

REPORT OF INVESTIGATION

5 December 2001
JDAM INCIDENT NEAR
SAYD ALIM KALAY, AFGHANISTAN

REDACTED/UNCLASSIFIED VERSION

Releasable under the Freedom of Information Act, 5 USC §552(b)

This report consists of 4 volumes and a supplement. Classified information and certain other information that is exempt from release under the Freedom of Information Act have been redacted from this version of the report.

Supplement

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This volume contains redacted versions of previously classified documents of classified documents that have not been altered.

TAB A – Documents Appointing AIB Members

Message DTG 101607Z Dec 01

SUBJ: FRIENDLY FIRE INCIDENTSA-9

Message to USCINCCENT

SUBJ: REQUEST OF EXTENSION..... A-10

11101607

PATSEYUW RUCJACC8121 3443317-SSSS--RUEC3BA.

ZNY SSSS

P R 101607Z DEC 01

FM USCINCCENT MACDILL AFB FL//CCDC//

TO RHMCDAN/CJFMCC CENT//C3//

RUEC3BA/USCENTCOM CFACC//CC//

RUEC3BA/COMCFLECC Doha KUWAIT KU//CC//

INFO RHE3AAA/COMJF SOCC EF

RUEC3BA/COMUSCENTAF SHAW AFB SC

RUEASRT/COMUSARCENT-CDRUSATHIRD FT MCPHERSON GA

RUEHHNS/COMUSMARCENT CAMP H M SMITH HI

RHRM0AS/COMUSNAVCENT

RUEC3BA/CJTF SMA//CC//

BT

~~SECRET~~ UNCLASSIFIED

SUBJ: FRIENDLY FIRE INCIDENTS ~~(S)~~ (u)

(u) 1. ~~(S)~~ LAW DEPARTMENT OF DEFENSE INSTRUCTION 6055.7, THE CINC DIRECTS THE CFACC TO CONDUCT AN INVESTIGATION OF THE FRIENDLY FIRE INCIDENT THAT REPORTEDLY OCCURRED O/A 4 DECEMBER 2001 NORTH OF QANDARAR IN WHICH THREE U.S. MILITARY PERSONNEL WERE KILLED AND NUMEROUS U.S. MILITARY AND OPPOSITION GROUP PERSONNEL WERE INJURED BY USAF AIRCRAFT PROVIDING CLOSE AIR SUPPORT. THE CINC ALSO DIRECTS, UNDER THE SAME AUTHORITY, THE CFMCC TO CONDUCT AN INVESTIGATION OF THE FRIENDLY FIRE INCIDENT THAT REPORTEDLY OCCURRED O/A 26 NOVEMBER 2001 IVO MAZAR-E SHAHAF IN WHICH FIVE U.S. MILITARY GROUND PERSONNEL WERE INJURED FROM ORDNANCE RELEASED FROM U.S. NAVAL AIRCRAFT. WHILE NOT REQUIRED BY DEPARTMENT OF DEFENSE INSTRUCTION 6055.7, CFMCC IS ALSO DIRECTED TO CONDUCT AN INVESTIGATION INTO THE INCIDENT INVOLVING MARINE AIRCRAFT DIRECTING FIRE AT SOF PERSONNEL ON THE GROUND IVO OBJECTIVE RHINO O/A THEPAGE 02 RUCJACC8121 ~~SECRET~~ UNCLASSIFIED

28 NOVEMBER 2001.

(u) 2. ~~(S)~~ THE INVESTIGATIONS WILL, LAW DEPARTMENT OF DEFENSE INSTRUCTION 6055.7, PARAGRAPH E4.6, INQUIRE INTO ALL FACTS AND CIRCUMSTANCES SURROUNDING THE FRIENDLY FIRE INCIDENTS AND WILL OBTAIN AND PRESERVE ALL AVAILABLE EVIDENCE FOR USE IN LITIGATION, CLAIMS, DISCIPLINARY ACTIONS, OR ADVERSE ADMINISTRATIVE ACTIONS. THE INVESTIGATIONS WILL INCLUDE FINDINGS OF FACT AND RECOMMENDATIONS TO INCLUDE THE CAUSE OF THE INCIDENT AND RESULTING DEATHS, INJURY AND DAMAGE. FURTHER, THE INVESTIGATIONS WILL MAKE AN ASSESSMENT AS TO ANY FAULT OR NEGLIGENCE AND MAKE RECOMMENDATIONS CONCERNING CORRECTIVE MEASURES AND DISCIPLINARY ACTIONS, AS APPROPRIATE.

(u) 3. ~~(S)~~ EACH INVESTIGATION SHALL BE CLOSELY COORDINATED WITH COMPONENT COMMANDS, THAT WERE OPERATIONALLY INVOLVED IN OR HAD AN INTEREST IN THE INCIDENTS. INVESTIGATION REPORTS WILL BE SUBMITTED TO USCENCOM INT 20 DECEMBER 2001, WITH ANY REQUESTS FOR EXTENSION SUBMITTED TO ME IN WRITING, PRIOR TO THIS DATE.//

CLASSIFIED BY: H.P. DELONG, LTJG, USMC, DEPUTY COMMANDER IN CHIEF
REASON: 1.5(A)

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OF FINAL REPORT

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~~SECRET~~

TO USCINCCENT MACDILL AFB FL /DDCD//
INFO USSOCOM MACDILL AFB FL /DDCD//
RHRMDAB/COMUSNAVCENT
RUEOEGA/COMCFLCC DOHA KUWAIT// CC//
RHSDAAA/COMJFSOCC EF
RUEOBBA/COMUSCENTAF SHAW AFB SC
RUEASRT/COMUSARCENT-CDRUSATHIRD FT MCPHERSON GA

PERSONAL FOR ~~LTJEN DELONG~~

SUBJ/ REQUEST FOR EXTENSION

REF: 101607Z DEC 01 FRIENDLY FIRE INCIDENTS (S)

