



**United Kingdom and Ireland
Special Operations Department**

Exercise Blackdog II

17th November 2024



1 GENERAL

1.1 OVERVIEW

1.1.1 Quick Reaction Alert (QRA), A state of readiness that many air forces around the world maintain, allowing them to respond to any possible air threat within their area of responsibility. But with current safety levels of modern aviation, means that QRA pilots are commonly scrambling to unresponsive aircraft or aircraft in distress. The UK currently operates 2 QRA bases, RAF Coningsby to the south and RAF Lossiemouth to the north.

The United Kingdom and Ireland, Special operations department, would like to invite you to Exercise Blackdog. The operation will allow you to utilise and develop the essential skills of QRA, which include interception, identification and air to air refuelling.

1.2 OBJECTIVES

- 1.2.1 To run a logistically smooth exercise.
- 1.2.2 To provide a challenge to pilots by simulating QRA.
- 1.2.3 To conduct air to air refuelling, safely.

1.3 DATE AND TIME

- 1.3.1 **Date:** 17th November 2024
- 1.3.2 **Time:** 1300z-1700z

1.4 VERBAL BRIEFING

- 1.4.1 Attendance for the briefing **IS MANDATORY.**
- 1.4.2 A verbal Briefing will take place at:
 - Time - 1230z
 - Server - IVAO Special Exercises Department Discord
 - Room- #event-voice-1

1.5 DEFINITIONS

1.5.1 The following are definitions of some acronyms used throughout this document:

TERM	EXPLANATION
GAT	General Air Traffic (e.g. Filed IFR or VFR under S, N or G)
OAT	Operational Air Traffic (e.g. Filed IFR or VFR under M)
TACAN	Tactical Air Navigation System
RAF	Royal Air Force
XU	IVAO United Kingdom and Ireland Division

2 PILOTS

2.1 GUIDELINES

- 2.1.1 Aircraft must be suitable for their task they are planning on completing.
- 2.1.2 General aviation will not be allowed to operate at RAF Lossiemouth for the duration of the event.
- 2.1.3 Pilots **MUST** register before the event if they wish to take part in the exercise.
- 2.1.4 Formations/Groups will be permitted to participate in the exercise.
- 2.1.5 It is recommended that aircraft arriving from another country **should** operate as GAT until reaching UK airspace.

2.2 ARRIVAL

- 2.2.1 Pilots wanting to fly in for the event **MUST** arrive within 20 minutes before the beginning of the event, if wishing to fly in.
- 2.2.2 Pilots are reminded that all airspace above FL195 in the United Kingdom is Class C airspace and must obtain clearance before entering this airspace.

2.3 RULES

- 2.3.1 Pilots must be parked on the ramp with engine off for the beginning of the event.
- 2.3.2 Pilots are **NOT PERMITTED** to exceed Mach 0.95 at any time during the event unless ATC permission is granted.
- 2.3.3 Pilots are asked not to use Webeye during the event.

2.4 AIRFRAMES

- 2.4.1 Two types of aircraft will be usable for the Exercise:
 - 1. Fighter Jets capable of fulfilling the role of interceptor
 - 2. Tanker Aircraft (Limited Slots)

3 CONTROLLERS

3.1 GUIDELINES

- 3.1.1 Controllers must have an in-depth understanding of the exercises and phraseology of Special Exercises in the United Kingdom and Ireland Division.
- 3.1.2 Controllers should be understanding and accommodating of pilots who are unfamiliar with Special Exercises phraseology and procedures and should assist where possible.
- 3.1.3 Controllers must use clear English when there is an apparent misunderstanding in instructions.

3.1 POSITIONS

- 3.1.1 The following positions will be available during the event:

POSITION	CALLSIGN	FREQUENCY
EGVV_MIL_CTR	Swanwick Military	127.450
EGQS_APP	Lossiemouth Approach	123.300
EGQS_TWR	Lossiemouth Tower	118.900
EGQX_MIL_CTR	Blackdog	128.700

4 ASSISTANCE

4.1 WIKIPEDIA

- 4.1.1 IVAO United Kingdom and Ireland offer a Wikipedia style information site which can be used for nearly all the information required to fly and control for the event. The following areas are available:
- 4.1.2 **Air Traffic Controller (Generic)** - http://ivao.co.uk/cms/wiki_atc.php
- 4.1.3 **Pilot (Generic)** - http://ivao.co.uk/cms/wiki_pilots.php
- 4.1.4 **Special Exercises Phraseology** - <http://ivao.co.uk/wiki/index.php/Phraseology>

