

Unit 2. Intelligence Debriefing and Reporting

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INTELLIGENCE debriefing and reporting at the unit level is an important part of the intelligence collection process. It can be a valuable source of timely information that can be applied to mission planning. The importance of comprehensive reporting on the overall planning and tasking process highlights an important combat intelligence support function. The role of unit-produced reports may not be as large as specialized intelligence collection efforts, but it is significant nonetheless. This unit will cover intelligence debriefing and reporting, the terminology, and different intelligence reports produced from debriefings.

2-1. Understanding intelligence debriefing and techniques of debriefing

Debriefing and reporting procedures are designed to give commanders and staffs at all levels the answers to the following vital questions:

- Was the mission successful? If it wasn't completely successful, to what degree was it a success? If it failed, why?
- What forces are available for future operations? What were our losses, and why?
- What measures/tactics did the enemy use to impede the mission's success?
- What are the latest developments in enemy weapons and tactics?
- What is the present strength and disposition of enemy forces that might affect our future operations?

With the answers to these questions, commanders and their staff can plan future operations. If these plans are to be effective, information that answers these questions must be complete, clear, and accurate. Intelligence personnel at all units and intervening levels must do a thorough job of extracting, compiling, tabulating, and summarizing information received from combat crews.

203. Identifying preparation and briefing techniques

The primary purpose of an aircrew debriefing is to get information concerning the results of a completed mission. In addition to getting mission results, there are a number of secondary purposes. Debriefing secures information relative to operational problems. This includes recognition and analysis of good and bad procedures in planning and execution. The basic information we use to make post-operation analysis and critiques must come from participating crewmembers. Furthermore, debriefing furnishes information on problems arising from the characteristics of our own equipment.

Debriefing is an important source of first-hand, on-scene intelligence information. Aircrew members may often be the only source of key information such as new tactics, the appearance of a new aircraft, or new enemy air units in a particular area. Pilots and crews are in a position to gather information on enemy defenses and possible new targets in the area covered by the operation. Although it's usually hard to make precise observations on a mission, contributions from aircrews on these subjects are useful. In this sense, aircrews are visual reconnaissance agents, collecting information as they conduct their missions.

Preparing aircrew members for debriefings

One way you can improve your unit's effectiveness in debriefing is to make preparations before the unit is actually committed to combat. Be sure pilots and crews are thoroughly trained in collection and reporting, and that they are aware of their status as intelligence collection agents. Also, be sure they're aware of the importance of the information they collect and how it contributes to their safety and success in future operations. They should understand that debriefing is not just another task they must endure, but a significant contribution to future missions flown by themselves and their fellow aviators.

The interest and competence of flight personnel in collecting and reporting must be carefully nurtured through training and practice. Never let them lose their feeling of participation in intelligence collection. You could use training presentations on various subjects to emphasize the importance of aircrew reporting. For example, weapon systems and tactics training sessions should point out the necessity for logging and reporting defenses encountered, and they should teach the correct terminology and identification features. If aircrew members are trained to know why information is requested, what information is needed, and how it is used, they will be more valuable sources.

An important point for preparing aircrews for debriefing is to let them know what you're interested in by giving them essential elements of information (EEIs) during the mission briefing. The EEIs can be developed at the unit level and tailored to the unit's mission and AOR. Enemy engagement tactics, firing ranges, electronic countermeasures, voice deception, target deception, and successful countermeasures are all examples of common EEIs. Other EEIs may be included in operation orders (OPORD) or designated by higher headquarters. If you can, give the aircrew reasons particular information may be of specific interest during the mission briefings. Your debriefing should then focus on those requirements to ensure that the aircrew members realize that their efforts weren't wasted.

Debriefers' advance preparations

Your success in getting usable information from the aircrew members depends on how well *you* are prepared before the debriefing. We've already discussed how to prepare the aircrew members for your debriefings. There are several things you must do before the debriefing to improve the quality and quantity of the data you present. They are listed as follows:

- Assemble visual debriefing aids such as charts and photography of the target area. Sometimes, the chart carried by the aircrew may be used for this purpose.
- Study the OB to know what the aircrew members can logically be expected to see. Have recognition guides or other visual aids available to help aircrew members identify what they have observed.
- Determine the primary lines of questioning to be used.
- Make the debriefing area as comfortable as possible.
- Monitor downtimes to ensure that all debriefs are accomplished.
- Get as much information as possible from the in-flight report (INFLTREP) that the aircrew sends out before landing.
- Ensure that adequate checklists are available to guide and help you in the debriefing.

If your unit conducts quick-turns of aircraft, you won't have an abundance of debriefing materials and preparation time. Debriefings for quick-turns are conducted in an abbreviated format on the flight line. Often, you'll also have to give these aircrews an abbreviated mission briefing for their next mission.

Debriefing checklists

A good debriefing checklist can be your most valuable aid for conducting debriefings. There's no standard Air Force debriefing checklist, but all operational units use a debriefing checklist of some

type, usually one that has been devised locally or by the parent MAJCOM. Depending on the type of mission, some checklists may be simple one-page forms, while others are multiple pages. The part of a debriefing checklist for SAM sightings that's shown in the table below could be typical for many units. The basic questions are asked and, depending on the answers you get, other parts are filled-in. Regardless of the type of debriefing form you use, it should be designed to help you get the information you need for reporting the mission results. Figure 2-1 offers an example of a debriefing checklist.

Example of a SAM Sighting Debriefing Checklist	
1. Time of sighting (Zulu time)	9. Color of plume
2. Aircraft location	10. Detonations observed (number/color/altitude)
3. Aircraft heading/altitudes/speed	11. Relative position detonation to aircraft
4. How acquired (circle one): Visual (at launch), Visual (in-flight), RWR	12. Evasive tactics employed and their effectiveness
5. SAM site location	13. Reaction of SAM to evasive action
6. Site configuration	14. Battle damages or losses
7. Number and type of missiles launched	15. Effect of SAM attack on mission
8. Size of plume compared to missile	16. Other comments

Figure 2-1. Example of SAM sighting debriefing checklist.

Debriefing difficulties

As an intelligence debriefer, you must understand that you face two basic difficulties in your quest for information. One is that aircrew members in the stress of combat find it difficult to observe clearly and comprehensively. The other difficulty is an inherent human weakness: distortion of facts that occurs because of psychological reasons or because of prior experience or knowledge. For example, gunners of the Eighth Air Force in England during World War II claimed to have destroyed enough aircraft to equal the German Luftwaffe several times over; but this claim was not justified by the facts. *Objectivity* is the goal. To do your job well, you must be able to recognize these weaknesses and question all information without appearing unduly suspicious or skeptical.

Debriefing techniques

There are techniques you can develop through study and thought that will help you get the maximum factual information from the aircrew members. Some of the techniques you should try to cultivate are discussed below.

Be analytical

It's not enough to run through a list of standard questions and record the answers. The questions asked must be such that they help solve a problem, including a problem that becomes evident as the debriefing progresses.