- (u) 1. (S) REFERENCE IS TO DCINC MESSAGE DIRECTING CJFACC TO CONDUCT AN INVESTIGATION OF THE FRIENDLY FIRE INCIDENT THAT OCCURRED O/A 4 DECEMBER 2001 IAW DEPARTMENT OF DEFENSE INSTRUCTION 6055.7. PURSUANT TO GUIDANCE IN REFERENCE, REQUEST AN EXTENSION UNTIL 11 JANUARY 2002 TO SUBMIT A FINAL REPORT.
- (u) 2. (S) UPON RECEIPT OF THE TASKING MESSAGE, I CONVENED A BOARD TO INQUIRE INTO THE INCIDENT. THE BOARD IS CURRENTLY COMPOSED OF 13 MEMBERS INCLUDING SUBJECT MATTER EXPERTS IN B-52 OPERATIONS, SPECIAL OPERATIONS, TACTICAL AIR CONTROL PROCEDURES, MEDICAL, AND LEGAL. THE INVESTIGATION BOARD HAD MADE STEADY PROGRESS FROM ITS LOCATION AT LANGLEY AFB, VA. THE BOARD HAS CONDUCTED TELEPHONE OR VIDEO TELECONFERENCE INTERVIEWS OF NAVAL AND AIR FORCE PERSONNEL ACROSS THE THEATER. HOWEVER, FOR THE REASON DESCRIBED BELOW, THE BOARD WILL BE UNABLE TO COMPLETE ITS REPORT IN TIME TO MEET YOUR 20 DECEMBER 2001 SUSPENSE.
- (u) 3. (S) ONE KEY ASPECT OF THIS INVESTIGATION WILL BE EXAMINING THE SUFFICIENCY OF THE GROUND AIR CONTROL PROCEDURES AND EQUIPMENT. THE BOARD HAD EXPECTED TO INTERVIEW THE PERSONNEL WHO WERE PRESENT NEAR QANDAHAR IN THE VICINITY OF THE MISHAP AND REVIEW THE PROCEDURES AND EQUIPMENT WHICH WERE IN USE AT THE TIME. THE 5TH SPECIAL FORCES GROUP HAS STATED THAT SOF PERSONNEL WILL NOT BE AVAILABLE UNTIL AFTER 20 DECEMBER AND PREFERABLY NOT UNTIL AFTER CHRISTMAS. A NUMBER OF THESE PERSONNEL ARE STILL ENGAGED IN COMBAT IN THE TORA BORA AREA OR HOSPITALIZED OR RECUPERATING. GIVEN ALL THE CIRCUMSTANCES, I DO NOT VIEW A DELAY UNTIL AFTER 25 DECEMBER AS UNREASONABLE.
- (u) 4. (S) I FULLY EXPECT THAT THE REPORT WILL BE AVAILABLE TO YOU BY 11 JANUARY 2002. THIS DATE IS WITHIN 30 DAYS OF THE DATE THE BOARD WAS

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5 Dec 01 JDAM Incident Investigation

A-10-1

PON RELEASE OF FINAL REPO.

APPOINTED AND IS IN KEEPING WITH THE PROCEDURES OUTLINED FOR AN AIR FORCE ACCIDENT INVESTIGATION IN AIR FORCE INSTRUCTION 51-503. THE ADDITIONAL TIME WILL ALLOW FOR INTERVIEWS OF ALL RELEVANT WITNESSES AND COORDINATION WITH ALL AFFECTED COMPONENTS.

5. REGARDS, T. MICHAEL MOSELEY, LIEUTENANT GENERAL, USAF.

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TAB B

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TAB B – Preliminary Reports

Memorandum From CAPT. [REDACTED] (Dated 06 Dec 01)B-5

b(6)

06 DEC 01

From: CAPT [REDACTED] USN, J3 DCAG LNO
To: LtGen T. M. Moseley, USAF, CFACC/CC

Subj: Investigation into Blue-on-Blue incident with Etna 43 and Texas 12 on 05 December 2001 IVO Kandahar, Afghanistan

Background:

ATO [REDACTED] had a single B-52H ([REDACTED]) fragged from [REDACTED] on an assigned XCAS mission at OP-1 with a vul window of 0500Z-0600Z. [REDACTED] was flown by an O-5 evaluator pilot with 7,000 total flight hours (4,200 B-52). The co-pilot, an O-4, was also an evaluator pilot, with 5,000 total flight hours (3,200 B-52). The three weapon systems operators, two O-4's and an O-3, average 2,700 B-52 hours apiece.

After check-in with AWACS ([REDACTED]), [REDACTED] was eventually directed to work with a GFAC ([REDACTED]) north of Kandahar. [REDACTED]
[REDACTED]
[REDACTED]. [REDACTED] AWACS provided [REDACTED] with [REDACTED] coordinates: [REDACTED]
[REDACTED]

When [REDACTED] checked in for [REDACTED] control, [REDACTED] was working a section of 2xFA-18C's from USS Theodore Roosevelt ([REDACTED]). [REDACTED] worked with [REDACTED] for two separate periods, 0330-0408Z, and again 0440-0458Z, interrupted by air refueling. [REDACTED] was carrying 3xGBU-12's apiece.

[REDACTED] lead is an O-4, and a designated CVW-1 strike lead with approximately 2,000 flight hours in tactical aircraft. [REDACTED] had received a good target area brief from another CVW-1 FA-18 who had been working with [REDACTED] earlier in the day, and as such, felt familiar with the target area when he checked in with [REDACTED]. Though [REDACTED] did not provide the [REDACTED] CAS brief, [REDACTED] understood that all friendlies were north of the river, and all hostiles were south of the river. [REDACTED] also understood GFAC's position to be, "north of the river, north of the orchard".

[REDACTED]'s first assigned target was a machine gun nest, south of the river, at the bottom of a ridgeline. [REDACTED] was unable to get eyes on the target, so the bomb was dropped for GFAC [REDACTED]. The bomb impacted short of the target, with the GFAC acknowledging that the [REDACTED]. However, based on that hit, [REDACTED] got eyes on an enemy position - a cave - further up the ridgeline, southeast of the machine gun nest. The remaining five GBU-12's were employed against the entrance of the cave, with the GFAC [REDACTED] [REDACTED] for the first four bombs, with a stated [REDACTED], and a release cone of 220-250°. These bombs all landed short of their intended target. [REDACTED]

[redacted] for his final GBU-12, and GFAC reported a good hit, with "probable numerous troops wounded and KIA".