4.2 EMAIL/FORUM/DISCORD

4.2.1 Leading up to this event, you can contact the Special Exercises Department of IVAO United Kingdom and Ireland using the following means:

PURPOSE	MEANS	NOTES
Email	xu-soc@ivao.aero	
Forum	http://xu.forum.ivao.aero	
Discord	http://ivao.co.uk/discord	IVAO XU Members only.
	https://discord.gg/hxyB8p	IVAO HQ-SOD Discord, Look for 'XU-SOC'

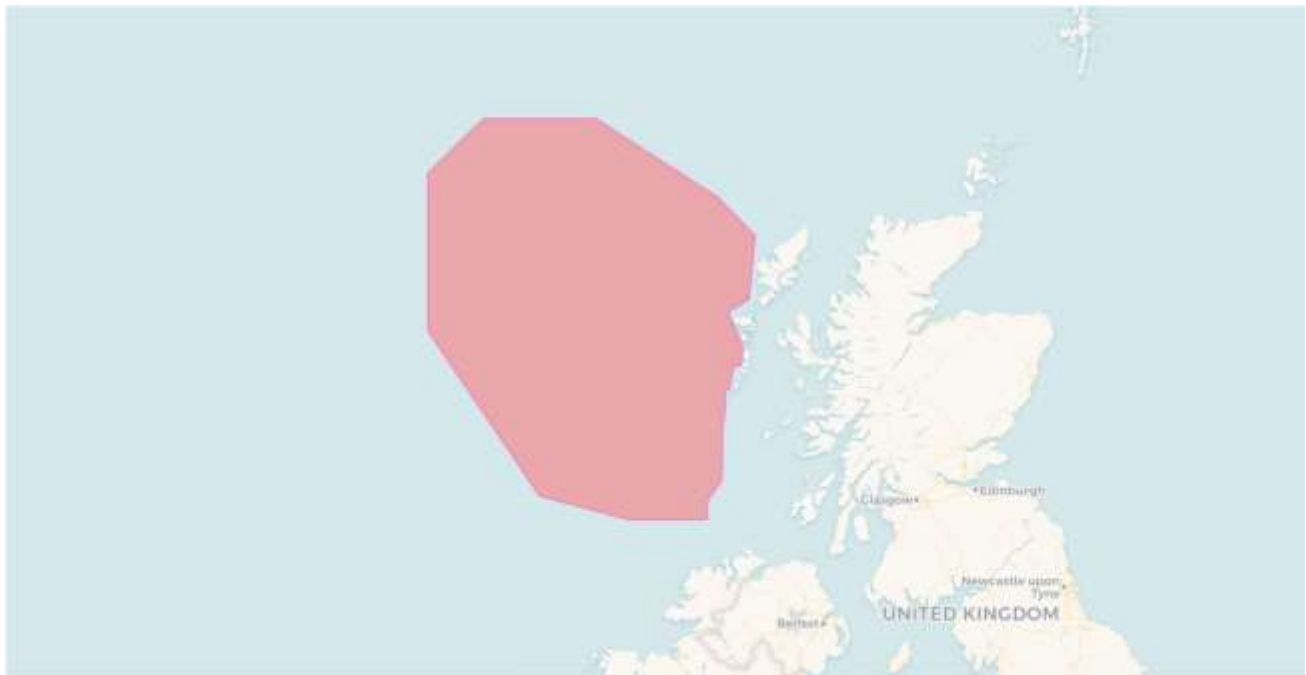
4.3 PROCEDURES

4.3.1 Before and during the event XU staff (And experienced vMOD members) will be available to assist with understanding and completing the necessary procedures for this mission.

4.3.2 This is a training exercise; therefore, it is not expected that pilots know procedures fully.

4.4 AIRSPACE

4.4.1 For the duration of the exercise, we will be using Danger Area D701 which is off the west coast of Scotland shown below.



5 EXERCISE PLAN

5.1 SITUATION

- 5.1.1 All aircraft are at Lossiemouth ready for the training exercise.
- 5.1.2 No hostile elements shall be present at this exercise.
- 5.1.3 Weather will be briefed in the verbal brief on the day.

5.2 MISSION

- 5.2.1 Fighters: To maintain a heightened readiness QRA (Pilot in cockpit engine off) throughout the mission and are to keeping this readiness at all times.
- 5.2.2 Tanker(s): To provide tanker support to QRA fighters to allow safe completion of their mission.

