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41WG SI (OPS) 04-05
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41WG TACTICAL PROCEDURES

INTRODUCTION

1. The Air Power Manual defines three levels of Air Power Doctrine: Philosophical Doctrine, Application Doctrine and Procedural Doctrine. The philosophical and application doctrine of the RAAF are captured in the Air Power Manual and the Operational Air Doctrine Manual respectively while procedural doctrine is contained in Wing and Squadron instructions.
2. Procedural doctrine encompasses the detailed tactics, techniques and procedures to ensure effectiveness, standardisation and interoperability. 41WG's procedural doctrine is articulated in 41WG Tactical Procedures (TACPROCS) and is supplemented by unit Orders, Instructions and Publications that detail how to execute TACPROCS on each 41WG system.

AIM

3. The aim of this Instruction is to outline the development and approval process for 41WG TACPROCS.

AUTHORITY

4. The authority for this instruction is OC 41WG.

SCOPE

5. This instruction is applicable to all 41WG units.

PURPOSE

6. The purpose of 41WG TACPROCS is to standardise procedures for the effective employment of 41WG systems and to optimise their integration with other RAAF, ADF and coalition assets. To this end, TACPROCS define how 41WG plans, prepares for and conducts operations as a cohesive force and the document is structured as such.

DEVELOPMENT PROCESS

7. 41WG SO2TACDEV is responsible for the development of TACPROCS and is to ensure that the document remains operationally relevant. SO2TACDEV achieves this through the Tactics Development (TACDEV) cell (refer 41WG SI (OPS) 04-04). The TACDEV cell determines the need for:
 - a. new tactical procedures,

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- b. changes to existing tactical procedures, and
- c. cancellation of outdated tactical procedures.

Any 41WG member can contribute to the development of TACPROCS by raising suggestions for changes through their Unit TACDEV cell members.

Tactics Bulletins

8. Once the need for an update is identified by the TACDEV cell, a solution is to be drafted and a member of the cell tasked to develop a Tactics Bulletin (Tac Bulletin) that defines the new or changed procedure in full. The purpose of a Tac Bulletin is to promulgate new or amended procedures to Units to either implement immediately or trial before they are incorporated into 41WG TACPROCS as endorsed doctrine. Tac Bulletins may be raised outside of TACDEV cell sessions provided that there is a genuine need for the new procedure to be implemented before the next meeting.

9. The following process is to be used for creating Tac Bulletins:
- a. The Tac Bulletin is to be drafted IAW the template contained at Enclosure 1 and available on the 41WG TACDEV DSN web site. The TACDEV cell member sponsoring the Tac Bulletin is to complete the 'Sponsor' section of the processing form (Enclosure 2) and forward both documents through the Unit chain of command to 41WG SO2TACDEV.
 - b. SO2TACDEV will determine which Unit is best placed to test the new procedure and, if possible, determine an exercise during which the procedure should be tested. SO2TACDEV will review the Tac Bulletin and once satisfied that the new procedure is valid and has been developed in conjunction with relevant stakeholders will forward it to SO1OPS for approval.
 - c. Once the Tac Bulletin has been approved by SO1OPS it is to be returned to SO2TACDEV for entry into the Tac Bulletin register and promulgation via the 41WG TACDEV DSN web site.
 - d. Units are to implement the new procedure and the unit tasked with testing the procedure is to provide a report on its success at the next TACDEV meeting.

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10. Current Tac Bulletins are to be reviewed at each TACDEV cell meeting. For each bulletin, the cell is to determine whether the procedure should be:

- a. incorporated into TACPROCS with or without amendments;
- b. amended and tested in its new format, or;
- c. removed.

APPROVAL

11. SO1OPS will approve each edition of TACPROCS for release and implementation at 41WG units. The document is to be promulgated on the 41WG TACDEV DSN web site with all Units and stakeholders notified of each new edition via minute. The document will be published in PDF format only.

Enclosures:

1. 41WG Tactical Bulletin template
2. 41WG Tactical Bulletin Draft, Amendment and Review Form.

