OPERATION ACTIVE RESOLVE
SPECIAL INSTRUCTIONS (SPINS)

Summary of Changes:
Version 1.0: Initial version.
Version 2.0: Complete rework of the document.
Version 2.1:
- Added RAMROD.
- Added TST information.
- Added AWACS check-in information
- Added routing of flight information

1   Introduction

1.1   Scope
These SPINS outlines those procedures applicable to the safe effective operations of aircrafts participating in Operation Active Resolve (OPAR). Note: These SPINS will not replace each participating squadron own SOP's but will make sure that all participating pilots have a common understanding on how to operate during OPAR.

1.2   Deviations
Deviations from these procedures require specific approval from participating squadrons/organizations and need to be briefed to all relevant actors.

1.3   Precedence
These SPINS take precedence over unit SOP's. This to ensure a safe environment for all aircrew participating in 132nd Virtual Wing hosted events.

1.4   Recommended changes

Recommendations for changes to these SPINS should be addressed at the 132nd Virtual Wing forums.

1.5   Changes

Minor changes (from version 1.0 to version 1.1) made in this document will be made visible in the following format:

<mark>Added text</mark> and ~~deleted text~~

Only changes from one version to the next will have these markings.

Major changes (from version 1.0 to version 2.0) will not have any markings, as the entire document need to be read .

2   General Information

2.1   Timezone

Timezone for all timings will be given in one of the following timings:
-   ZULU time (Z): Real world Zulu time (UTC)
-   Game time (G): In-game local time

2.2   Standard Units

2.2.1   Positions

Positions will be given in the following format: LAT/LONG: DD°MM.MMM' <mark>DDD°MM.MMM'</mark>

2.2.2   Distance

Distance will be given in nautical miles.

2.2.3   Elevation

Elevation will be given in feet AMSL unless otherwise stated

2.3   Reference documents

2.3.1   Close Air Support (CAS)

The following document outlines how CAS is conducted in OPAR:
132-TTP-1 CAS Manual v1.2

2.3.2   Armed Reconnaissance (AR)

The following document outlines how AR is conducted in OPAR:
132-TTP-12 Armed Reconnaissance v1.0

2.3.3   Strike Coordination And Reconnaissance (SCAR)

The following document outlines how SCAR is conducted in OPAR:
132-TTP-6 SCAR v2.0

2.3.4   Air Interdiction (AI)

The following document outlines how AI operations are conducted in OPAR:
132-TTP-13 Air Interdiction v1.0

2.3.5   AWACS

The following document outlines how integration and cooperation with AWACS is conducted in OPAR:
132-TTP-10-AWACS Procedures v2.0

2.4 ATO publication

ATO will be published at: http://132virtualwing.org/index.php/page/ato
Note that the ATO is visible 72 hours before event start.

3 Command, Control and Communications (C3)

- During operations flightleads will be responsible for their flights.
- During operations package commanders will be in charge of a package of flights
- On AR missions with multiple flights, AR flights will normally be directed by a SCAR flight. If not SCAR flight is present, best suited flight should assume the role of SCAR to coordination the operation ensure safe and effective operations.
- All flights shall follow ATC and AWACS Controller instructions. All flights are to monitor ATC frequencies when within an airfields airspace control zone.
- All flights shall remain on a C2 frequency at all times, unless approved by a C2 agency to do something else.

3.1.1 Flightplan

All flights are to file a flightplan prior to the mission. Flightplan should contain airbase you are taking off from, where you are flying, what mission /task you are conducting, and airbase you are landing at. The flightplan can also include the flights loadout. Flightplans are used to increase the situational awareness of AWACS controllers during the flight.

3.1.2 SADL information

Group ID's is assigned per SQN. 617th Uses 31-35. Other squadrons use 36-39. Flights will use their flight number for Own ID's. For example: TUSK 2-1 and 2-2 will use a OID of 21 and 22.

3.1.3 Authentication

Authentication will be conducted with AET-100. Backup is RAMROD. RAMROD can be found under section 9.6.1

3.1.4 RAMROD
Even days (2,4,6,8): LUMBERJACK
Odd days   (1,3,5,7): COMPLEXITY

3.1.5 Transmission authentication

Transmission authentication will be conducted using the TAT-101.