[redacted] now winchester, departed the area and did not hear any communications between [redacted] and [redacted]. However, [redacted] did understand that [redacted] intended to use a B-52 to employ JDAM and, believing that [redacted] would pass coordinates [redacted], Elev: 4000', informed [redacted] that he believed those coordinates were not sufficient for effective JDAM employment, suggesting that the coordinates were "100-200 meters to the southeast" of the actual target. [redacted] acknowledged.

FOIA EXEMPTION 1
OASD APPENDIX B
8.2

[redacted] was overhead the target area while [redacted] was working [redacted]. After [redacted] had cleared, [redacted] contacted [redacted] via [redacted]. [redacted] did not provide a [redacted], and most aircrew throughout the AOR have come to expect such abbreviated, non-standard information. [redacted] inquired what type coordinates [redacted] required for JDAM, and [redacted] replied they needed [redacted], which [redacted] supplied as: [redacted]. [redacted] read back the coordinates, which [redacted] acknowledged as correct, then requested target elevation, which [redacted] provided as 3615'. Noting the very close proximity of the target coordinates with the general [redacted] lat/long initially provided by [redacted] AWACS, [redacted] asked for location of friendlies, and were told "2000 meters to east".

At 0530Z, now that they had JDAM coordinates, target elevation, and an understanding that the cave entrance opened to the northeast, [redacted] established an attack heading of 240° and released one JDAM, in level flight, from [redacted] through an undercast layer. The JDAM was programmed with a 75° impact angle and had an instantaneous fuze.

After release, [redacted] attempted to contact [redacted] with no success. Approximately five minutes after release, [redacted] [other US ground forces] came up the same UHF secure frequency to verify coordinates [redacted] had used, noting a "large impact" in their area (thinking, at first, they might be under mortar fire). [redacted] The other forces] provided updated [redacted] coordinates as: [redacted] which, after [redacted] converted to the DD/MM.MMM format, showed [redacted] within 100 meters of the target coordinates.

Ongoing Investigation:

It appears we have most of the facts that tell the sad tale of [redacted], though there are still some outstanding issues. There is undoubtedly a lot of information that would help complete the entire picture when survivors of the ground team, including the controlling GFAC himself, can be questioned. Their medical condition, at present, precludes such an interview.

Almost all the evidence obtained thus far corroborates the events, as we now know them, with one minor exception. Information from sources at the scene indicated that the TACP was brand new, i.e., had only been on the ground for "a few hours", yet the GFAC asked the question of [REDACTED], "are you the flight I worked with yesterday?" [REDACTED] is not certain, but strongly believes that the voice of [REDACTED] was the same voice that had been controlling [REDACTED].

Possible Causal Factors and Analysis:

Bomb Malfunction - Bomb defect can be ruled out; the weapon worked precisely as advertised. The post-strike impact point precisely matches the coordinates passed to [REDACTED].

GPS Anomaly - A 24 hour historical scrub of the GPS constellation status at the target location at 0530Z (\pm 5 minutes) reveals a very tight system, with less than a three-meter 3-dimensional error. Weapon performance was in no way hampered by any potential degradation in the GPS constellation, as the results have shown.

Aircrew Error - Though the B-52 does not have a recording capability that allows us to verify the coordinates entered into the JDAM, we have a very experienced crew who properly checked, and re-checked the only set of coordinates that were passed to them. Aircrew properly read back the coordinates to the GFAC, and even questioned the location of friendlies in the target area. Again, the bomb impacted the ground at the exact coordinates entered by the B-52 crew, aircrew error can be dismissed as a causal factor.

Ground FAC Error - It is fortunate, for the sake of an expeditious investigation, that F-18's, with a different type of weapon, were working with [REDACTED] on the very same target that was ultimately assigned to [REDACTED]. The stated 250° [REDACTED] line of site passed from [REDACTED] to [REDACTED] exactly matches a bearing line drawn between the JDAM impact area and the target; [REDACTED] was working. When [REDACTED] asked location of friendlies from the target, they were told "2,000 meters east"; the actual distance is 2,267 meters on a bearing line of 070°. It is very clear that the intended target was south of the river, yet the passed coordinates were north of the river. The odds that the GFAC passed (or the B-52 aircrew entered) randomly erroneous coordinates that were precisely co-located with the GFAC's position is too difficult to imagine; there is virtually no doubt that the GFAC misread his own position as the target position and passed those coordinates to [REDACTED].

Recommendation:

The first sentence of the Naval Strike Air Warfare Center white paper discussing JDAM CAS reads, "NSAWC was unable to develop a procedure that will totally

eliminate the potential for human error in the employment of JDAM in a CAS environment." They were, unfortunately, most prescient in their analysis.

In terms of Close Air Support, the introduction of JDAM has brought digital weapons to an analog world. Many safeguards built into the procedures utilized for years are no longer effective. Until the advent of GPS weapons, a B-52 at [REDACTED] would hardly be considered a CAS asset; it has now become a superb high altitude, through-the-clouds CAS platform. GFAC procedures do include a system of checks and balances, but it's clearly a very dynamic environment that easily lends itself to human error. The lack of talk-on's, – an interactive conversation between the FAC and aircrew – removes much of the sanity check that aircrew can add to the CAS solution. Relying solely on coordinates and elevation means the GFAC "buys" the bomb before it is released.

A review of the [REDACTED] SPINS – updated recently because of a very similar error IVO Mazar-e Sharif – reveals clear, concise procedures for CAS are already in place; including CAS with GPS weapons. [REDACTED]

[REDACTED]

[REDACTED] The current SPINS, if followed correctly, provide an adequate margin of safety in what is otherwise a very dangerous business. No further additions or changes to the SPINS are deemed necessary.

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In summary, the following three recommendations are made:

Recommendation #1: All FAC's must return to the standard [REDACTED] orbrief, and aircrew must insist upon them.

Recommendation #2: GFAC procedures should be re-examined to determine if the proper check and balance exists for passing JDAM coordinates, and if so, then a renewed vigilance by the entire ground team must insist that those procedures are being followed.

Recommendation #3: JDAM has proved to be an effective CAS weapon in support of troops on the ground. Despite two tragic mistakes, the weapon has performed very well and should be made available for CAS as soon as CFACC is assured that proper procedures are implemented.