Guide the discussion

You must keep the discussion from straying away from a predetermined objective or from a new objective if conditions warrant a change.

Be patient

Exercise patience in dealing with combat crews who may be physically tired and mentally exhausted after a mission. Experienced debriefers are of great benefit, because they understand the emotional state of the aircrew members and can adjust accordingly.

Identify items of importance

Time will teach you to sense items of value – no matter how insignificant they appear. In spite of the fact that a written record is made of important items during debriefing, the significance of some things may not be clear at that moment. A good debriefer will remember them, and when the observations are subsequently reported, you will be able to associate them with previously reported data. At times, these items may help you realize the significance of information that might otherwise be overlooked.

Be sympathetic

Be sympathetic, but not softhearted. A sympathetic attitude is necessary to draw out the most from the person being debriefed, but softheartedness will frequently cause acceptance of false information.

Be inquisitive

Always be inquisitive. An aircrew member may feel an observation is not worth more than a mention, but an alert debriefer will recognize that there is more to be said and pursue the subject until all necessary facts are uncovered.

Hunt for facts

Be scrupulously honest and without bias. Combat personnel may sometimes delude themselves with invincibility and exhilaration, a tendency that is probably natural after having returned from a near-death experience. Debriefers, however, should not let themselves be subject to such delusions. You must look for facts, not fantasy; and you must be candid and honest in your search.

Be familiar with the mission

One of the best ways to be more effective is to become familiar with the unit's aircraft. Familiarity with the aircraft, procedures, and aircrew members' duties will help you talk to the aircrew members in their own terminology and understand what they are telling you. You should also gain some knowledge of the limitations of aerial observation. Altitude, speed, and weather conditions are obvious deterrents to accurate observation. Also, some aircrew positions afford little or no field of view outside the aircraft. You should know who among the aircrew is in the best position to observe in any given direction.

Know the aircrew's priorities

Always remember that the primary function of a flight crew is to deliver an aircraft and its weapons to the target area and return safely to base. Observing and reporting are incidental to this primary function. Aircrew members can't be expected to accomplish their complex assignments and devote a great amount of time to observing and recording intelligence information.

Summary

Debriefing is not simply asking an aircrew member a lot of questions about the results of their mission. It's a carefully planned session intended to glean as much pertinent information as is possible, and involves a great deal of effort on your part. Most units develop checklists to help guide the debriefing, but you must also understand that you are dealing with human beings that have just returned from an extremely stressful environment – combat. Knowing and preparing for this in advance will help immensely, and result in effective reporting of vital intelligence information.

204. Understanding debriefing procedures

After an aircrew lands, the first task for the debriefer is to ensure that aircrew members are debriefed as soon as possible for three main reasons as follows:

1. Emergency or hot new information, such as downed friendly aircrew or possibilities of imminent attack by the enemy, must be reported to the appropriate headquarters or agencies immediately.

2. You must get all observations while they're still fresh in the minds of the participating aircrew members. The longer the delay, the greater is the opportunity they have to talk with others and make the information less reliable.
3. Aircrew members returning from a combat mission are under an emotional strain, and everything should be done to expedite the wrap-up details of the mission so they can relax.

The first step of the debriefing itself is a general intelligence debriefing. The entire aircrew should be present. In a fighter unit, each pilot should be debriefed separately; however, under combat conditions, when time and facilities are lacking, the pilots of a particular flight may be debriefed together. Bomber crews should be debriefed as a crew. If more than one aircrew is debriefed in the same room at the same time, it is necessary to seat the personnel so that two pilots, two navigators, or two gunners are not seated next to one another. Crew position nameplates can be used on the table for this purpose. This prevents collusion and comparison of notes. Following this general intelligence debriefing, specialized debriefings for particular aircrew members, pilots, or observers can be conducted to get specific information on observations made.

Debriefing rules

There are a number of rules that apply to debriefings, regardless of the kind of mission or aircraft involved. If you're tasked to conduct a debriefing, it's important that you follow these rules as follows:

- All unnecessary and unauthorized personnel should be excluded from the debriefing, and distractions should be kept to a minimum. The debriefing should be limited to the aircrew and the debriefer, preferably in a separate room or enclosure away from other crews and debriefings. Visible and audible distractions, such as maintenance personnel and loud background noise, should be avoided.
- All basic reference materials, such as charts, target materials, visual recognition guides, or photographs used in planning the mission, must be readily available at the debriefing table. These items aid greatly in producing definitive and specific information. You should know the background of the mission and details pertaining to other missions that have been flown in the same area. Lack of such knowledge not only hinders the collection of precise information, but it fosters an unfavorable impression by the person being debriefed.
- You must not criticize or contradict the aircrew, even by implication. Inaccuracies of observing are to be expected, and you should use facts to disprove claims without injecting your own personal evaluations. You must not forget that you have no firsthand knowledge, and what may appear to you to be an erroneous statement may actually be true and possibly of great significance.
- Debriefings should be accomplished quickly, accurately, and tactfully. You must never take the attitude that any of the material given by the aircrew members is old stuff, even though similar information may have been reported many times before. To do so would quickly stifle their incentive to report what was actually seen. The information should be precise, because only that which can be identified in terms of what, when, where, and how is of any value.
- You can save time and make the debriefing less painful and routine if you have all possible blanks on the debriefing checklist filled in *before* the aircrew is debriefed. For example, you can get data on aircrew members' names and positions, aircraft call signs, mission numbers, and takeoff times from the operations scheduler. You can get bomb loads and fusing from the ATO.
- No matter how elaborate the debriefing checklists are, they can serve only as a guide to the debriefer. You need to develop the mental flexibility necessary to recognize information that, while not called for on any form, may be of significance. You should have plenty of supplies

and extra materials available to record such observations. The important thing is to get the information on paper while memories are still fresh.

- You should avoid asking leading questions. Questions should be phrased so that the person being questioned can't infer the sort of answers that may be expected. However, this doesn't imply that you wouldn't ask additional questions or help an aircrew member describe something, if it requires further explanation. This should have been taught to your crews in routine training long before an operation.
- Each crewmember should participate. Often, the least talkative aircrew members may be the best observers, yet they will let someone else do the talking. All aircrew members should be brought into the discussion. You must realize that if you get only one person's opinion, you could miss a great deal. You must try to get all of the members to provide input, or at least confirm what others say; don't let one person intimidate the others.
- Most units issue standard in-flight debriefing forms to their aircrews to fill out in flight. These forms record some of the routine data, and some of it will be collected at the debriefing upon their return. This lets the aircrew members record information during the homebound part of their flight, when they're not so busy. Such a procedure speeds up the debriefing process and increases overall debriefing effectiveness, since the debriefer can then spend more time on information that's recognized to be of greater value.
- It may be impossible for the intelligence personnel to debrief all combat aircrews the moment they touch down. Fortunately, at most units, procedures have already been established to debrief all aircrews as quickly as possible. Ideally, a reception room with refreshments should be made available for those waiting their turn, but during wartime the most likely scenario finds you out on the flight line running from one parking spot to another or diving into a bunker or foxhole looking for the aircrews. At some units, there may be a centrally located place where the aircrews turn in their helmets and flight equipment. This would be an ideal location to collect any in-flight debriefing forms and begin the debriefing. This would also let you pass on any new information from recent debriefings to departing aircrews.