3.1.6 Frequencies

All flights will be assigned a primary and secondary frequency in the ATO. Frequency table is available on 132nd website: http://132virtualwing.org/index.php/page/freqlist

3.1.7 IFF

Flights will be assigned IFF codes in the ATO, available on the 132nd website.

3.1.8 Laser Codes

Flights will be assigned Lasercodes codes in the ATO, available on the 132nd website.

3.1.9 TACAN

Flights will be assigned TACAN codes in the ATO, available on the 132nd website.

3.2   Command and Control Frequencies

3.2.1   AWACS frequencies
These frequencies are used by AWACS to control aircraft.
- Check-in: 231.500 (GREEN 7)
- In Flight Report Net: 228.0 (ORANGE 10)
- Air Request Net: 21.00 FM
- CSAR Net: 233.0 (PINK 1)
- VHF Backup: 122.250 (GRAY 10)
- Ground Alert frequency (Scramble frequency): 248.75 (GREEN 6)

3.2.2   Tactical frequencies
These frequencies are used by either AWACS or Mission Commanders / Flight Leads to use for the actual tactical execution of the mission (packages, SCAR, etc).

TACTICAL FREQS		
Name	**Freq**	**Color**
Tactical 1	235.250	GREY 6
Tactical 2	234.500	PINK 9
Tactical 3	248.000	GRAY 2
Tactical 4	229.000	GREEN 4
Tactical 5	238.750	AMBER 2
Tactical 6	230.750	LIME 5
Tactical 7	245.500	GOLD 11
Tactical 8	234.250	LEMON 9
Tactical 9	227.500	YELLOW 1
Tactical 10	235.000	WHITE 11
Tactical 11	238.000	PINK 11
Tactical 12	125.000	BLUE 11
Tactical 13	140.250	RED 1
Tactical 14	139.250	MAROON 1
Tactical 15	130.750	VIOLET 7

3.2.3   JTAC frequencies and callsigns

JTAC				
Name	**Primary**		**Secondary**	
WARRIOR	119.250	RED 11	235.500	GOLD 7
SPARTAN	136.750	OCHRE 8	242.250	ORANGE 2
HITMAN	127.750	PURPLE 11	240.000	VIOLET 1

3.2.4   AWACS check-in
Check-in with AWACS are to be done at the following locations:
- ACP1 (For aircraft departing the Incirlik)
- ACP2 (For aircraft departing the Incirlik)
- ACP5 (For aircraft departing the carrier)

Locations can be found in the Airspace Control Plan (ACP)

3.3 Codewords

Action/event	Codeword
On station	ARMENIA
Off station	BRAZIL
RTB	CANADA
Abort mission	DENMARK
Mission successful	EGYPT
Mission unsuccessful	FRANCE
Attack successful	GERMANY
Attack unsuccessful	HUNGARY
Last off target	IRELAND
Re-attack	JAPAN
Push(ing)	KENYA
(Request) Rolex	LIBERIA
Wounded Bird	MALTA

3.4 Reporting

3.4.1 In-Flight Report (INFLTREP)

During execution, In-flight reports can be used to pass information, situation updates or BDAs to AWACS. AWACS controllers will receive the INFLTREP over the in-flight report frequency, and the AWACS controller will input the information in #bda-reports channel on 132nd Discord server. If a mission is underway, pilots can check the #bda-reports channel prior to stepping into DCS in order to get latest updates provided in in-flight reports from pilots already flying. In- Flight Report format:

132nd INFLTREP	Remarks	Example
(1) Callsign	Flight's callsign	*BEAST11*
(2) Mission number	From the ATO	*AR3211*
(3) Target Location	Gridlocation or a geographical area commonly known	*N41 32.100 E044 23.200 or Northwest in TSKHINVALI city*
(4) Time on Target	Time of the attack	*1255Z*
(5) Results (BDA)	Battle Damage Assessment (BDA)	*3x T-80 burning*
(6) Remarks	For example area weather, enemy situation after attack, recommendations	*Overcast at FL120, 2 additional T-80s observed moving SOUTH along the road at 1330Z*

3.4.2 After Action Report (AAR)

After completion of mission, all pilots and controllers are to file an after action report. The after action report contains the following important information, and is filled out on the 132nd website:

- Event sequence: What was done in the mission. Where was it flown.
- Lessons Learned: What experiences was done in the mission. What worked, what did not work. Suggestions of tactics that may work, or other ideas on how to solve t he mission or handling situations.