Corrective Action:

After receiving a brief on the above background, causal factors, analysis and recommendations regarding this incident, CFACC directed the following corrective action to be taken:

- CFACC will reinforce proper use of SPINS to all OEF aircrew with a banner note [REDACTED] (07 Dec 01). Particular attention given to the requirement for standard [REDACTED] briefs [REDACTED] in the CAS role.
- Special Operations Forces will look into TTP (Tactics, Techniques, Procedures) with regards to GFAC procedures and what redundancy is required to provide proper checks and balances on targeting coordinates passed to aircrew.
- Have USAF XO explore the purchase of more capable GPS units (commercially available) with moving map displays to enhance situational awareness of GFAC team members.
- After ensuring the first two steps are complete, clear JDAM for use in future OEF operations, to include CAS as required.

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Respectfully submitted,

b(6) [REDACTED], CAPT, USN

FOIA EXEMPTION
DoD Reg. 5400.7
Para C3.2.1.6

[REDACTED], LtCol, USAF

[REDACTED], LTC, USA

[REDACTED], SSgt, USAF

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Has been redacted from this record in its entirety.

This page is classified pursuant to Executive Order 12958, sections 1.5(a) and 1.5(g) and exempt from disclosure under the Freedom of Information Act, 5 USC Section 552(b)(1).

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TAB C – Ground Incident Reports

Ground Incident Report LTC [REDACTED]C-5

b(6)

[REDACTED]

[REDACTED] SIR THIS IS A FIRST REPORT I WILL GATHER MORE STATEMENTS FROM MY MEN HERE IN THE MORNING. I PUT THEM TO BED BECAUSE THEY ALL HAVE SOME TYPE OF MINOR INJURY FROM THE INCIDENT AND THE DAYS EVENTS REALLY WORE THEM OUT.

SUBJECT: FRIENDLY FIRE INCIDENT

AT APPROXIMATELY 0900 LOCAL ON 5 DEC MY OP WAS HIT BY FRIENDLY FIRE. AFTER CONFERRING WITH THE [REDACTED] CCT WHO WAS TALKING WITH THE PILOT AFTER THE INCIDENT WE BELIEVE THAT A [REDACTED] WAS DROPPED ON MY POSITION. MY OP WAS LOCATED AT [REDACTED]. THE POINT OF IMPACT FOR THE MUNITION WAS [REDACTED]. THE PILOT'S CALL SIGN WAS [REDACTED].

THE AIR FORCE PERSONNEL ON THE GROUND WITH ME CONTROLLING THE CAS WERE SGTS [REDACTED], CCT; [REDACTED], TAC-P; AND [REDACTED], TAC-P. I HAVE BEEN WORKING WITH SGT [REDACTED] SINCE MY INFIL INTO AFGHANISTAN ON [REDACTED]. SGTS [REDACTED] AND [REDACTED] HAD JUST ARRIVED, AS PART OF MY SOCCE EARLY THAT MORNING. [REDACTED].

AT APPROXIMATELY 0630 5 DEC THE FIRST AIRCRAFT FOR THE DAY ARRIVED OVERHEAD. SGT [REDACTED] TALKED THE PILOT, AS HE ALWAYS DID, ONTO MY AREA OF OPERATION. HE AND THE PILOT DISCUSSED THE RECON ROUTE THAT I WANTED HIM TO FLY. THE RULES OF ENGAGEMENT I GAVE TO SGT [REDACTED] WAS NOT TO TARGET [REDACTED] OF THE RIVER AND I OR THE SENIOR OFFICER IN THE OP MUST APPROVE ALL ENGAGEMENTS, RIGHT ABOUT 0730 [REDACTED] AND [REDACTED] MOVED UP TO THE OP. I OBSERVED SGT [REDACTED] BRIEF BOTH [REDACTED] AND [REDACTED] ON OUR AREA OF OPERATIONS AND THE PROCEDURES WE HAD IN PLACE TO CALL FOR CAS. AT APPROXIMATELY 0800 ALL THREE WERE ACTIVELY ENGAGED IN CALLING AND COORDINATING CAS. ABOUT 0830 ONE OF THE MEN IN THE OP SPOTTED WHAT LOOKED TO BE SOME CAVES IN A RIDGE LINE THREE KILOMETERS SOUTHEAST OF MY LOCATION. THEY ASKED ME IF IT WAS OKAY TO ENGAGE THE CAVES. I GAVE MY PERMISSION BECAUSE WE HAD BEEN RECEIVING INTERMETNENT GUNFIRE ALL NIGHT LONG FROM THAT RIDGE LINE AND THE CAVES SEEMED TO BE A LIKELY LOCATION FOR THE INDIVIDUAL(S) TO HIDE. I KNOW THEY WERE USING THE [REDACTED] TO GUIDE THE MUNITIONS ONTO THE CAVE ENTRANCES. I OBSERVED TWO MUNITIONS IMPACT ONTO THE RIDGE LINE. I TURNED AWAY FROM THE THREE TO RETRIEVE MY BINOS FROM MY RUCK AND THE NEXT THING I KNEW SOMETHING IMPACTED ON MY POSITION.

[REDACTED]

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FOIA EXEMPTION 6
DoD Reg. 5400.7
Para c3.2.1.6

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5 Dec BUFF SCHEDULE (KL) V2

FT ail	Callsign	Takeoff	Land	Fuel	Internal Load	Fuse Settings	External Load	Fuse Settings	DSU-33 Stations
30	[REDACTED]	05 0420L	05 1900	251	27xMk-82	20/4.0/inst	12xGBU-31 V.1	6xDSU-33 6x20/4.0/inst	L2,R2,L7 R7,L1,R3
04	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
41	[REDACTED]			[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
20	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
46	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	
14	[REDACTED]			[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	

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6.14

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~~SECRET~~ UNCLASSIFIED



SERE

Seven horizontal lines for handwritten notes.



Strike Briefing
ATO KL CAS
ENDURING FREEDOM



Briefing is Classified
SECRET

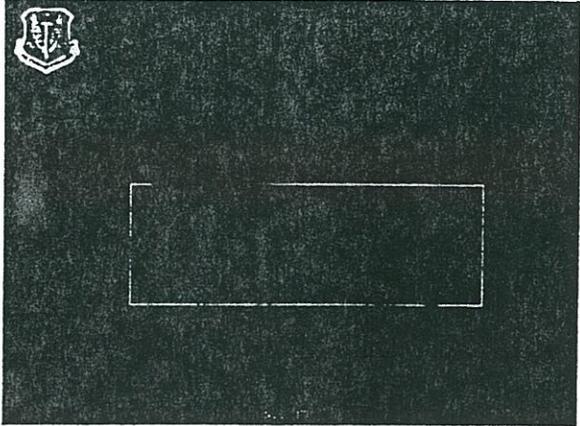
Seven horizontal lines for handwritten notes.