Debriefing topics

The following items are normally considered the minimum topics that you should cover during a debriefing. Of course, if some of the topics don't pertain to your mission, you wouldn't include them. For example, if you're debriefing a tanker aircraft, there's no need to ask about target information. This listing is not all-inclusive, and it's not in any specific order of priority.

- Aircraft call sign and aircrew member names and positions.
- Mission number.
- Takeoff and recovery times.
- Target designation, name, and number.
- Time over target.
- Target weather.
- Mission result.
- Claims and observations (enemy equipment or aircraft destroyed or probably destroyed, or other damage inflicted against enemy forces).
- Defenses encountered en route and in the target area, including electronic countermeasures (ECM) and electronic or voice interference. You need to find out type, location, tactics used, and their effectiveness. Concentrate on changes to the defenses briefed before the mission, and try to determine whether your information was accurate.
- Specific EEI observations relative to the EEIs presented during the pre-mission briefing.
- Other significant sightings and their locations.

After the debriefing

After the intelligence debriefing, the aircrews may split up and proceed to specialized debriefings covering technical points that are related to each of the major crew functions. Ordinarily, these specialized debriefings gather information that's of value to the unit itself, but not generally required for intelligence reports to higher headquarters. Most of these debriefings are on operational matters and maintenance. Reports of equipment malfunctions, weapons difficulties, comments on tactical formations flown, and maneuvering are handled by other agencies.

Circumstances may necessitate calling an aircrew back for additional questioning on certain points. This should be done only if it is absolutely necessary. You may have to ask more questions to verify claims and resolve contradictory evidence on the location of enemy forces or conflicting claims of shoot downs.

As debriefing forms are completed, they are collected from each aircrew member and work is begun on drafting immediate reports. Often, worksheets are designed to aid compilation of totals or comparison of reported observations. Special and separate worksheets are normally necessary to compile reported data on AAA or SAM, fighter claims, fighter tactics, or other data. Once this information has been compiled, send it out in the form of a Mission Report (MISREP), and pass any relevant information on to the premission briefers to present to departing aircrews.

Other types of debriefings

In addition to the standard debriefing, there are a few other types of debriefings with which you should be familiar, as it is highly likely that during your career, you will either conduct such debriefings, or manage a shop that is required to do so.

Quick-turn Debriefings

A quick-turn debriefing is normally conducted during evaluations, contingencies and hostilities. It is probably the toughest type of debriefing. It is normally limited to air defense or alert aircrews and is usually conducted next to the aircraft, with engines running and the debriefer plugged into the crew chief's audio jack on the outside of the aircraft. It is essential that the debriefer has checklist items such as mission number and call sign filled-in before the debriefing starts to speed the debriefing process. Once the debriefing is completed, the information is passed to the reports cell so it can make the required reporting within the set time criteria.

In-Flight Debriefings

An in-flight debriefing is basically an expanded INFLTREP. This type of debriefing serves two purposes, both of which involve time. If the aircrew or operators have fleeting target information, significant order of battle changes, kill data, etc., this debriefing will ensure the intelligence debriefers are better prepared to conduct the full debriefing after landing. The debriefers can develop follow-up questions, update step briefings, provide mission planners fleeting target data, and begin writing the MISREP. If there is nothing significant to report, the intelligence debriefers can devote more time and effort on other debriefings.

Airlift Debriefings

Airlift debriefings can be used to collect vast amounts of information. Airlift crews fly into all parts of the world during peacetime, heightened tensions, and contingencies. For example, they can alert planners to increases in tensions at third world airfields, new aircraft or weapons systems displayed by a country for a static display, and general conditions of the local population. Airlift aircrews are good sources of generic intelligence that the intelligence community can access and exploit. When this kind of information is passed to higher headquarters, it can be tied-in with uncorrelated data to produce intelligence estimates and other materials.

Evasion and Recovery (E&R) Debriefings

E&R debriefings are extremely vital to the success of missions during contingencies and hostilities. These debriefings provide not only the status of possible hostile forces, but also if the E&R training is sufficient. A person who has recently been recovered can provide vital, up-to-date information on terrain, water, food, and concealment. The debriefing can also provide data on troop movements, hostile force search techniques, and on the local population and their attitudes. It can provide information on tactics and techniques that were successful, or unsuccessful, against hostile fire (if the aircraft was shot down). As the debriefer recovers this information, it can be passed-on to other aircrews or operators during premission briefings. It must be reported to higher headquarters as soon as possible.

Summary

Debriefing is a vital aspect of any military operation, whether on the ground or in the air, as has been discussed in the first two lessons of this unit. The mission of the unit to which you are assigned dictates the types of debriefings you may perform. Regardless of the type of debriefing, it is important that you are well prepared and have a full understanding of the types of information that you are extracting from the aircrew. Let's now briefly discuss the special vernacular used by aircrew members – brevity words and terminology.

(b) (2) High [Redacted]

[Redacted]

[Redacted]			
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]

(b) (2) High [REDACTED]			
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

As you can see, many of the brevity words used by aircrew members hint at their true meaning, but all are designed to streamline communications, which is especially important under combat conditions. Your grasp of some of the more common terms will assist immensely in the performance of your duties when working with aircrews. Now that we've discussed debriefing, work through the self-test questions, and then we'll move on to the next step – the reports used to disseminate intelligence information.

Self-Test Questions

After you complete these questions, you may check your answers at the end of the unit.

203. Identifying preparation and briefing techniques

1. What is the primary purpose of an aircrew debriefing?
2. Why is debriefing an important source of combat intelligence information?
3. How can you help the aircrew members become intelligence collection agents?
4. What are some common EEIs you can have the pilots look for during their flight?
5. What type of debriefing is conducted in an abbreviated manner on the flight line?
6. Who normally directs the contents of a debriefing checklist?
7. What debriefing technique are you using when you keep the discussion from straying away from a predetermined objective?
8. What debriefing technique are you using when you use your knowledge of crew positions and how they relate to being able to provide intelligence collection information?

204. Understanding debriefing procedures

1. What is the first task of a debriefer, once the aircrew has landed?
2. How should a bomber crew be debriefed?
3. What types of basic reference materials should you have available for debriefings?
4. How should you conduct debriefings?
5. What can you do before a debriefing to help speed up the process?
6. What types of information could be included under “claims and observations” on the debriefing checklist?
7. What type of report is sent out as a result of an intelligence debriefing?

205. Understanding operational brevity words and aircrew terminology

1. What is the official source document for operational brevity words and aircrew terminology?
2. What brevity word would be used for an aircrew to report the sighting of an unmanned aerial vehicle (UAV)?
3. What is the significance of an aircrew reporting that “leakers” are inbound?
4. What brevity word would be used to indicate that a flight of aircraft are “disoriented”?