5.3 Execution

- 5.3.1 All pilots will operate from RAF Lossiemouth (EGQS) and report to "Blackdog" once ready to join the exercise.
- 5.3.2 Once ready "Blackdog" will contact the callings with there mission, pilots shall then contact the local controllers to depart the airfield and move to the area of the exercise.
- 5.3.3 "Blackdog" will guide pilots on to their target and pilots shall Identify the target, and note such things as Aircraft type, colour/markings, lights and configuration.
- 5.3.4 Once "Blackdog" has released the pilot from the mission, they can either retune to RAF Lossiemouth or head to tankers for simulated air to air refuelling. Once refuelled and ready, the pilots will contact Blackdog and inform them that they are prepared for the next assignment. If a mission is available, the pilot will be assigned a new target.

5.4 LOGISTICS

- 5.4.1 Air to air refuelling area's 1 and 14 will be available for tankers to use.
- 5.4.2 Reserved area's D701 and D712 will be opened for the exercise (Details in [SO order](#)).

5.5 SIGNAL (COMMUNICATION)

- 5.5.1 A briefing will be held in the [SO-HQ discord](#) in #event-voice-1 at 1505z
- 5.5.2 The event will be running via controller channels, with "BlackDog" being the primary event coordinator.

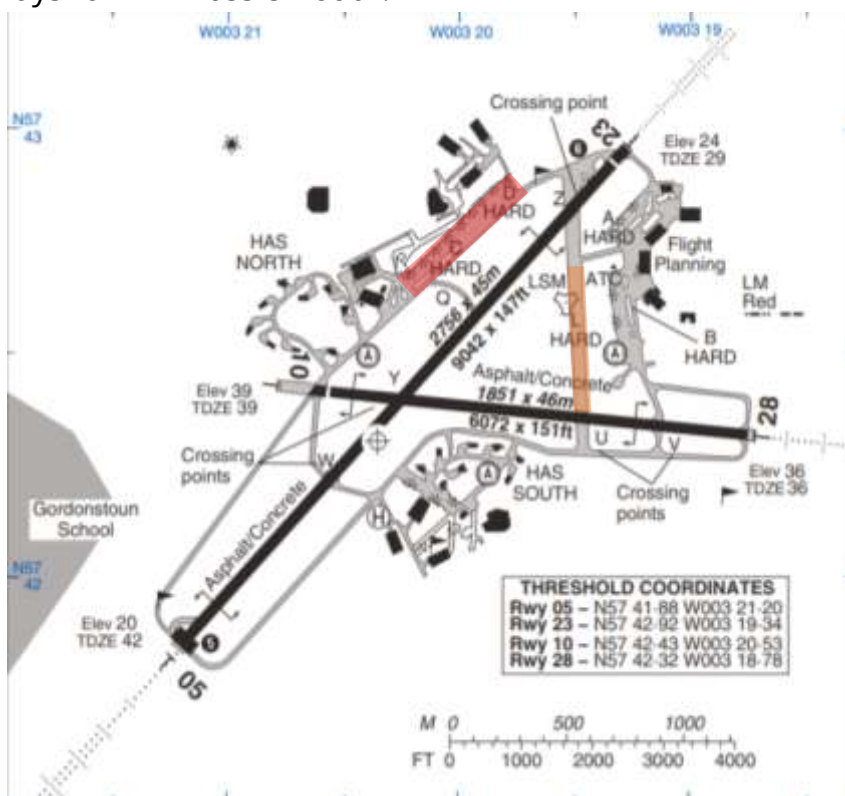
6 AIRFIELD AND CHARTS

6.1 CHARTS

6.1.1 The following resources are available:

RESOURCE	LINK
Military AIP (United Kingdom)	https://www.aidu.mod.uk/aip/aipVolumes.html
Civil AIP (United Kingdom)	http://www.nats-uk.ead-it.com/public/index.php.html
Charts for RAF Lossiemouth	https://www.aidu.mod.uk/aip/pdf/ad/EGQS-Lossiemouth-Combined.pdf
SO Order (IVAO XU)	https://sod.ivao.aero/up/order/8167b35f9af048138a40b686c73a8dd3.PDF

6.1.1 **RAF Lossiemouth Ground Chart.** The following resource is a map of the taxiways for RAF Lossiemouth:



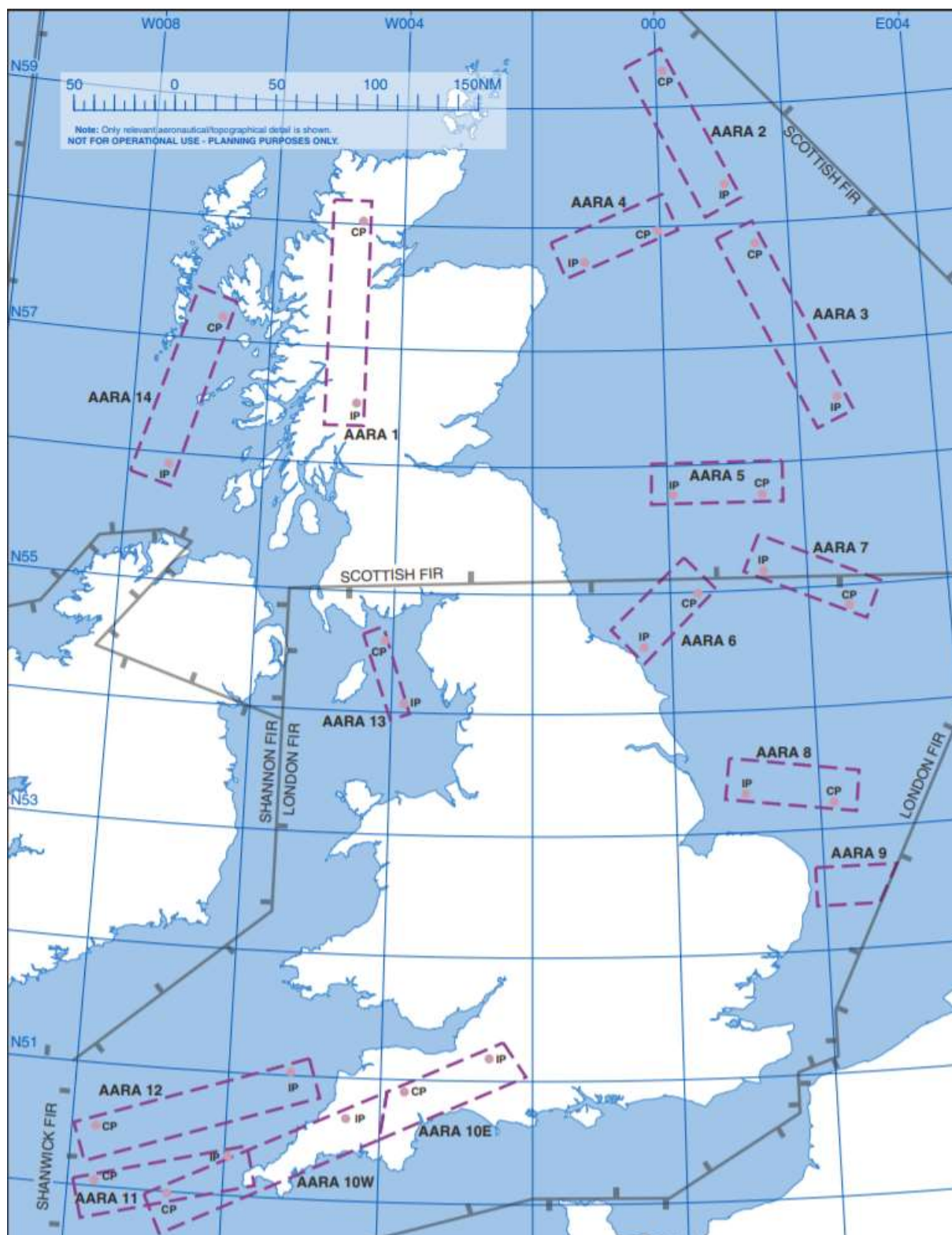
Hard C/D - Fighter Parking

Hard L - Tanker Parking (Nose to tail)

6.1.2 **TACAN Routing.** The following chart shows the routing available from the edge of airspace in the United Kingdom.



6.1.2.1 **TACAN Documentation** - <https://www.aidu.mod.uk/aip/pdf/enr/ENR-4-1.pdf>



6.1.2.1 **Air to Air Refuelling areas** - <https://www.aidu.mod.uk/aip/pdf/enr/ENR-6-14.pdf>

6.1.3 **Navigational Aids.** The following local navigational aids are available:

NAME	ID	TYPE	FREQ	DISTANCE	BEARING (From EGQS)
Lossiemouth	LSM	TACAN	111.300	N/A	N/A
Inverness	INS	VOR/DME	109.200	25NM	249°
Aberdeen	AND	VOR/DME	114.300	42NM	127°
Wick	WIK	VOR/DME	113.600	46NM	011°