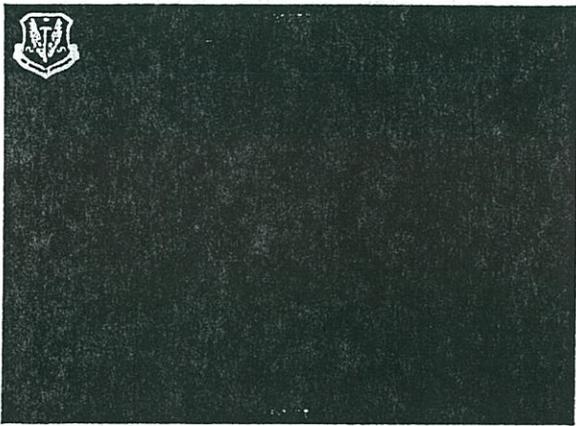
Time Hack

SECRET

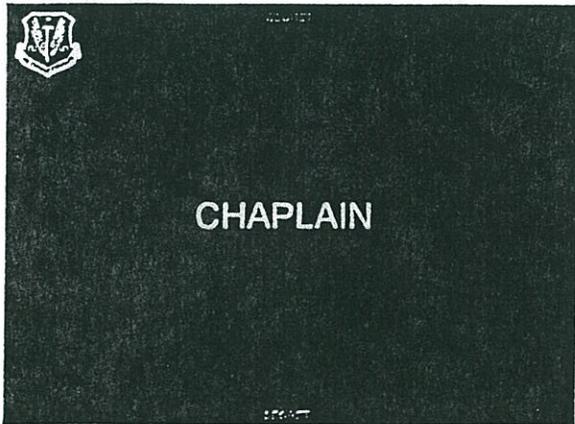
Seven horizontal lines for handwritten notes.



FOIA EXEMPTION 1
OASD APP. B
6.14, 6.7



FOIA EXEMPTION 1
OASD APP B
6.7.



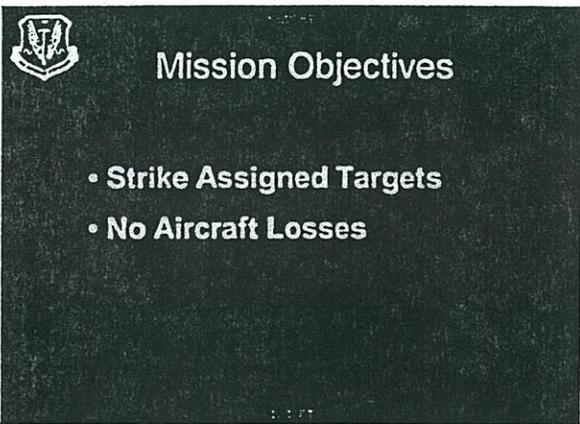
Page F-22-3

Has been redacted from this record in its entirety.

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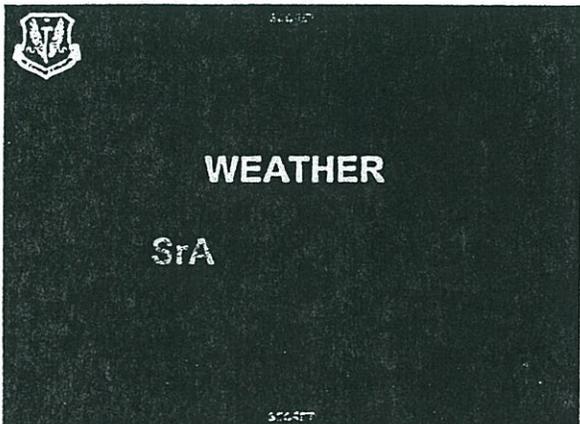


FOIA EXEMPTION 1
OASD APP B
6.7



Mission Objectives

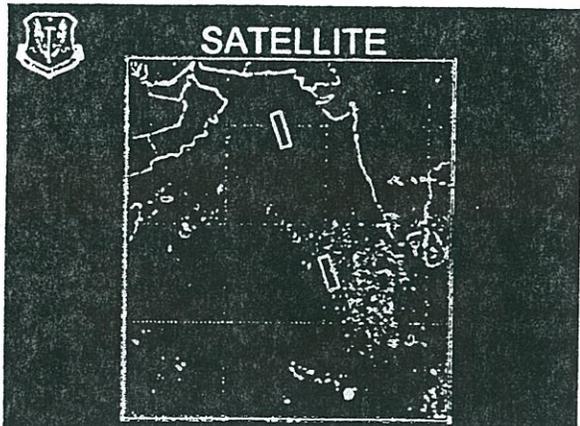
- Strike Assigned Targets
- No Aircraft Losses

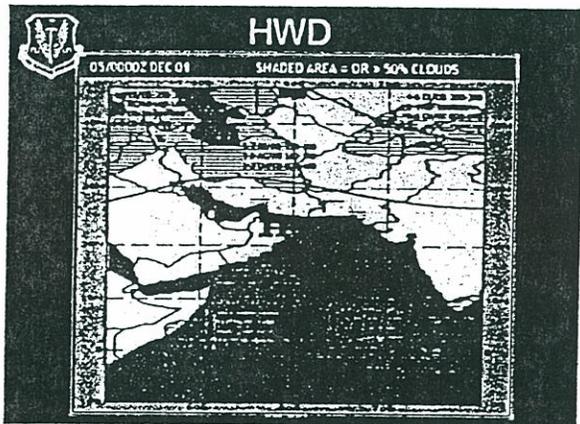


WEATHER

SrA

FOIA EXEMPTION 6
DoD Reg 5400.7
Para C3.2.1.6.