2-2. Intelligence Reports

Once the debriefings are complete, the results of the mission and any sightings are reported to higher headquarters. In this section, we'll walk you through the standard message requirements, including message content and guidelines, and the major reports you could be expected to generate.

206. Identifying intelligence reports

Reports are vital in providing intelligence information to commanders, planners, and warfighters. They are written to fulfill a specific purpose, but they all should conform to general standards, or guidelines, to ensure that they are effective. Let's begin by looking at some of the more general guidelines that should be followed.

General guidelines

Intelligence information that requires being reported to others, whether up to higher headquarters, laterally to sister units, or down channel to lower-level units, can only be of maximum value if it is reported properly.

Content

Report content is the most important aspect of intelligence reporting. Unless messages are accurate and well written, they'll do nothing but tie up communications lines and provide consumers with erroneous intelligence. Reports should be written concisely and should contain all relevant information. Data should not be passed on just because it was given to you. Ensure the information is of value and is required at the receiving unit. Develop and use detailed checklists in producing reports to ensure you have included all required information in the right format.

To ensure message accuracy, establish procedures for reviewing message content and accuracy before transmission. Check for simple errors like misspellings and incorrect geographic coordinates. During this quality check, try to ask yourself the questions a person outside of your unit would ask about your report. Developing a word picture for the reader is vital for ensuring the information is passed accurately.

Timeliness

Report timeliness is also important, because as an intelligence professional, you must always have one eye on the clock. Late intelligence is history; late mission results are costly. You can afford neither; keep this in mind each time you submit an intelligence report. The process of prioritization applies to the reporting system, as with all other elements of the intelligence profession. For an example of what prioritization is, consider this scenario.

You've just finished debriefing an aircrew and are preparing the MISREP when you come upon some perishable information concerning new threat data or a new enemy tactic. What do you do? Submit an Intelligence Report (INTREP) immediately. But, you tell yourself that, if you submit an INTREP, it will delay your submission of the MISREP, which also must be submitted within a certain time frame. Which is more important to the customer? That is the question. This is what prioritization is all about. Personnel submitting INTREPs must have the experience and training to make such calls.

Accuracy

Only accuracy ensures that your message serves its purpose at its destination. Accuracy goes hand in hand with report content. Only accurate reports with the proper content will be understood. As we stated earlier, try to create a mental picture in your mind and try to include all of the pieces of that picture in your report. By doing this, you eliminate confusion and misunderstanding for the receiver of your message. There is nothing worse than getting a report that's incomplete or unclear and having to spend extra time to track down its originator to clear up the misunderstanding. During time-critical situations, this can prove to be extremely frustrating and costly.

Intelligence reports data

Each MAJCOM within the Air Force determines what type of intelligence reports its units are responsible for submitting. These requirements are usually spelled out in a MAJCOM publication that deals with intelligence reporting. The intelligence annex of the OPLAN or OPORD that directs the air operation contains instructions about the types of intelligence reports required and information about message addresses and precedence.

Message precedence

Precedence or priority designators are assigned to a message by the originator. These designators indicate to communications personnel the relative order in which the message should be handled; and to the addressee, the urgency of the message. You must carefully determine how quickly the information has to be delivered to the addressees and assign the precedence accordingly. Each different precedence speed-of-service (SOS) objective is based on the total time it takes to process a message from the time it is filed at the originating communications center to the time that it is delivered at the addressee's communications center. Regardless of the message system or software package you're using, the message priority is annotated on your message, usually in the PRECEDENCE block, using the applicable precedence prosign. The precedence prosigns are identified in figure 2-3.

Prosign	Precedence	SOS Objective	Uses
YY	EMERGENCY COMMAND	Within 5 minutes	EMERGENCY COMMAND precedence exists for certain designated time-sensitive command and control (C2) messages. These messages are transmitted and processed ahead of all others, and they interrupt lower-precedence messages already in progress. Only the National Command Authorities (NCA) and certain commanders of unified and specified commands are authorized to use this precedence, and then only for certain emergency action C2 messages.
ZZ	FLASH	Within 10 minutes	This precedence is reserved for messages of extreme emergency that severely affect the national, command, or area security. Such things as initial enemy contact, alerts, warnings, or other emergency actions of an operational nature fall in this category. Brevity is mandatory.
OO	IMMEDIATE	30 minutes	This precedence is reserved for very urgent messages relating to situations that gravely affect the national, command, or area security. Such things as vital communications that have an immediate operational effect on tactical operations, directly concern safety or rescue operations, and affect intelligence operations fall into this category. IMMEDIATE messages should be as brief as possible.
PP	PRIORITY	3 hours	This precedence is reserved for prompt attention to actions concerning national defense and security, the successful conduct of war, or safeguarding of life and property, which do not require FLASH or IMMEDIATE precedence.
RR	ROUTINE	6 hours	This precedence is used for all types of messages that should be sent by rapid means, but do not have sufficient urgency to require a higher precedence.

Figure 2-3. Message precedence.

Unit level report content

At the unit level, most intelligence reports are generated after aircrew debriefings. These reports can range from a few lines to 50 pages of information, depending on the mission and information to be reported. Most of these reports are forwarded in messages using an IMMEDIATE precedence. Time limits for transmitting these reports are often levied by MAJCOMs. You may have only one hour after engine shutdown to get a mission report out. That's not much time for you to debrief the aircrew and transmit a multipage message. Most units prepare these reports for transmission in advance by developing fill-in-the-blank reporting forms to assist in the rapid preparation and dissemination of intelligence reports. Before we get into the specific types of intelligence reports you may be preparing and transmitting, let's briefly review the types of data that might be included in these intelligence reports. However, keep in mind that the data required varies from command to command.

Operational data

This includes such information as the number of aircraft on the mission and the number that were lost, damaged, or aborted. Analysts at higher headquarters must also know the reasons for aborts and damage, what equipment the aircrews used, the takeoff time, the TOT, the landing or down times, mission numbers, and call signs.

Weather data

Weather is a factor that can affect the success of air operations. Consequently, all available information about the effects of weather on past missions should be considered in planning future air operations. To that end, you should include in the mission reports a section describing the weather encountered on the flight (to the target, over the target, and returning from the target). Adverse weather conditions over the target greatly affect the strike results, the sightings, and interpretation of strike and reconnaissance imagery.

A meaningful mission analysis can't be made without complete knowledge of the attack. This means that the reports must provide the analyst the number and types of ordnance used, the altitude of the attack, the axis or direction of attack, the method of bombing (radar, visual, or other), and the success of the attack.