6.2 FLIGHT PLANNING

6.2.1 For the event an operational flight plan may be used below:

Route://

FL: FL300

Speed: N400

Remarks: RMK/EXERCISE BLACKDOG

6.3 AIRFIELD INFO

6.3.1 The following runways will be in use:

RUNWAY	LENGTH	ILS	CIRCUIT	HEIGHT
05	2756m	N/A	Left Hand	1000ft QFE Run-in and Break 1000ft QFE
23	2756m	111.55/226°	Left Hand	
10	1339m	N/A	Right Hand	
28	1339m	N/A	Left Hand	

6.4 FREQUENCY'S

6.4.1 The following frequencies will be in use:

POSITION	CALLSIGN	FREQUENCY
EGVV_MIL_CTR	Swanick Military	127.450
EGQX_MIL_CTR	Blackdog	135.075
EGQS_APP	Lossie Approach	123.300
EGQS_TWR	Lossie Tower	118.900

6.5 SCENERY

6.5.1 While scenery will not be enforced for this event, it is strongly advised you use the following scenery to enhance your experience:

PLATFORM	LINK
FS9	https://library.avsim.net/search.php?SearchTerm=maiw&CatID=root&Sort=Size&ScanMode=0&Page=39
FSX, FSX:SE, P3Dv1-4	https://flyawaysimulation.com/downloads/files/9224/fsx-raf-lossiemouth-scenery/
X Plane 11	https://gateway.x-plane.com/scenery/page/EGQS (Default is excellent quality)
MSFS	https://flightsim.to/file/27378/raf-lossiemouth-egqs

7 BREVITY WORDS

7.1.1 Below is a list of brevity word that may be used during the event.

PRO WORD	MEANING
ANGELS	Height of friendly aircraft in thousands of ft from mean sea level (MSL).
BANDIT	An aircraft identified as enemy, in accordance with theatre identification (ID) criteria. The term does not necessarily imply direction or authority to engage.
BINGO	Fuel state needed for recovery.
BLIND	Aircraft has lost visual contact with another friendly aircraft or ground position (opposite of VISUAL).
BOGEY	Unidentified aircraft.
BRAA	Following formation is in tactical control format providing target bearing, range altitude and aspect relative to the specified friendly aircraft.
BREAK AWAY	Tanker or receiver call indicating that an immediate disconnect and vertical and nose or tail separation between tanker and receiver is required.
BUSTER	Fly at maximum continuous speed (mil power)
CHICKS	Friendly aircraft OR Friendly interceptor aircraft
CLOSING	Decreasing in range or azimuth
COMMIT(TED)	The intention to conduct an intercept against BOGEY(S)/ BANDIT(S).
CRUISE	Return to cruise speed (after buster or gate)
DISCONNECT	Command by tanker or receiver that boom/drogue will be disconnected.
EYEBALL	Fighter with primary visual identification responsibility.
GATE	Fly at maximum speed (afterburner).
HIGH	Target altitude is above 40.000' MSL.
HOLDING HANDS	Aircraft are joined or in close formation.

ID	Intercept and identify the target or ID accomplished, followed by type of aircraft.
JOINING	Aircraft joining or re-joining the formation.
JUDY	AD fighter has radar/ visual contact and is taking control of the intercept within a close control mission.
KNOCK IT OFF	Safety directive to cease air combat exercise manoeuvres/attacks/activities
LEVEL	Contact designated is at your ANGELS.
LIGHTBULB	Turn all position lights to bright.
LIGHTS ON/OFF	Turn on/off exterior lights.
LINER	Fly at speed giving maximum cruising range.
LOST CONTACT	Previous contact is lost, provide target information. OR Sensor information on a friendly aircraft is lost
MACK NO	I have reached maximum speed and am not closing my target.
MACK YES	I have reached maximum speed and am closing my target.
MARKING	Friendly aircraft is leaving contrails.
MEDIUM	Target altitude between 1000 ft. MSD and 40.000 ft. MSL
NO FACTOR	Not a threat.
NORMAL	Target ground speed is between 200 and 600 kts.
PADLOCKED	Aircrew cannot take his eyes off another aircraft without losing tally or visual.
PLAYTIME	Amount of time aircraft can remain on station, given in hours plus minutes (e.g. ONE PLUS THIRTY equals one hour and thirty minutes).
PUSH (FREQ/ CHANNEL/TAD)	Switch to designated frequency, channel or TAD. Without response to the speaker.
SCRAMBLE	Take off as quickly as possible. (Usually followed by the appropriate instructions).
TALLY	Sighting of a target, bandit, bogey, landmark or enemy position; opposite of NO JOY.
TUMBLEWEED	Limited situation awareness; no joy; blind; a request for information.

VISUAL	Sighting of a friendly aircraft ground position; opposite of BLIND.
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