T/O WEATHER
2120Z-2320Z
25006KT 7SM SCT015 SCT150 BKN300
T=79F PA=+179 FRZ LVL=160



AR CURTIS / AR #1 2350Z-0120Z

- CLOUDS: SCT100-160 SCT250-300
- WINDS FL270: 09015KT
- VIS: 2 IN 7 OUT
- HAZARDS: ISOLD TS MT450



TARGET SATELLITE





TARGET WEATHER

	S AFGHAN	N AFGHAN	E AFGHAN
SKYVWX	FEW100-150 SCT250-280 HZ	FEW020-070 SCT100-150 SCT250-280 HZ	FEW030-060 SCT080-150 SCT200-240 HZ
CONTRAILS	370-680	370-680	370-680
FL390	27080KT	28065KT	28070KT
HAZARDS	NEG	NEG	NEG
FRZ LEVEL	070	010	040
TEMPS	63F / 46F	48F / 34F	44F / 25F



SOLAR/LUNAR DATA 04 Dec 01

NORTHERN AFGHAN



EASTERN AFGHAN



SOUTHERN AFGHAN





AR EL DORADO / AR #2 0750Z-0920Z

- CLOUDS: FEW100-160 FEW200-250
- WINDS FL270: 27035KT
- VIS: 7
- HAZARDS: NEG

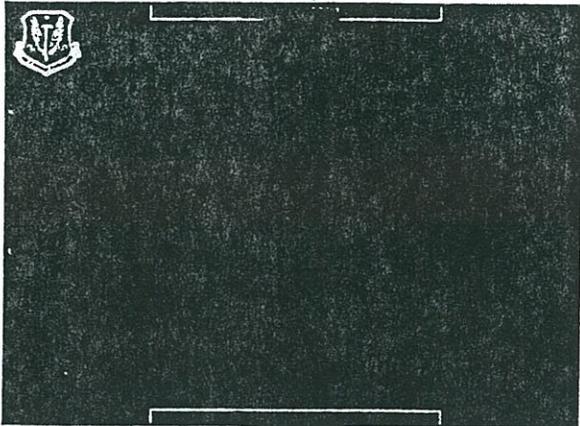


LANDING WEATHER 1140Z-1340Z

25006KT 7SM SCT015 SCT150 SCT300
 T= 85F PA= +119 FRZ LVL=160
 PMSV: 344.6

Page F-22-8 through F-22-9
Have been redacted from this record in their entirety.

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FOIA EXEMPTION b(1)
OASD APP B
6.7

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REPORTING / DEBRIEFING

Debrief

- Where: Maintenance Debrief
- When: ASAP

Essential Elements of Information

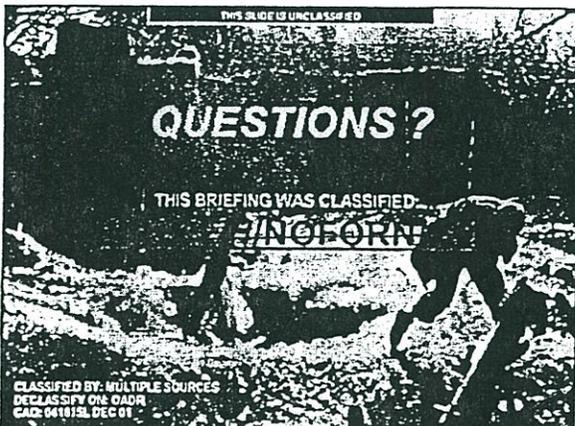
- SAM/AAA locations and tactics
- Unusual ELINT indications
- Sightings of ground forces

Notify AEW of EEIs ASAP in general format:

- Call sign
- Location of event
- Event description

UNCLASSIFIED

THIS SLIDE IS UNCLASSIFIED



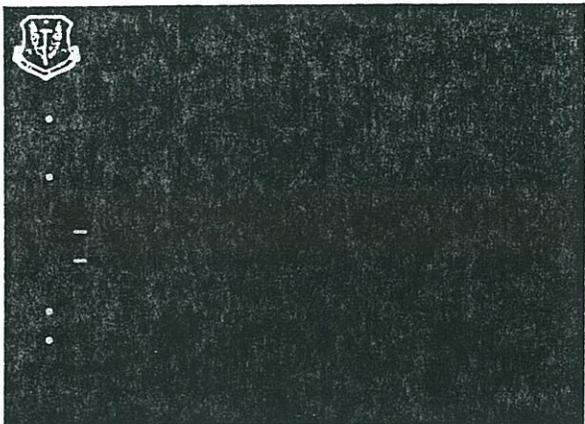
QUESTIONS ?

THIS BRIEFING WAS CLASSIFIED
NOFORN

CLASSIFIED BY: MULTIPLE SOURCES
DECLASSIFY ON: OADR
CAD: 041815L DEC 01

Pages F-22-11 through F-22-17
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FOIA EXEMPTION B(1)
OASD APP B
6.7



Debrief ROE

- Prepare for your debrief !
- Expedite post-mission procedures prior to debrief
 - MISREP goes out ASAP after landing
 - Include as Much Detail as Possible on TST/CAS TgTs
- Goal is to improve tomorrow's strike plans
- Return packages the way you received them



OPS NOTES

- Sign Off FCIF/Boldface Before Step
- Post Strike Report: Report Retained Weapons as Retained "Untargeted" or "Fault"
- Fill out the inflight pubs inventory - give to SDO upon landing with discrepancies
- Do Not Use Divert Info in SMART Book. Use Divert Package.
- SPINs icon on desktop - OEF
- New FCIF Departure Procedures

Pages F-22-19 through F-22-23
Have been redacted from this record in their entirety.

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Questions?

Briefing was Classified

Three Pages placed in the original record between pages F-22-23 and F-25-2
Have been redacted from this record in their entirety.

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Information Act, 5 USC Section 552(b)(1).

specified. *Denotes minimum essential in limited communication environment. Bold denotes readback items when requested.)

Terminal controller: " _____, THIS IS _____ "
(aircraft call sign) (terminal controller)

*1. IP/BP: " _____ "

*2. Heading: " _____ " (magnetic)
(IP/BP to target)

Offset: " _____ (left/right) "

*3. Distance: " _____ "
(IP-to-target in NM, BP-to-target in meters)

*4. Target Elevation: " _____ (in feet MSL) "

*5. Target Description: _____ "

*6. Target Location: " _____ "
REQUEST CENTROID AND LEADING EDGE COORDINATES IF NOT GIVEN.
(latitude/longitude or grid coordinates or offsets or visual)

7. Type Mark: " _____ " Code: " _____ "
(WP, laser, IR, beacon) (actual code)

Laser-to-Target Line: " _____ DEGREES "

*8. Location of Friendlies: _____ "

Position marked by: " _____ "
(mandatory for AC-130s)

9. Egress: " _____ " In the event of a beacon bombing request, insert beacon bombing chart line numbers here. (See Joint Publication 3-09.3.)