Strike data

The strike data may also include combat claims, showing what was accomplished on the mission. Each claim belongs to one of two categories as follows:

- Claims of aircraft destroyed, damaged, or probably destroyed - The enemy aircraft claims section in the mission report must give the time, altitude, place of attack, and the nature of the claim. The standards for validating claims vary considerably. Usually, at least two persons must see an aircraft crash before that aircraft is considered destroyed. There are other criteria as well; a claim can be recorded as a "kill" if the pilot is seen to bail out, if the aircraft explodes in midair, or if the aircraft is seen to strike the ground. Heads-up display (HUD) video or gun-camera film evaluation can be employed to support claims for aircraft damaged or probably destroyed.
- Claims of target hits and degree of damage or destruction - Target claims are of a different nature. This type of claim concerns vehicles, rail cuts, artillery, troops, radar sites, airfields, missile-launching sites, and other targets hit. The high speed and varying altitudes of our modern aircraft are so great that accurate sightings are often difficult, if not impossible, to make. Consequently, cases of erroneous claims of ground-target hits occur from time to time. For example, when two aircraft attack the same target, both may claim to have destroyed it. Evaluation of such conflicting claims is a matter of making tedious comparisons of the claims and the circumstances related to them. Weather or darkness can preclude the possibility of assessing mission results properly.

Enemy air reaction data

All accounts of encounters with enemy aircraft are carefully analyzed and collated. Each report notes the time, altitude, and, most important of all, a description of the encounter. On missions over enemy territory where interceptions occur, the extent of air reaction by the enemy indicates their capabilities and strength. A narrative of the tactics, marking of enemy aircraft, aggressiveness, intensity of the attack, and duration of the encounter is essential if we are to evaluate the enemy's air capabilities. If our analysts at higher headquarters have enemy unit identifications, they can also draw inferences about the strength and the disposition of enemy air units, thereby arriving at a more accurate estimate of the enemy's air capabilities and air order of battle (AOB).

Antiaircraft defense data

Antiaircraft weapons or batteries are usually found near objectives of military importance. Thus, AAA defenses are good indicators of the disposition of enemy forces and the location of important enemy military facilities. Probably of more importance to the aircrews, current and accurate AAA defensive information can save many of them from injury, capture, or death caused by the damage or loss of their aircraft. Thus, aircrew members are quite receptive when you ask them to observe and record, if possible, the following items about AAA:

- Visibility.
- Intensity of fire (light, moderate, or heavy).
- Location of aircraft when fire was received.
- Accuracy.
- Type of fire (barrage, curtain, aimed).
- Type of weapons (if unknown, size and color of tracer and bursts).
- Fire coordination (sector, multidirectional, etc.).
- Altitude and effective range (tracer burnout).

AAA reporting is difficult for aircrew members. Because the weapons are small and easy to camouflage, aircrew members can't pinpoint ground positions unless they see muzzle flashes or tracers. Intensity classification is also a problem.

Surface-to-air missile data

SAMs have the capability to chase an aircraft in flight. Because of this, aircrew reports on SAM sightings are critical. While some SAMs are fired from readily identifiable sites, many of the newer SAMs are transported and fired from self-propelled vehicles, and some are shoulder-fired. It's hard for the aircrew members to pick out these types of SAMs, as with AAA sites. Instruct the aircrew members to report this information about SAM firings, if possible:

- Visibility (radar warning receiver [RWR] warnings).
- Accuracy and number.
- Type of missile.
- Ability of missile to maneuver and lock on.
- Size of the missile and type of warhead (if seen to explode).
- Color of smoke trail.
- Characteristics of the missile flight (smooth, erratic, jerky).
- The effect of ECM on the missile.
- Fire coordination.
- Aircraft position, speed, and altitude when the missile was sighted.

Sighting data

Each aircrew is a potential reconnaissance observation team that can pass vast amounts of information regarding the enemy's activities and tactics on to intelligence personnel. Intelligence training we provide the aircrew in the observation and recognition of enemy weapons and weapon systems can increase the accuracy of this information. Typical subjects of intelligence information reported as sightings include:

- Troop and equipment movements.
- Rail and highway traffic.
- Airfields, including status of those under construction.
- Sea, harbor, and inland water transportation activity.
- Military training, staging, and storage areas.
- Any unusual or suspicious situation.

Aircrew sightings are especially valuable in locating targets of opportunity. They can reveal the movement of enemy forces and note changes in their supply routes. Also, they can furnish other data necessary for quick reaction to these fluid situations.

Equipment data

The United States continually strives to maintain superiority in all military equipment. To support this program, all sightings of foreign equipment that is either in the air or on the ground must be reported. Analysis and interpretation of these sightings by higher headquarters often leads to changes in our tactics, modification of our equipment in the field, or changes in the design of our equipment. It is only through continued surveillance and evaluation that superiority can be maintained. Satisfactory combat performance is the measure of true superiority. Technical intelligence collection lets us avoid technological surprises, and aircrews can contribute toward this collection effort.

This list of the contents of intelligence reporting is brief, but it indicates some of the more pertinent factors, which are often included in combat mission intelligence reports. Remember that it is imperative to get all possible information from the aircrews during debriefings so that a mission report can be compiled accurately.

Steps in mission reporting

Debriefing the aircrews is only the first step in fulfilling your postmission responsibilities. Remember that the debriefing was conducted for the purpose of collecting intelligence information about the mission. It follows that, for this information to be of maximum value, it must be reported to higher headquarters. The four basic steps in mission reporting are discussed as follows:

- Check and verify information – In this step, you check for possible errors in your information. You do this by crosschecking all items on the debriefing form against the mission plan and other materials associated with the air operation. Look for items that seem inconsistent or contradictory. As you do this, you may have to consult with all debriefing personnel, or as a last resort, you may have to call the aircrew back for further information. If this bothers you, remember that any debriefer who indiscriminately accepts and reports information without verifying it thoroughly constitutes a threat to the validity of the reporting system. However, once you've checked over all the information gathered, you're ready to draft the report.
- Draft the report – As we said before, most units prepare required reports in advance, so it's a matter of filling in blank spaces. You'll often receive information that requires you to expand items and include new and pertinent mission data. Quite often, a narrative explanation is required, such as in the case of an air battle with enemy fighters. Therefore, keep narratives in the style of a newscast. State the who, what, when, where, and how about the mission, recording exact coordinates, times, altitudes, and other similar details. If the mission data is

incomplete or unavailable, state in the report the reason the report is not complete. When you have completed the draft, you should make one final check by rereading the entire draft; then, submit it for editing.

- Edit the report – The purpose of the edit is to find and remove any discrepancies that are still in the draft as well as to make sure that the proper security classification is assigned. The person who edits the report is usually someone with past experience in mission reporting. The editor ensures the appropriate terminology is used and the report is accurate and complete. The editor should not hesitate to discuss the report contents with the drafter or to return the report to the drafter for correction or additional data. Once the report is properly edited, it is ready to be disseminated.
- Disseminate the report – Before the report is actually disseminated, you need to check your distribution lists to determine who is authorized to receive the report. Besides your prime user, higher headquarters, there may be lower or lateral units and other organizations that have an interest in or a need for the mission results and need to receive copies of the reports.