- Battle Damage Assessment (BDA): If there are delivered any ordnance (both A-A and A-G) fill out the BDA for the engagement. If a pilot do not have a confirmed BDA it should be noted as not confirmed, but a best assessment should be provided.
- Intel: Any information or observation that can be of intelligence value for
- Attachements: Any pictures (TGP / HUD / out of cockpit / LotATC radar tracks) are to be posted in the #bda-reports channel on the 132nd Discord server or as a link in the AAR.

3.4.2.1 Reporting instructions

- For BDA and Intel: locations are to be provided in accordance with section 2.2.
- The Virtual Intelligence Service (VIS) analysts do not have details of individual pilots/flights plans, or their planned navpoints, so it is important that all locations are in a format that can be used directly in CombatFlite for processing. All necessary details/information need to be within the AAR, so the analysts can understand the full picture.
- Pictures is often good supplements to the written report, and it is encouraged for pilots that encounter situations to also provide documentation in the form of pictures
- The individual reporting from each pilot is very important in this operation, as VIS rely in this information to understand what is happening, and to prepare for future mission and priorities.

3.5 Retasking

Any flight flying in OPAR may be retasked to higher priority tasks. AWACS have retasking authority during execution of air operations. Retasking will be conducted using the retasking brief:

132nd Retasking brief	Remarks	Example
(1) Task / Mission	What is the task or mission the flight is being retasked to do	CAS or SCAR or Armed Reconnaissance
(2) Location / Killbox name and status	What location or killbox are designated as the target area Killbox that are active are currently occupied by other flights- Killbox that are cold are not in use by other flights.	Killbox P1 Active or Killbox P1 cold or 2nm SOUTHEAST of GUDUATA airfield
(3) Enemy situation / target	What is the general situation in the target area / What is the target	Enemy fuel convoy is moving NORTH on the MSR leading into GUDUATA. Target is enemy fuel convoy.
(4) Threat	Any known threats in the target area	2x SHILKA at GUDUATA airfield. 1xSA-8 2 nm NORTHWEST of GUDUATA
(5) Friendlies	Any information about friendly forces in the target area	Closest friendlies are 15 nm to the NORTHWEST in static defensive positions.
(6) SCAR	SCAR flight and contact frequency. SCAR field is optional, and only included if a SCAR flight is supporting the mission.	AXE 2-1 on 258.250

		If no SCAR flight is supporting the mission, this line will be omitted.	
(7)	Ordnance restrictions or request	If certain ordnance is not authorized, or of certain ordnance is requested to meet the objective	*No CBU's allowed*
(8)	Remarks	Any additional information not included in the lines above.	*Routing via SENAKI at Angels 15 and CP C03 at Angels 10. Contact AXE 2-1 at over SENAKI.*

3.6 Joint Tactical Air Support Request

The Joint Tactical Air Support Request is used for requesting air support from AWACS during missions. The Joint Tactical Air Support Request format is shown below:

1.___AWACS___ This is: __Callsign___
2.Request number _____ Date-time _____
3.Preplanned/Immediate, priority (1 = emergency, 2 = priority, 3 = routine)
4.Target is/are: _____
5.Target location is: _____ (MGRS, /LAT/LONG, KILLBOX)
6.Target Time/Date: ASAP / Not later than / At
7.Desired ordnance:_____
8.A. Final control: JTAC / FAC(A) /SCAR
8.B. Callsign:_____
8.C. Frequency:_____
8.D. Contact Point:_____
9.Remarks:_____

4 Air to Air Instructions

4.1 Identification terms
In OPERATION ACTIVE RESOLVE the following identification terms will be used:

4.1.1 Hostile
Bandit that has completed a hostile act or shown hostile intent and may be engaged.

4.1.2 Bandit
Aircraft identified as an enemy with current ROE and Identification criteria. Aircraft may be engaged.

4.1.3 Bogey
Unknown contact. Need more investigation,

4.1.4   Friendly
Friendly contact.

4.1.5   Neutral
Aircraft identified as civilian with current ROE and Identification criteria.

4.1.6   Rider
Bogey adhering to MRR route. Require additional identification..

4.1.7   Outlaw
Bogey taking off from enemy territory / enemy airbase.

4.2   Identification criteria
In OPERATION ACTIVE RESOLVE the following ID criteria will be used:

4.2.1   Friendly requirements
- IFF
- Following flightplan
- Communications
- Visually ID to friendly unit (Either visual observation or onboard sensors such as EO)

In order to satisfy lack of friendly requirements, completed checks of identification, friendly flight plan and/or minimum risk route adherence must be accomplished.