Related Orders, Instructions and Publications:

41WG SI (OPS) 04-04 – 41WG Tactics Development Cell
41WG SI (ADMIN) 02-05 – Quality Management system
ADDP-D – Foundations Of Australian Military Doctrine
AAP 1000-D – The Air Power Manual
AAP 1002 – The Operational Air Doctrine Manual

Keywords

Tactics

Doctrine

Tactical Procedures

SPONSOR: SO2TACDEV

EMERGENCIES TO AIRCRAFT NOT UNDER WEDGETAIL CONTROL**INTRODUCTION**

1. 42WG crew when operating the Wedgetail AEW&C have specific obligations if an aircraft has an emergency even if not under Wedgetail control.

AIM

2. The aim of this instruction is to detail mission crew duties during emergencies to aircraft not under Wedgetail control.

AUTHORITY

3. The authority for this instruction is the OC 42WG.

SCOPE

4. This Instruction is applicable to all 42WG personnel.

INSTRUCTION

5. **Emergency and Aircraft Indicators.** If an aircraft not under Wedgetail control suffers an emergency, the emergency indicators seen by the crew, and the aircraft indicators will be the same as those detailed in SI (42WG) OPS 4-09.

Any crewmember that becomes aware of an aircraft not under Wedgetail control that is suffering an emergency is to notify the MC on Net 2 with the following details:

- a. location and behaviour of aircraft;
 - b. callsign if known;
 - c. nature of emergency, if known; and
 - d. any other available information.
6. The MC may, if appropriate:
 - a. direct the SSCO to appoint a SCO to liaise with the aircraft;
 - b. direct the SO or PICMAN to start an emergency track on the aircraft;
 - c. direct the SSCO to contact the appropriate TACON/AMA for the area, provide them with all appropriate details, and offer assistance if able; and
 - d. log all details.
 7. If a crew member is assigned by the SSCO to liaise with the emergency aircraft, then the procedures described in Section 9 – Emergencies to Aircraft Under Wedgetail Control are to be followed.
 8. **Emergency Communications.** If a crewmember hears a Guard transmission from an aircraft (not under Wedgetail control) that is not responded to by a ATC/TACON agency, they shall, if able:
 - a. Respond to the aircraft, obtaining all details outlined in SI (42WG) OPS 4-09;
 - b. Notify the MC such that they can conduct the procedures outlined in SI (42WG) OPS 4-09.

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AIRCRAFT EMERGENCY INDICATIONS DETECTED BY WEDGETAIL**INTRODUCTION**

1. 42WG crew when operating the Wedgetail AEW&C have specific obligations if an aircraft has an emergency whilst both under or not under Wedgetail control.

AIM

2. The aim of this instruction is to detail mission crew duties when aircraft emergency indications are detected by Wedgetail AEW&C systems.

AUTHORITY

3. The authority for this instruction is the OC 42WG.

SCOPE

4. This Instruction is applicable to all 42WG personnel.

INSTRUCTION**Emergency Indicators**

5. There are many different methods by which Wedgetail Crewmembers will first become aware of emergencies to aircraft within the surveillance/comms coverage. These methods include, but are not limited to:

- a. Internal communications from another crewmember,
- b. External voice communications over allocated or guard frequencies;
- c. Information relay from a third party (formation wingman or other aircraft);
- d. Distress beacon heard over distress or guard frequencies;
- e. Distress flight patterns:
 - (1) Right hand triangular pattern – Receive only
 - (2) Left turn triangular pattern – No transmit or receive
 - (3) Leg transit times:
 - (a) one minute if TAS > 300kts
 - (b) two minutes if TAS < 300kts
- f. Aircraft adhering to pre-briefed "LAME DUCK" procedures
- g. Aircraft adhering to pre-briefed NORDO levels
- h. Aircraft deviating from flight plan without notification
- i. Mission System indications:
 - (1) Emergency tracks indicated through red 'track attention' symbology;
 - (2) Emergency tracks received over data links; and/or

- (3) Alarm/Alert in the alarm/alert window.