207. Identifying different types of intelligence reports

There are several types of intelligence reports your unit may be required to submit, depending primarily on your unit's mission. Therefore, one of the more important things you can do when being indoctrinated into a new unit is to research OPLANs and MAJCOM publications to determine what types of intelligence reports you may be responsible for generating. Our intelligence information is vital to the success of a military operation; however, this information is useless unless it is properly disseminated. In this lesson, we concentrate on only the most common types of intelligence reports that you could be involved in writing.

Mission Report (MISREP)

The MISREP is the most common type of intelligence report submitted at the unit level. Its purpose is to report the results of an air mission and other intelligence information obtained during postflight aircrew debriefings. It can also be used to amplify an INFLTREP submitted by an aircrew. A MISREP is accomplished for almost all exercise and combat missions flown by aircrews. Generally, you are required to submit MISREPs within one hour of completion of the debriefing or within one hour of the last engine shutdown time, whichever is later. They are submitted by the fastest means available that is consistent with their classification. MISREPs normally have an IMMEDIATE or higher precedence.

The actual contents of MISREPs vary considerably, depending on the mission performed by the aircrew. For example, a MISREP for an airlift sortie will differ considerably from that of an attack sortie. The general contents of a MISREP include information identified in figure 2-4, if applicable.

Section	Description
Message identification	The first mandatory item included in the body of a MISREP is the message identification information.
Mission identification	Next is the mission identification; this includes the mission type, the requester and task authority number, and the mission number. Some units may also include additional details such as call sign, number, and type of aircraft flown, recovery base, or route used.
Unit identification	The third required item is the unit identification information. Either the unit name or code is required.
Mission itinerary	Fourth mandatory item in the MISREP is information that identifies the mission time frame. Included in this set of data is a field descriptor that identifies the time frame as either time on or off target, time on alert, takeoff or down time, or time on contact point.

Section	Description
Target position data	Air-to-ground missions will include target information as the fifth required item in their MISREPs. Target position information includes (1) target category; (2) target name; (3) country; (4) target position, location, or area; (5) target course and speed (if it is moving); and (6) target altitude.
Results	If a target was struck, the MISREP must contain this last set of mandatory information: (1) target element; (2) number of targets destroyed; (3) the results; (4) photo confirmation available; (5) enemy activity observed and location; and (6) weapons expended.
Air intercepts	Specific air intercept information required, if any, includes (1) intercept location; (2) time of intercept; (3) altitude; (4) type and nationality of enemy aircraft engaged; (5) number of aircraft sighted, engaged, damaged, or destroyed; and (6) type of weapon used by enemy.
Surface-to-air fire	Specific information required includes (1) enemy weapon type, if known; (2) number fired, location, and time; (3) the altitude of the event; (4) intensity; (5) closest missed position of the projectile to the observer; and (6) method of identification, visual or electronic.
Aircraft lost	If the aircrew you are debriefing has any information concerning lost or downed aircraft, this will be included in the MISREP. The information required includes (1) lost aircraft location; (2) time of loss; (3) the downed aircrew status, if known; and (4) the cause of the loss.
Observed weather	Units may also include the observed weather in their MISREPs. It can be an abbreviated weather code of the target area or an expanded meteorological report. The information desired includes (1) flight level of aircraft; (2) wind directions; (3) wind speeds; (4) visibility; (5) the most significant weather encountered; (6) any unusual air turbulence; and (7) cloud cover and type of clouds.
Significant sightings	Any significant sightings reported by the aircrew will be included in a free-text set (narrative or remarks). Most of this information will have already been transmitted via an INFLTREP for a fleeting target, but additional detailed information will normally be available from the aircrews. To decipher all of the headings and sets used in the message text format, you will have to refer to the MTF handbook at your unit.

Figure 2-4. Areas of a MISREP.

Intelligence Report (INTREP)

An INTREP is used to provide for the joint exchange of information obtained through tactical collection efforts. One of these collection efforts is aircrew debriefing. The INTREP is designed to provide timely information regarding events that could have an immediate and significant effect on current planning and operations. It could also provide information that may be of timely interest at the national level. This report is also the primary means of reporting human intelligence (HUMINT) and counterintelligence information.

This report is submitted as soon as possible after the information has been acquired. When vital information is obtained that might require a reevaluation of enemy capabilities and intentions, it should be reported immediately with regard to a specific time schedule. The value of this report is in direct proportion to the timeliness of submission and precedence used for dissemination. Therefore, it will normally contain an IMMEDIATE precedence, or higher, for transmission. If the situation requires more rapid transmission, voice reports may be made if security requirements are kept in mind, and these voice reports are always followed up by a message.

Occasionally, the aircrew that transmits information by INFLTREP may indicate they had significant sightings or additional information to report. In this case, the intelligence shop must transmit not only a MISREP but also an INTREP that contains the additional or vital information. Also, during the debriefing, you may realize that the aircrews have provided additional information or a significant sighting. If vital information is received during the debriefing, an INTREP would be prepared before

the MISREP and transmitted immediately—an INTREP should not be delayed to complete an associated MISREP. For example, assume that one of your aircrews has submitted an INFLTREP on a column of tanks advancing toward our FLOT, but was unable to pass the speed and direction of the tanks. An initial INTREP should be submitted to relay the information from the INFLTREP. After the aircrew lands, an immediate debriefing should be conducted to determine the speed and direction of the tanks and any other significant information. Then, this new information should be passed in a follow-on INTREP. If you do submit a follow-on INTREP, always reference the original report.

As with other reports, the INTREP content will vary from command to command; however, an INTREP normally contains the information found in figure 2-5.

Item	Description
Source	You must cite the source of information in your INTREP. This includes the type of source, the time of the sighting, and the information evaluation code.
Target data	If your INTREP concerns enemy equipment, you should include (1) target type; (2) equipment sighted; (3) equipment model number, if known; and (4) quantity of equipment sighted.
Target dimensions	For targets other than equipment, such as an enemy bunker, the dimensions will be reported. The information needed, if applicable, includes (1) the target size (small, medium, company, platoon, etc.); (2) the target radius; (3) the target length; (4) the target width; and (5) the target height.
Target movements	If the target is moving, the following information, if applicable, should be reported: (1) target speed; (2) direction of movement; (3) altitude, if the target is airborne; (4) elevation of the target above mean sea level, if not airborne; (5) target status (i.e., occupied, operational, etc.); (6) target identifier, if known; (7) country code, if necessary; and (8) the target category.
Target location	The target location is also needed in the INTREP. If the target is moving, the last noted position is included. The target area name, the geographic or UTM coordinates, and the location qualifier (actual or estimated) are included under this heading.
Target activity	Under the heading of target activity, the code for the target function is included. These codes are found in an entry list in the MTF handbook.
Enemy losses	An INTREP can also report enemy losses, to include enemy personnel killed, wounded, or captured, or enemy equipment that was destroyed, damaged, or captured.
HUMINT and counterintelligence information	The INTREP is also used by HUMINT and counterintelligence units to report information such as HUMINT source data, data concerning captured enemy equipment, and information concerning captured enemy personnel.