4.2.2   Positive enemy indication
- Lack of IFF (SPADES)
- RWR correlation to known enemy unit
- Visual ID to known enemy unit
- Electro optical ID to known enemy unit
- Pattern/racetrack in known enemy territory
- Point of Origin at enemy airfield or enemy territory (OUTLAW)
- Hostile act/Hostile intent

4.2.3   Hostile intent / hostile act
- Locking up friendlies in order to engage
- Delivery of A-A or A-G munitions toward any friendlies (Sensors: EO, Visual, RWR)
- Maneuvering to obtain tactical advantage (HOT, with high speed)

4.3   Identification criteria, and Rules of Engagement (ROE) (A-A)

4.3.1   Friendly
1 or more Friendly indicators.

4.3.2   Neutral
Squawking code 60XX AND adhering to published routes in Air Control Plan (ACP) and lack of enemy indicators.
OR
Visually identified as civilian aircraft (airliner)

4.3.3   Bogey
Lack of friendly indicators .

4.3.4 Bandit
Lack of Friendly indicators and 2x positive enemy indications.

4.3.5 Hostile
Hostile act/Hostile intention .
OR
Lack of Friendly indications AND 3x Positive enemy indications.

4.4 Weapon status.
 In OPERATION ACTIVE RESOLVE the following weapon release status will be used:

4.4.1 WEAPON FREE
At any target not identified as friendly and neutral in accordance with current ROE and Identification matrix.

4.4.2 WEAPON TIGHT
At targets positively identified as hostile and bandit.

4.4.3 WEAPON HOLD
In self defense or in response to a formal order.

4.5 Formal order
Formal order is given as " Commit group XXX, Time now XX:XX I authenticate XC (IAW TAT-101).

4.6 Default status
Unless something else is briefed, the default status is weapons tight outside Syrian airspace. Within Syrian airspace Weapons free.

4.7 Self Defense
- Nothing in these ROE negates the right of individual self defense.
- Nothing in these ROE negates a pilot's right to take all necessary and appropriate action in unit self defense.

5   Offensive operations

5.1 Acceptable Level of Risk (ALR)

Air-to-Ground Tactics restrictions based on ALR		
Acceptable Level of Risk	**Definition**	**A/G Tactics**
LOW	Withdraw to preserve forces. Accept only favorable engagements. Losses only at expected training or peacetime attritition rates.	• Single-ship FLOT crossings not authorized • Mission may be cancelled in flight by flightlead. • Do not enter WEZ of SAM/AAA. • Low-level tactics and reattacks not authorized
MEDIUM	Losses expected at historical combat rates. Accept neutral or disadvantageous engagements. Can withdraw to prevent heavy	• Single-ship FLOT crossings not authorized • Mission may be cancelled in flight by flightlead. • Operations in AAA and Manpad WEZ as

YELLOW	losses.	• required. • Operations in SAM envelopes are acceptable with effective SEAD. • One reattack authorized to meet mission objectives.
HIGH	Accept major losses to achieve objective; Preserve some future capability, if able.	• Single-ship FLOT crossings authorized • Mission may only be cancelled by higher authority (AWACS/AOC). • Operations in AAA and Manpad WEZ as required. • Operations in SAM envelopes are acceptable with partially effective SEAD. • Unlimited reattacks authorized to meet mission objectives.
EXTREME	Accept any losses necessary to accomplish mission. Defense against WMD (weapons of mass destruction), where consequences of failure is unacceptable.	• Single-ship FLOT crossings authorized • Mission may only be cancelled by higher authority (AWACS/AOC). • Aircraft recovery is not a factor in selection of tactics.

5.1.1 Standard Acceptable Level of Risk

The standard Acceptable Level of Risk (ALR) in OPERATION ACTIVE RESOLVE is MEDIUM. Deviations will be stated in amplifications in flight tasking in the ATO, or on Joint Prioritized Target List (JPTL) for AI operations.