Aircraft Indicators

6. Both civil and military aircraft experiencing an emergency situation may change their Mode 3 to reflect a designated SSR Emergency Code. Emergency SSR codes as stated in MATS 4-15-900 include:

- a. Unlawful Interference indicated by transponder Code 7500
- b. Aircraft Radio/Communications Failure indicated by transponder Code 7600
- c. Emergency indicated by transponder Code 7700.

7. In addition to the emergency squawks listed above, RAAF F/A-18 and Hawk aircraft may squawk HEFOEF codes, as described in Hornet SOP Section 2 Chapter 1 Annex A. HEFOEF codes will not trigger the 'track attention' symbology, nor the associated alarm on the Wedgetail mission system. Similarly, they will not trigger the emergency alarms on Civilian ATC and ADATS radars. For these reasons, aircraft will first squawk 7600/7700 for 2 minutes to alert control agencies of difficulties.

Actions to be performed when aircraft under Wedgetail control

8. In the event of an emergency to an aircraft under Wedgetail control, all crew members are to perform their position specific immediate actions IAW Enclosure 1 to SI (42WG) OPS 03-72 Wedgetail Aircrew Aide.

9. **Mission Ramifications of Aircraft Emergencies.** All aircraft emergencies will have an effect on the supported mission to varying degrees, depending primarily on the mission type and aircraft emergency type. The SSCO and MC are to take into consideration these follow on effects, and determine what contingency or alternate plans, if any, need be actioned.

10. **Follow On Actions.** In any event in which an aircraft under AEW&C control suffers an emergency, all follow up procedures are to be carried out IAW SI (42WG) OPS 05-07 (to be issued).

Unlawful Interference with an Aircraft

11. An aircraft that is subject to unlawful interference will attempt to notify a control agency by squawking Code 7500 or using the phrase 'CHANNEL SEVENTY FIVE HUNDRED' or 'TRIP' directly after the callsign or in an appropriate place within a transmission. When a SSCO/SCO becomes aware of a hijack, they are to carry out the procedures outlined earlier in this section for an aircraft with an emergency. They are, however, to ensure that all transmissions remain routine except that the word 'TRIP' may be inserted after the Company callsign or phonetic alphabet callsign. If the SSCO/SCO becomes aware of the hijack through use of the Code 7500 s/he may request confirmation of the code by using the expression '(callsign) CONFIRM SQUAWKING ASSIGNED CODE'. At no time is the SSCO or SCO to refer to the hijack unless the operating crew has specifically referred it to. The TACON are to be notified immediately after a suspected hijacking occurs. MATS 7.4.14 provides more detail on dealing with aircraft in an Unlawful Interference scenario, and all crew members should be familiar with these details.

Actions To Be Performed when aircraft is not under Wedgetail control

12. Any crewmember that becomes aware of an aircraft not under Wedgetail control that is suffering an emergency is to notify the MC on Net 2 with the following details if known:

- a. Presence of distress beacon tones;
- b. Location and behaviour of aircraft;
- c. Callsign;
- d. Nature of emergency; and
- e. Any other available information.

13. The MC may, if appropriate direct crewmembers to perform the following actions:
- a. Liaise with the aircraft (on guard frequencies if appropriate);
 - b. Attempt to direction find (DF) any beacon signals and report approximate position to local airspace control authority;
 - c. Start an emergency track on the aircraft;
 - d. Contact the appropriate airspace control authority for the area, providing them with all appropriate details, and offer assistance if able; and
 - e. Log all details.
14. If a crew member is assigned by the SSCO to liaise with the emergency aircraft, then the procedures described in Section 8 are to be followed.
15. **Guard transmissions.** SSCO's tasked with communicating with distressed aircraft on guard frequencies are reminded that transmitting on the VHF GUARD radio will result in the automatic re-tuning of the allocated "guard commandeer" radio. This may impact mission communications capability. Dependent on mission requirements, the flight deck may have 121.5 tuned into a flight deck VHF radio. This radio could be utilised in lieu of re-tuning a mission radio after pre-coordination between the MC and flight deck.

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