

JTAC Training (JTC)

JTAC is limited to trained pilots. Pilots are to go through the training listed in the document before being being able to conduct operational missions.

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Theory

Procedures

JTAC Operations can only be completed in an OBSERVER Position, using non VATSIM radio channels, I.e JTAC DISCORD Channel . It is key to note that VATSIM does not recognise this position as a controller.

JTACs are responsible for CAS Briefs, callsign in Transport, Air drops.

The following course is to train Observers and pilots to a standard where they can complete JTAC Operations using the VATSIM network to roleplay Air to Surface Operations.

For this document the Callsigns will remain the same, shown below:

JTAC - BRAVO - 01

FJ - NASTY12

FAC - HTSPR

A400m - BLNHM32

Chinook - BDSLP12

The following aircraft are likely to be used by a JTACs:

- Merlin/Chinook
- Wildcat/Apache
- Reaper/Protector
- C130/A400m/C17
- F35/Typhoon
- Shadow

Mission Identifiers

Each Mission has a phonetic letter to go alongside it, this is to clear up any ambiguities of the type mission.

- TANGO - Transport
- ALPHA - AirDrop
- WHISKEY - Re Supply
- CHARLIE - CAS
- SIERRA - Strike
- X-RAY - Recon

The order of comms for some of the mission types are similar, albeit a few changes to words, for ease S and C missions will be grouped under CAS, and T,A,W will be grouped under TRANSPORT.

CAS

Once the Aircraft has joined the channel with the JTAC the check in process begins, this it to inform the JTAC of the airframes payload and playtime.

The check in will follow a specific order, Callsign, Type, Payload, Playtime (Time on station), fuel state (tonnes), Altitude (Angels and Cherubs), Location (reference to pre briefed IPs or geological positions) and the abort code (Pre briefed letter).

Below is an example

NASTY12: BRAVO-01, NASTY12 Check in

BRAVO-01: NASTY12, BRAVO-01 Pass Check in

NASTY12: NASTY12, Single Typhoon, 2x GBU-49, Playtime 25, Fuel State 8.0, Angles 20, IP WESTHAM abort code Charlie

BRAVO-01: NASTY12, BRAVO-01 Roger Check in, You are Type 2 control. Stand-by.

Nine Line follows

Types of Control	
Type 1	Visual on both aircraft and target, clearance required each attack
Type 2	Visual on aircraft or target (Only one), clearance required each attack
Type 3	No visual needed, block clearance to attack over a set time/space

Nine Line

Nine Lines are a standard used for CAS Briefs, they follow a specific format.

1 - IP: Ingress point, or direction

2 - Heading: Of target

3 - Distance: Of target in Nm

4 - Target Elevation: in Ft MSL

5 - Target Description: Brief description of target

6 - Target Location: Coordinates, and pre brief location marker if required.

7 - Marker Type: Type of Marker or Not available

8 - Friendlies: Location of friendlies

9 - Egress: Ip or Direction

Line 5,6 and 8 are mandatory readbacks for the aircraft.

Example:

BRAVO-01: NASTY12, BRAVO-01 9 line follows, IP VIKING,045 degrees, 5.5Nm, T ELEVATION 250, 2x Technicals near intersection, Grid 54° 22' 6.63" N 0° 39' 24.05" W, Laser, Friendlies 350M South marked IR Strobe, Egress North to IP VIKING.

NASTY12: BRAVO-01, NASTY12, I READ BACK, 2x Technical near intersection, Grid 54° 22' 6.63" N 0° 39' 24.05" W, Friendlies 350M South marked IR Strobe, Standing by for MARK,

NASTY12: BRAVO-01,NASTY12 Tally 2x Technical, Laser.

NASTY12: BRAVO-01:NASTY12, Cleared hot Technical, Fire (On my call/at XX:XX/when ready)

NASTY12: BRAVO-01, NASTY12, IMPACT, Cold, standby BDA.

Battle Damage Assessment

To ensure that the correct level of destruction has occurred, the Aircraft will pass a BDA to the JTAC, it will cover the vehicles/ equipment destroyed and if the aircraft believes a reattack is required.

NASTY12: BRAVO-01, NASTY12 , 2x Technical destroyed, Secondary Explosion Observed, No movement, BDA 5 No reattack required.