5.2 Target priority grade

5.2.1 Target priority A
- The target is essential for mission success in support of current objectives (or the target is a designated High Value Target, High Payoff Target, or TST).
- Target with priority A is crucial to the overall success of the operation.
- Target with priority A will have immediate and compelling effects.
- Its timeliness as an urgent target for targets with priority A may not exist in the future.
- If not targeted, negative consequences may seriously jeopardize future CJTF operations.

5.2.2 Target priority B
- Targets have substantial, but not immediate impact on the battle.
- The cascading effects this target provides may not be realized in the future.
- If not targeted on this ATO, a significant level of effort may be required later.
- If not targeted , negative consequence may significantly hamper CJTF operations.

5.2.3 Target priority C
- Target with priority C will contribute to the battle, but it is not critical to mission success.
- Targeting a target with priority C will further the success of the operation.
- Targets with priority C will eventually require targeting due to Combined Joint Force Commanders (CJTF) future plans.

- If not targeted on this ATO, negative consequences will probably not impede ongoing operations.

5.2.4 Target priority D
- Target of opportunity if:
  - A: Other targets not suitable for this ATO.
  - B: As a backup target
- Targets with priority D will have minor contributions to the operation.
- Targets with priority D may be required for targeting, but is not time critical.
- Targets with priority D will not have a negative impact if not targeted.

5.3 Effects
The following effects may be tasked on the ATO:

5.3.1 Destroy
1)To damage the condition of the target so that it cannot function as intended nor to be restored to a usable condition.
2) Damage done to the function is permanent, and all aspects of the function have been affected.
3) A function's operation is permanently impaired, and the damage extends to all facets of the function's operation.

5.3.2 Degrade
1) Damage done to the function is permanent, but only portions of the function were affected, that is, the function is still operational, but not fully
2) A functions operation is permanently impaired, but the damage does not extend to all facets of the functions operation.

5.3.3 Neutralize
1) To render an enemy weapon system and maneuver unit ineffective or unusable for a specific period of time
2) To render ineffective, invalid or unable to perform a particular task or function
3) To counteract the activity or effect of

5.3.4 Attrit
1) To destroy or kill by the use of firepower (troops for example)

5.3.5 Disrupt
1) To break apart, disturb or interrupt a function
2) Damage done to the function is temporary, and only portions of the function have been affected
3) A functions operations is impaired over the short term and the damage does not extend to all facets of the functions operations

5.3.6 Deny
1) To hinder the enemy the use of space, personnel or facilities. It may include destruction, removal
2) Damage done to the function is only temporary, but all aspects of the function were affected
3) A function's operations is impaired over the short term, but the damage extends to all facets of the functions operations

5.3.7 Harass
1) To disturb the rest of the troops, curtail their movement and lower morale by threat of loss.

5.3.8 Prevent
1) To deprive of hope or power of acting or succeeding
2) To keep from happening to avert

5.4 Close Air Support (CAS)
The following formats are used for CAS operations in OP ACTIVE RESOLVE:

5.4.1 CAS check-in briefing

Mission number
Number and type of aircraft
Position and altitude
Ordnance
Time on station
Capabilities
Abort code

5.4.2 Area Operations update (AO update)

Threat
Target
Friendly situation
Artillery activity
Clearance authority
Ordnance
Restrictions
Hazards
Remarks

5.4.3 CAS brief

Type of control
Bomb on target / Bomb on coordinate
Ordnance
Method of engagement
IP
Heading
Distance
Target elevation
Target description
Target location
Type Mark   Laser code:
Friendlies
Egress
Remarks
Restrictions

5.5 SCAR
See AR TTP and SCAR TTP

5.6 Time Sensitive Targeting (TST)
TST are of critical importance for the overall execution of the campaign. If any TST target is located during execution of a mission, this will take precedence over any other tasking, and resources should be used to neutralize this target.

TST matrix with valid TST targets , desired effect and accepted risk level is published daily together with the Joint Prioritized Target List (JPTL) by JFACC.

6 Tanker information
KC-135 are used for boom operations (F-16 / A-10)
KC-135 MPRS are used for drogue operations (F/A-18 / F-14)

6.1 Tanker tracks.
Tanker tracks will be named ARXXX.
AR6XX (Callsign TEXACO) for boom operations lower speed (speed 220kts FL115).
AR7XX (Callsign ARCO) for boom operations higher speed (speed Mach 0.6)
AR8XX (Callsign SHELL) for drogue operations (speed Mach 0.6)
Altimeter setting.Unless otherwise directed an altimeter setting of standard pressure setting (29.92) is to be used for AAR operations.

