

SCAR and SAROPS

SCAR

SCAR is a unique mission set for a TAC-C2 aircraft. This mission will usually be carried out autonomously within a defined geographical area (A DA in training, a KB on Operations) and is split into two specific taskings.

1. Reconnaissance of the AO to identify and classify potential targets
2. "Control" of strike assets designated to the AO
 1. Assignment of holding areas and altitudes/levels
 2. Dissemination of target information
 3. Co-ordination of Strike Aircraft engagements against said targets

Using all available sensors, a SCAR aircraft will usually arrive in their AO ahead of any Strike aircraft. They will scour the AO and identify and classify targets. They will designate priorities against each target in accordance with ROE / Commander's Intent and compile information to pass to striking aircraft.

As the strike aircraft arrive on scene, they will contact the SCAR platform and will be assigned holding points and altitudes.

The SCAR aircraft will then pass targeting information on targets in the order of priority that they have determined and co-ordinate the utilisation of the AOs airspace to assist the strike aircraft in deconfliction.

It is to be noted that TAC-C2 do not provide JTAC services and must not use JTAC phraseology or clear aircraft for engagement / hot.

The following is an example of a SCAR briefing to a striking aircraft. Upon delivery of the briefing, the striking aircraft is considered released to carry out their attack. There will be no clearances

issued by the SCAR. However, they may choose to put restrictive attack headings / altitudes / other measures in place to assist in deconfliction.

NB - See attack brief below.

SAROPS

In the event of protracted or LR SAROPS, TAC-C2 aircraft may act as a SAR OSC.

As an OSC, a TAC-C2 aircraft will usually orbit the SAR scene at a few thousand feet above the surface. This will allow Line of Sight Radio systems to continue to operate whilst also permitting observation of the casualty vessel.

A TAC-C2 aircraft acting as an OSC will keep a record of all assets responding to the scene, ETAs, and act as a communications relay between assets out of line of sight of the casualty vessel and the vessel itself. They will pass traffic information between assets to assist them in deconflicting against each other, but they are not providing any air traffic or separation services.

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