Figure 2-5. Areas of an INTREP.

Intelligence Summary (INTSUM)

The purpose of an INTSUM is to provide higher, lateral, and subordinate headquarters with a summary of the intelligence situation covering a specific reporting period. Within the Air Force, the intelligence section within a tactical air control center (TACC) or higher echelon normally submits the INTSUM. An INTSUM will normally be submitted every 12 hours, using a PRIORITY or higher precedence.

The INTSUM is a formatted report that summarizes, amplifies, and clarifies information previously reported in MISREPs, INTREPs, and other intelligence reports. In addition, any other significant

intelligence activity is included in the INTSUM. Figure 2-6 identifies what you normally find within an INTSUM heading.

Heading	Description
Period	The time period that the INTSUM covers is normally the first heading. This includes the "as of" time of the report.
Ground summary	Include under this heading information concerning enemy ground movements and new ground unit identifications. If necessary, significant basic enemy ground order of battle (GOB) is also included. The most forward or main location of the enemy forces is also reported under this heading.
Nuclear summary	Include any enemy nuclear activity in this summary. Nuclear equipment moves and other significant status changes, along with actual nuclear detonations, are reported.
Biological-chemical summary	Under this heading, report any enemy biological or chemical activities, including attacks on friendly forces.
Air summary	Report all significant enemy air activity under this heading. This includes basic changes in enemy AOB, such as deployments, and new enemy tactics, that have been observed or reported by other units.
Maritime summary	Include a summary of any enemy naval activity under this heading. Those vessels having an air defense capability are of primary concern to the Air Force.

Figure 2-6. Areas of an INTSUM.

The INTSUM may also contain other intelligence data, including a sensor summary; significant electronic, missile, and command, control, and communications activity; counterintelligence activity; enemy losses; and weather. One of the more valuable pieces of information included in the INTSUM is a summary of enemy capabilities and vulnerabilities. This can aid greatly with our analysis of enemy probable courses of action.

Daily Intelligence Summary (DISUM)

The purpose of the DISUM is to provide consumers with an analysis of the situation and a summary of all significant intelligence produced and collected during a 24-hour reporting period. DISUMs normally are produced at the numbered air force and MAJCOM levels. These reports are submitted to subordinate units once daily and cover from 0001Z to 2400Z. The message precedence should be PRIORITY, or higher, as the situation dictates.

The DISUM will normally include the following information:

- General enemy situation.
- Enemy air operations.
- Enemy ground operations.
- Enemy maritime operations.
- Enemy nuclear operations.
- Enemy biological operations.
- Enemy chemical operations.
- Enemy training activities.
- Other intelligence factors.
- Counterintelligence activities.

Certain types of data receive more emphasis in DISUMs that are generated by Air Force agencies. The emphasized areas include:

- Number and type of aircraft or missiles attacking friendly positions, targets of the attacking force, an estimate of enemy attacks, and suspected enemy intentions or objectives.
- Ground attacks against Air Force installations and their effectiveness.
- Tactics and weapons used by the enemy.
- OB information and potential enemy activity that may affect the conduct of future combat missions.
- Changes in foreign governments that may affect the utilization of airfields or airspace.
- The use of any chemical, biological, or radiological agents.
- A combat damage assessment summary for missions flown during the reporting period. Emphasis is placed on high-priority targets and targets that are poststrike confirmed by reconnaissance, FAC reports, or other sources.
- Enemy's probable course of action for the next 24 hours.

Other intelligence reports

There are several other intelligence reports that you may or may not be involved in preparing. In a tactical situation, however, these reports will most likely be disseminated to your unit; therefore, you should have some idea of the information they contain.

In-flight Report (INFLTREP)

The primary purpose of an INFLTREP is to provide the aircrew's unit with the immediate results of a combat sortie while the aircraft is airborne. This is accomplished via the aircraft's voice communications equipment, using specific codes for specific events or occurrences. This report can also be used by aircrews to report any enroute tactical information. An example of this would be a fleeting target that is judged to be of sufficient importance and urgency that reporting it cannot wait for the normal intelligence debriefing.

Although aircrews submit these reports, intelligence personnel are normally responsible for instructing aircrews on their use. Intelligence personnel are also required to submit an INTREP as soon as possible, when vital information that will require additional explanation is transmitted via the INFLTREP. INFLTREPs normally have an IMMEDIATE precedence or higher.

Submission of the INFLTREP does not need to be accomplished if it hinders flight safety, radio discipline, or operational effectiveness of the aircrew. If the information can't be transmitted while the aircraft is airborne, it's passed to intelligence personnel as soon as possible after landing. These INFLTREPs are normally submitted to airborne or ground control reporting posts from which they are relayed to the unit command post and intelligence sections.

You must train the aircrew members to exercise extreme care to prevent compromise of perishable intelligence. The aircrew must determine whether the significance or urgency of classified information justifies transmission of the report without encryption. The aircrew should also be instructed to keep the report content down to the absolute essentials to prevent saturation of communication networks. For example, when an aircrew is on a mission against a known target, only the call sign, air request number or mission number, air results, and new defenses noted or encountered are considered adequate information.

Although the specific content of INFLTREPs varies from MAJCOM to MAJCOM, they essentially include the same types of information:

- Line 1 — Aircraft call sign.

- Line 2 — Mission number.
- Line 3 — Request (the request number being supported).
- Line 4 — Location. The target location is normally reported by name or “same as tasked.” Geographic or Universal Transverse Mercator (UTM) coordinates of the target or sighting being reported will normally be transmitted only if they are different from those originally tasked or if they were unknown at takeoff time.
- Line 5 — Time. The hour, minute, and time zone of the TOT or sighting are transmitted.
- Line 6 — Results. The mission results can be reported as “successful” or “unsuccessful,” or they can be reported as a verbal explanation, such as “five tanks destroyed.” Code words can also be used for this purpose. For example, “mission successful” could be ALPHA; “mission unsuccessful” could be BRAVO; “mission results unknown” could be CHARLIE; “mission results unobserved” could be DELTA. If the mission was unsuccessful, the reason (e.g., bad target area weather, intense jamming, disabled communication with FAC, or canceled by requester) should be transmitted, if it’s considered significant for operational purposes. The recommendation for reattack can also be transmitted.
- Line 7 — Sighting. If a significant sighting is being reported, a brief narrative should be given.
- Line 8 — Narrative. Any additional information about the sighting or target results should be included, if necessary.
- Line 9 — Time. When required, the hour, minute, and time zone designator for the message time or origin is transmitted.
- Line 10 — Authentication. If required, the appropriate authentication code for the message is transmitted by the aircrew.