TANKER KC-135						
Name	C/S	Freq	Name	TACAN	IFF	BORT
AR601	TEXACO	120.500	WHITE 9	41X	5101	511
AR701	ARCO 1	136.100	VIOLET 11	42X	5201	521
AR702	ARCO 2	121.000	WHITE 7	43X	5202	522
AR703	ARCO 3	138.000	CHERRY 6	44X	5203	523
TANKER KC-135 MPRS						
Name	C/S	Freq	Name	TACAN	IFF	BORT
AR801	SHELL 1	128.250	PINK 4	45X	5301	531
AR802	SHELL 2	151.000	OLIVE 10	46X	5302	532
AR803	SHELL 3	131.100	AMBER 10	47X	5303	533
AR804	SHELL 4	128.100	YELLOW 2	48X	5304	534

6.2 Vertical separation.
Receivers are to join from below and are to maintain a minimum of 1000ft vertical separation (unless otherwise directed by the controlling agency) , until visual contact have been made.

6.3 Clearance.
Receivers must receive clearance from the controlling agency (AWACS) before contacting the tanker.

6.4   Joining procedures.

The left side of the tanker is to be used for joining aircraft. The first reciver of a formation may join directly astern the boom, when the reciver has visually confirmed that no refueling is in progress.

7   Airspace information

7.1   International airspace

12 nm outside Lebanon, Israel, Turkey is defined as international airspace.

7.2   Airspace Control Measures.

Control/Initial Points are to be used for command and control of the airspace. These points can be used in flightplans. Minimum Risk Routes will be routes between Control/Initial Points. See Appendix Afor a list and map of Control/Initial Points

7.2.1   Control Points (CP).

Control Points are points to be used to establish communications (check-in) with AWACS/FAC(A)/SCAR/JTAC's.

7.2.2   Initial Points (IP).

Initial points are primarily designed to facilitate initial points for attack runs in CAS operations. A secondary use is that they can be used as control points

7.2.3   Airspace Control Point(ACP).

Airspace Control Point are primarily designed to be routingpoints for airtraffic.

7.2.4   Killbox.

Killbox is a three-dimensional target area.It is a coordination measure enabling air assets to engage surface targets without needing further coordination with commanders and without terminal attack control. A killbox can be under the control of any flight.The space is defined by an area reference system.. A Killbox can be either active or closed. Killboxes are assigned in ATO and are pre-planned.

7.2.4.1   Active Killbox.

This is a killbox currently in use by someone.

7.2.4.2   Closed Killbox

This is a killbox currently not in use by anyone, and impose no restrictions on air operations. This is the default value for killboxes.

7.2.4.3   Restricted Operating Zone (ROZ).

ROZ are a temporarily airspace zone established for a specific mission. ROZ can be used to facilitate SCAR, CAS or any other mission. As with Killbox, a ROZ have a owner that control

that ROZ, and to enter the ROZ one need to establish communications with the current controlling agency (FAC(A), SCAR, Flight, JTAC, AWACS). A ROZ can be established temporarily during mission execution through AWACS.

7.2.4.4   Minimum Risk Routes

Minimum Risk Route is a route that will keep air traffic fairly safe from threats and are used to route traffic within friendly airspace.

7.2.4.5   Altimeter settings.

QNH is the altimeter pressure setting to be used by all aircrafts.

7.2.4.6   Standard Pressure Settings (SPS).

For operations in 132nd Virtual Wing hosted events we use standard pressure setting at altitudes above 7000ft AMSL. When climbing above 7500ft, switch to standard pressure setting (29.92). Altitudes will be given as flight levels(FL)when operating on SPS. When descending below FL085, switch back to local QNH.

7.2.4.7   Force QNH.

Any C2 agency (including AWACS, JTAC, FAC(A) and SCAR) can establish a force QNH within his area of responsibility. This in-order to avoid unnecessary QNH changes. When operating on force QNH, the C2 agency need to make sure all assets are briefed on the QNH in use prior to entering the area.

7.3   Routing of flights

- All FW flights in / out of Incirlik are to use MRR 2 and 3 for both arrivals and departures. Routes can be found in the Airspace Control Plan (ACP)