Remarks (as appropriate): " _____ "
(threats, restrictions, danger close, attack clearance, SEAD, abort codes, hazards)

NOTE: For AC-130 aircraft, the following items are mandatory: detailed threat description, marking of friendly locations, identifiable ground features, and danger close acceptance.

Time on Target: "TOT _____ " or

Time to Target: "STANDBY _____ PLUS _____, HACK "

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87
0/5233
48

42

14
6/0845

~~SECRET~~
WHEN FILLED IN

This medium is classified
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U.S. Government Property
Protect it from unauthorized disclosure in compliance with applicable executive orders, statutes, and regulations.
UNCLASSIFIED
SF 707 (1-87)

DIVERT BASES

[REDACTED]	MVFR	BKN015 / TSRA
[REDACTED]	VFR	SCT120 / -TSRA
[REDACTED]	MVFR	BKN016 / -SHRA
[REDACTED]	VFR	SCT018
[REDACTED]	VFR	SKC
[REDACTED]	VFR	FEW030

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 SF 707 (1-87)

5 Dec 01 JDAM Incident
 F-28-8

FOIA EXEMPTION 1
 OASD APP B
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Secret
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Pages F-29 and F-30

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Pages M-6, M-9, M-10, M-11 and M-14
Have been redacted from this record in their entirety.

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TAB P

Pages P-3 and P-14-1 through P-14-14
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Pages Q-5-1 through Q-5-2, and Q-6-1 through Q-6-3
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Tab R

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REDACT ENTIRE
TAB
MAINTAIN CLASSIFICATION
OASD APP B 6.7

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Problem (Classified)	U-8

JDAM Investigation Board

From: C2/ISR Planner 2 [REDACTED]
Sent: Monday, December 17, 2001 8:20 PM
Subject: J3 AWACS LNO Planner; J3 AWACS LNO Planner 2
Answers to JDAM Incident Questions

b(2)



JDAM FAC doc

Sorry I didn't get back to you yesterday; got busy. But I did get some information from the UK E-3D detachment at Thumrait. I pasted in the questions I gave them on your behalf, below. The answers they gave me were numbered to correspond to those I gave them...I've re-typed them into this document, and put my clarifications to their written answers in [brackets].

b(6)

Answers from UK E-3 Det:

Information Requested From Accident Investigation Board
for 5 Dec 01 JDAM Incident [REDACTED]

b(1)

At approximately 0520Z, on 5 Dec 01, a B-52H (c [REDACTED]) conducting CAS with a GFAC [REDACTED], dropped a JDAM GBU-31 on friendly positions. Listed below are some specific questions for which the Investigation Board requests information to establish the event timelines. Request UK E-3D detachment use any relevant mission logs and/or interviews with [REDACTED] mission crew for 4-5 Dec [REDACTED] to provide requested information. POC for this portion of the investigation is Maj [REDACTED] DSN [REDACTED], SIPRNET: [REDACTED]

<mailto:[REDACTED]>
Specific information requested:

1. Did GFAC [REDACTED] give his own position coordinates to [REDACTED] (E-3D mission crew)?
 1. [REDACTED] [GFAC] coordinates were obtained through the on-station [USN E-2C, c/s] [REDACTED]
 2. If so, what were the coordinates (format, ie, minutes/seconds/decimals) given and time?
 2. Coordinates were formatted in degrees/minutes: [REDACTED]; TAD 137 Green (373.5)
 3. Did [REDACTED] pass [REDACTED] coordinates to [REDACTED] (B-52H)? Format of coordinates?
 3. On handover to any FAC, the position and contact TAD are given to the aircraft and they are told to contact them [(the FAC); take that as a as, but not specifically on the log; can assume coords were passed in minutes

b(1)

4. If so, what time? Did [redacted] read back coordinates?
1. Basic coords given to [redacted] read back would have been received not in [redacted] the log, but is the procedure they use].
3. On which frequency was [redacted] talking to [redacted]
5. On [redacted], or as later passed, [redacted] on [redacted]
6. Was [redacted] monitoring that frequency?
6. No - we don't have enough radios [to monitor the FAC frequency].
7. Any other information from crew logs to help establish and verify event timeline?
7. Misrep received from [redacted] at 0634Z; relayed to [redacted].

b(1)

So, that's all I could get from them. I know that specific crew has rotated back to RAF Waddington (home station), so these notes were reconstructed from whatever was logged.

Also attaching the Word.doc I sent to the Brits; contains a cut and paste excerpt of the two ATOs to show the E-3D lines and the B-52 line to establish relevant timelines. Use any way you see fit.

Hope this helps. Don't hesitate to call if any questions. I work nights--
1430Z - 0330Z

Cheers,

[redacted]

aj [redacted]
JSN [redacted]

b(6)

<<JDAM FAC.doc>>

Information Requested From Accident Investigation Board
for 5 Dec 01 JDAM Incident [REDACTED]

At approximately 0520Z, on 5 Dec 01, a B-52H (c/s [REDACTED]) conducting CAS with a GFAC (c/s [REDACTED]), dropped a JDAM GBU-31 on friendly positions. Listed below are some specific questions for which the Investigation Board requests information to establish the event timelines. Request UK E-3D detachment use any relevant mission logs and/or interviews with [REDACTED] mission crew for 4-5 Dec (ATO KK - KL) to provide requested information. POC for this portion of the investigation is [REDACTED], DSN [REDACTED], SIPRNET:

[REDACTED]
Specific information requested:

- Did GFAC ([REDACTED]) give his own position coordinates to [REDACTED] (E-3D mission crew)?
- If so, what were the coordinates (format, ie, minutes/seconds/decimals) given and time?
- Did Spartan pass [REDACTED] coordinates to [REDACTED] (B-52H)? Format of coordinates?
- If so, what time? Did [REDACTED] read back coordinates?
- On which frequency was [REDACTED] talking to [REDACTED]
- Was [REDACTED] monitoring that frequency?
- Any other information from crew logs to help establish and verify event timeline?