BRAVO-01: NASTY12, copy BDA, Good effect, standby for egress.

Abort Procedure

Sometimes the JTAC will need to abort the attack, this could be for a number of reasons. To do this the Abort code from the check in will be said 3x.

BRAVO-01: NASTY12, CHARLIE CHARLIE CHARLIE

NASTY12: BRAVO-01 , NASTY12 CHARLIE

TRANSPORT

Transport could be called in for many reasons, air drops, casevacs or transport of equipment/personnel to or from an area of operation. Many of the key words and procedures such as checking in and aborting apply as the same with FJ.

Airdrop

Airdrops are conducted from Helicopter or Transport aircraft, at different altitudes, for this example it will be a high-altitude Container delivery system of Rations and equipment.

Below is an example script

Example of a Check in

BLNH32: BRAVO-01, BLNH32, 1xA400m,6x CDS Pallets, Angels 8, Time on station 15, holding east, abort code DELTA

BRAVO-01: BLNH32, BRAVO-01, Roger check in, Airdrop zone is ZULU, GRID ,Wind from 270 at 12kt, DZ Marked with orange panel and smoke, Friendlies 300m West of DZ.

Drop zone Brief

The DZ Brief is another 9 line, but in a different format:

- DZ: Designator of DZ
- Location: Grid
- Markings: Panels, Smoke etc
- Wind
- Friendlies
- Threats: If Airspace is Green/Amber/red, any know threats
- Abort Code: Code to call if abort is required
- Run in heading: Heading aircraft will fly inbound to the DZ
- Egress

Example follows:

BRAVO-01: BLNH32, DZ Brief Follows, DZ ZULU, GRID , Marked Orange Panel and smoke, Wind 280/11, Friendlies 300m West of DZ marked with IR Strobe, No known Threats Airspace Green,

Abort Code Delta, Run in 090 Degrees, Egress East. Advise ready run in.

BLNH32: BRAVO-01, BLNHM32, Visual on DZ ZULU Orange Panel and smoke confirmed, Run in now/

BRAVO-01: BLNHM32, Cleared Drop, winds holding steady, Confirm Offload Complete

BLNH32: Parachutes deployed, 6x Pallets away. Good separation :BLNHM32

Post Drop Comms

BRAVO-01: BLNHM32, BRAVO-01 Good drop, all pallets landed in DZ, Cleared egress East. No further Taskings.

BLNH32: Copy, Egressing east RTB, BLNHM32

Casevac

Casualty evacuations may be required from the field, this is the process to make this happen.

The nine line will be

- Location: Geological point, Pre brief LZ/LS, Grid
- To: Where transport is going
- Casualties
- Friendlyies
- Enemy
- LZ Description (Is a field, courtyard etc) / Weather
- Obstacles
- Ingress/Egress
- Abort Code

Check in

BDSL12: BRAVO-01, BDSLP12, 1x Chinook, 8xPOB, Time to station minutes 20, 5Miles north, Cherubs 400, Abort Code Bravo

BRAVO-01: BDSLP12, BRAVO-01, LZ MIKE, GRID, marked Yellow Smoke, 1x Urgent Litter, Possible Enemy 800m West, MG Fire Last minutes 30

BRAVO-01: BDSLP12, CASEVAC Brief follows, LZ MIKE GRID, to FOB, Casualties 1x Litter, Friendlyies IR Marked Perimeter Secured, Enemy MG team 800m west, suppressed, LZ is Field marked yellow Smoke, Weather clear Wind 270/02, Tree south 30M, Ingress East, Egress West. Abort Code Bravo. Call Visual

BDSL12: BRAVO-01, BDSLP12, Visual Yellow smoke confirmed

BRAVO-01: BDSLP12, Cleared to land, LZ Green, Minimal Dust, 60 seconds on ground advised

BDSLP12: 1x Litter onboard, Egressing West BDSLP12

Training Layout

Training Layout

Training

JTAC requirements: Trained as a Pilot (any route) Does not provide ATS. Carried out utilising JTAC Discord Channel

JTAC Training evolutions:

- Direct a RW for a casevac or Transport
- Direct a FW for an airdrow
- Direct a CAS strike

Resources

Resources

Will be added when i find them