees were airlifted to Damblain. On arrival, the role-players were put through a more rigorous identification check. After some 40 minutes on the ground, they were taken to St-Dizier for questioning by Polish and Hungarian CIMIC officers, and were cleared for further processing.

During a similar mission, the Italian G222 crew from Pisa trained together with the French Air Forces Special Forces (CFPA) from Villacoublay. Performing a tactical landing, the aircraft was manoeuvred far above normal glidepath levels, after which it entered into a steep high-angle approach to evade any possibility of hostile fire. Following touch-down, full reverse throttle was immediately selected in order to bring the aircraft to a halt within a few hundred metres of a group of evacuees. With the engines still running, the Special Forces stormed out in small groups to secure both sides of the aircraft and locate the refugees. After making sure that no hostile forces were amongst the civilians, the group quickly guided them on board. In just



Lancer 6010 (a further example can be seen behind) taxis past, carrying a pair of fuel tanks under the wings.