1-Types & Methods of Control

Introduction

This module describes the different types and levels of control, then the methods used by Fighter controllers. After completion of this module, you will be able to:

- State the different types of control.
- State the different levels of control.
- State the methods and responsibilities during an AD mission.

Types and levels of control

Depending on the radar coverage over the area, or for a given mission, the services provided by a Fighter controller can be very different.

He can be involved from the highest responsibility (mission completion and anti-collision) to the lowest (broadcasting information "in the air").

Moreover, during the same mission, the needs can be modified and the services adapted. So the controllers tasks must be clearly defined.

Types of Control

There are 3 different types of control, which determine how the mission is conducted,:

1. Close Control. In a close control sortie, controllers must pass both target information and instructions to the fighter pilot. In this case the controller is responsible for achieving the point of interception, unless the pilot claims a "JUDY" or "TALLY" call. Then the pilot becomes responsible for achieving the interception.
2. Loose Control. In a loose control sortie, the controller passes only target information to the fighter pilot, with no commands. In this case the fighter pilot is responsible for achieving

the point of interception.

3. Broadcast Control. The controller will pass general target information and activity within the designated area in the form of Broadcast. The format of the broadcast will depend on the tactical situation. At all times the pilot will be responsible for achieving the interception.

Responsibilities (levels of control)

To determine the Flight Safety and anti-collision responsibilities, there are 2 levels of responsibility:

1. Positive control. Under Positive control, the controller is responsible for keeping the safety separation parameters between the fighter(s) and the target(s), and also, all aircraft he is controlling, from strangers. The pilot becomes responsible for his own safety from the target as soon as he claims "JUDY" or "TALLY". The controller remains responsible for separation from all other traffic.
2. Advisory control. All Flight Safety and separation actions are the responsibility of the pilot.

Methods of control

In order to complete the mission, the types and levels of control can change. It is possible to mix any type with any level, giving the mission flexibility and adaptability. It is also possible to change the method during a mission according to the situation: ground radar bent (U/S), fighter radar unserviceable or target spot lost etc...

During a **Close-positive control** sortie, the controller is responsible for both the mission completion and the Flight safety until the Judy/Tally call. This is the highest degree of responsibility. In peacetime, only one Close positive mission should be given to a controller. In wartime, to ensure efficiency, not more than 2 such missions should be given to a controller.

During a **Close-advisory control** sortie, the controller is responsible for giving the commands for the mission completion till the "Judy" or "Tally" call. The Flight Safety and separation remain with the pilot. In peacetime, only one Close advisory mission should be given to a controller; in wartime, not more than 2 such missions.

During a **Loose-positive control** sortie, the controller is responsible for both the Flight Safety and separation from all other traffic. The interception completion remains with the pilot. In peacetime, only one Loose positive mission should be given to a controller; in wartime, not more than 2 such missions.

During a **Loose-advisory control** sortie, the pilot is responsible for both the Flight Safety and separation from all other traffic. In peacetime, only 2 Loose positive missions should be given to a controller; in wartime, not more than 3 such missions.

During a **Broadcast control** sortie, the pilot is responsible for both the Flight Safety and separation towards all other traffic. There is no restriction on the number of missions under control, even during peacetime.

	Mission completion	Flight Safety	# of missions in peacetime	# of missions in wartime
Close Positive	Controller till Judy/Tally	Controller till Judy/Tally	1	2
Close Advisory	Controller till Judy/Tally	Pilot	1	2
Loose positive	Pilot	Controller till Judy/Tally	1	2
Loose Advisory	Pilot	Pilot	2	3
Broadcast	Pilot	Pilot	Unlimited	Unlimited

Table of Responsibilities.