Spectrum Interference Resolution Report (SIR)

The SIR report is used as the primary means of sharing SIR incidents in a timely manner and provides for the joint exchange of tactical SIR information. This information is normally provided to intelligence personnel during postmission debriefings when aircrews have experienced any meaconing, intrusion, jamming, or interference during their mission. This message includes the SIR victim’s unit name and location, the ECM type, the time period of the event, and the equipment that was affected. The frequency or bandwidth affected and countermeasures are also reported. Although some intelligence units report SIR incidents, base communications personnel report most of the incidents.

Operation Report-3 Pinnacle (OPREP-3P)

The OPREP-3P is used to provide the National Military Command Center (NMCC) and appropriate commanders with immediate notification of any incident or event where national-level interest could be involved. Examples of information that would be included in this report are hijackings, receipt of critical intelligence, sabotage, hostile reconnaissance, and incidents that could cause international tension. Another version of the OPREP-3P is called the OPREP-3P Front Burner (OPREP-3PFB). This report is used to provide the NMCC and appropriate commanders with information of any occurrence, such as an armed attack, harassment, or hostile attacks against US shipping interests or forces, that has the potential of rapidly moving into a contingency or general war situation.

Commander’s Situation Report

The commander’s situation report is used to inform commanders of operational plans, unit readiness, and operational situations or summaries. This report is usually sent at fixed time periods, such as every 24 to 48 hours, and subsequent reports identify changes in the situation since the last report. The intelligence input to this report consists of updates on enemy information.

Tactical report (TACREP)

The TACREP contains only perishable information of tactical significance that is provided for the immediate attention of the tactical commander. It is used to quickly report vital intelligence information, such as fleeting targets, threat or danger to friendly units, distress situations, radio direction finding, and other location information. It is also used to quickly disseminate newly discovered enemy intentions and bomb damage assessment (BDA) data. The TACREP is very similar to the INTREP discussed earlier. The TACREP, however, is primarily used to exchange information between tactical units, and is used quite often by deployed signals intelligence collector units. In air operations, the INTREP is primarily used for reporting this perishable type of information.

Sensitive Information Report (SIREP)

The SIREP is used to provide sensitive information on events or conditions that may have a significant impact on current planning or operations, but it is less critical than an INTREP. A SIREP reports information that affects planning, rather than execution actions. These reports are normally transmitted by intelligence collection units and have few addressees because of the sensitive compartmented information they contain.

Sensitive Information Summary (SISUM)

The SISUM is used to provide a daily summary of significant tactical interest derived from special compartmented intelligence sources during a 24-hour period. The SISUM augments and amplifies information contained in the DISUM.

SUMMARY

In this unit, we covered the major briefings, debriefings, and intelligence reports that you, the operations intelligence professional, can expect to be involved with. We began with intelligence debriefings and significance reporting, its impact on mission planning, and the many preparation and debriefing steps. We then plunged into the world of intelligence reports by discussing the major types, their general content and reporting requirements. Debriefing and reporting may not be one of those high-visibility, exciting functions you may perform during your career, but it is by far one of the more important responsibilities. Ensuring that vital intelligence information is reported in a timely fashion to the right people could make a difference, ultimately saving lives and contributing to mission success.

Self-Test Questions

After you complete these questions, you may check your answers at the end of the unit.

206. Identifying intelligence reports

1. What is the most important aspect of intelligence reporting?
2. Which message-writing component ensures that your message serves its purpose at its destination?
3. Who assigns the precedence or priority designator to a message?

4. What are SOS objectives based on?
5. Match each statement in column A with the correct term in column B. There is only one correct response for each statement.

<i>Column A</i>	<i>Column B</i>
___ (1) Number of aircraft lost, damaged, or aborted.	a. Sighting data.
___ (2) Affect strike results, sightings, and interpretation of imagery.	b. AAA.
___ (3) Combat claims.	c. Operational data.
___ (4) Narrative of enemy tactics.	d. Strike data.
___ (5) Intensity of fire.	e. Weather data.
___ (6) Characteristics of missile flight.	f. Enemy air reaction data.
___ (7) Troop and equipment movement.	g. SAM.

6. What types of information are given when an intelligence report calls for operational data?
7. What types of hits would be listed in target hit claims?
8. Why is AAA reporting difficult for aircrews?

207. Identifying different types of intelligence reports

1. What format reports the results of an air mission and other intelligence information from postflight aircrew debriefings?
2. At what precedence are MISREPs normally sent?
3. What is the first mandatory item in the body of a MISREP?
4. How is significant sighting information from an aircrew formatted in the MISREP?
5. What is the purpose of an INFLTREP?

6. What type of report can result from an INFLTREP?
7. What is an INTREP designed to provide?
8. At what precedence is an INTREP sent?
9. Normally, how often is an INTSUM submitted?
10. What is the purpose of a DISUM?
11. What type of report gives the NMCC and appropriate commanders immediate notification of any national-level incident or event?
12. How often is a commander's SITREP sent out?
13. What type of report contains perishable information of tactical significance?

Answers to Self-Test Questions

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1. Get information concerning a completed mission.
2. It's a source of information on new tactics, new aircraft, new enemy air units, enemy defenses,
3. Train them in collection and reporting.
4. Enemy engagement tactics, firing ranges, ECM, voice deception, target deception, and successful countermeasures.
5. Quick turn.
6. Unit.
7. Guiding the discussion.
8. Familiarity with the mission.

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1. To ensure that the aircrew is debriefed as soon as possible.
2. As a crew.
3. Charts, target materials, visual recognition guides, or photographs.

4. Quickly, accurately, and tactfully.
5. Fill in as much of the debriefing checklist as possible.
6. Enemy equipment or aircraft destroyed or probably destroyed, or other damage inflicted against enemy forces.
1. Mission report (MISREP).

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1. AFTTP 3-1, Volume 1, Attachment 1, *Operational Brevity Words, Terminology, and Air-to-Air Communications Standards*.
2. "Cyclops".
3. An airborne threat has passed through a defensive layer.
4. "Bozo".

206 Report content.

1. Accuracy.
2. Content.
3. Originator.
4. The total time it takes to process a message, from the time it is filed at the originating communications center to the time it is delivered to the addressee's communications center.
5. (1) c.
(2) e.
(3) d.
(4) f.
(5) b.
(6) g.
(7) a.
6. Number of aircraft on the mission, number of aircraft lost, damaged, or aborted.
7. Vehicles, rail cuts, artillery, troops, radar sites, airfields, missile launching sites, etc.
8. The weapons are small and easy to camouflage.

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1. Mission report (MISREP).
2. IMMEDIATE.
3. Message identification information.
4. Free-text set (narrative or remarks).
5. Immediate results of a combat sortie while the aircraft is airborne.
6. INTREP.
7. Timely information regarding events that could have an immediate and significant effect on current planning and operations.
8. IMMEDIATE or higher.
9. Every 12 hours.
10. To give consumers an analysis of the situation and a summary of all significant intelligence produced and collected during a 24-hour reporting period.
11. Operation report-3 Pinnacle.
12. At fixed time periods, such as 24 to 48 hours.
13. Tactical report.