Please send electronic version (disk) of any information available to Maj [REDACTED], 434-9031, CAOC ISARC, and I'll forward to Maj [REDACTED].

Thank you for your assistance,
[REDACTED]

~~SECRET REL GBR~~
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Page U-6

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To: JDAM Investigation Board
Subject: RE: Attn: Lt Col [redacted]

b(6)



MDC XL Line 1.doc



5 Dec AIRCRAFT
schedule weapon...

[redacted] sending what I can via email; I'll Fax other this afternoon.

Bo

1. Mission Data Cards - attached
2. Minutes to Seconds coordinate conversion table used - Fax
3. Weather sheet - Fax
4. Schedule - attached
5. OPs notes (if any - I have your pre-takeoff brief) - included in PTOB you've already received
6. Version of PFPS (just tell me what it was, don't send the disk) - 3.1.2
7. Scale and version numbers of all charts used - [redacted]
8. Confirmation of the aircraft tail number - [redacted]
9. Name and number of the Safety Officer on the island - Maj [redacted]
10. MARs or training records for the crew since they have been on [redacted] - [redacted]
11. Verification that all FCIF's were signed - Lt Col Greg Bell, 20 EBS/CC confirmed FCIFs were all signed.
12. Currency and FEF records - MARs will show currency record. FEF at home station.
13. JDAM Lot number or any specific weapon information if possible - Field lot number for the complete round - [redacted]

b(1)

-----Original Message-----

From: JDAM Investigation Board [mailto:[redacted]]
Sent: Monday, December 17, 2001 3:49 PM
To: [redacted]
Subject: Attn: Lt Col [redacted]

b(2),
b(6)

Sir,

My personal e-mail address is:

[redacted]

b(2),
b(6)

Thank you very much for the files you sent the other day. As you can imagine there is a slew of information that we are gathering to ensure this is a complete look, but for now we are concentrating on significant items for an interim report. To that end, I ask you for the following items.

I'd like to see the actual paperwork from the mission. I know that classified FAX can take forever and is often interrupted, but if you can / want to scan any documents, that will also do. Rationale: I want to see what notes were written by the crewmembers during the mission. I want to see frequencies that they listened to, coordinates that were written down, instructions that might have been scribbled at any time, on any piece of paper, even if it was a note pad. I do not need everything if there are no notes (i.e. you sent me the SPINS, so if nobody wrote on that document, then the electronic copy you sent is fine. However, if the Nav used that for his running log, then I want to see that document). If I have an electronic copy of a multi page document, and there is a note written on one page, then only send that page written on, but please identify who it belonged to and where it came from.

What I need now

Mission Data Cards
Minutes to Seconds coordinate conversion table used
Weather sheet
Schedule
OPs notes (if any - I have your pre-takeoff brief)

Verbal or e-mail confirmation of the following

Version of PFPS (just tell me what it was, don't send the disk)
Scale and version numbers of all charts used
Confirmation of the aircraft tail number
Name and number of the Safety Officer on the island.

What I will need within the next 3 weeks - understand that this list is not final

MARs or training records for the crew since they have been on Diego
Verification that all FCIF's were signed
Currency and FEF records
JDAM Lot number or any specific weapon information if possible

CLASSIFIED FAX [REDACTED]. Given the nature of this information, if you must fax documents, please call me or any member of this board to ensure we are there to receive it at DSN [REDACTED]. I'm sure you know the CONUS prefix. We do not want your documents unattended at the CAT, so please call first. We are usually here between 6PM and 9AM [REDACTED] time, but will make ourselves available ANYTIME for you.

b(2)

I do not anticipate having to get into aircraft or pylon maintenance records at this time, but have a plan if I am directed to retrieve it.

Short, as limited as it may seem, the rapid response and cooperation from Diego has been noted by the board here. Thank you. You should know that the job you guys are doing is praised daily in front of the nation by every quarter. You can only imagine what it is like to see screaming contrails and plumes of rising smoke on a daily basis on CNN et. al. Keep it up, and God's speed.

[REDACTED]
b(6)

JIB Investigation Board

From: [REDACTED] LCDR [REDACTED] b(6)
Sent: Friday, December 14, 2001 8:42 AM
Subject: FW: O 112059Z DEC 01 POTENTIAL VIPER/ANVS-11 FRIENDLY COORDINATE S PROBLEM

UNCLASSIFIED

Classification: ~~SECRET~~
Caveats: NONE

Sir,
Below is the message I mentioned this AM.

V/r,
LCDR [REDACTED]
Chief, Int'l & Operational Law
USSOCOM
DSN: [REDACTED]

-----Original Message-----

From: [REDACTED] LTC
Sent: Thursday, December 13, 2001 5:22 PM
To: [REDACTED] LCDR
Subject: FW: O 112059Z DEC 01 POTENTIAL VIPER/ANVS-11 FRIENDLY COORDINATE S PROBLEM

b(6)

UNCLASSIFIED

Classification: ~~SECRET~~
Caveats: NONE

-----Original Message-----

From: [REDACTED] CPT
[mailto:[REDACTED]]
Sent: Thursday, December 13, 2001 10:39 AM
To: [REDACTED] LTC
Subject: FW: O 112059Z DEC 01 POTENTIAL [REDACTED] FRIENDLY COORDINATE S PROBLEM

b(6)

b(6)

FYI--CPT Bacon

-----Original Message-----

From: [REDACTED] MAJ
Sent: Thursday, December 13, 2001 10:30 AM
To: [REDACTED] R. CPT
Cc: [REDACTED] CPT
Subject: FW: O 112059Z DEC 01 POTENTIAL [REDACTED] FRIENDLY COORDINATES PROBLEM

b(6)

b(6)

UNCLASSIFIED

Classification: ~~SECRET~~
Caveats: NONE

b(6)

[REDACTED]
Forward this message to the individual who is tasking us to provide the
IME
on LTD/CAS. This is something that needs to be researched ASAP.

Pages U-8-2 and U-8-3

Have been redacted from this record in their entirety.

These pages are classified pursuant to Executive Order 12958, sections 1.5(a) and 1.5(g) and exempt from disclosure under the Freedom of Information Act, 5 USC Section 552(b)(1).