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COS(Misc) 206/742/1

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PROPOSED CONCEPT OF OPERATIONS FOR HARRIER GR3
IN SUPPORT OF GROUND FORCES IN THE FALKLAND ISLANDS

1. The attached Note has been prepared by ACDS(Ops).
2. Unless the Secretary, Chiefs of Staff Committee hears to the contrary by telephone (Ext 6575) by 2000 on Saturday 8 May 1982, it will be assumed that the Chiefs of Staff have taken note of the Note and agreed its recommendations.

Attachment:

Note by ACDS(Ops) (6 pages).

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8 May 1982

COS S25(11)

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NOTE BY ACDS(OPS)PROPOSED CONCEPT OF OPERATIONS FOR HARRIER GR3
IN SUPPORT OF GROUND FORCES IN THE FALKLAND ISLANDS

1. CTF 317 has now produced his Concept of Air Operations in support of 5 Inf Bde (1). In addition to aircraft already allocated, and for which movement arrangements are in hand, the concept includes a new requirement for 6 Harrier GR3, considered necessary to redress the expected imbalance of relative strengths of ground forces.
2. The 6 Harrier GR3 will augment the 6 Harrier already embarked on the Atlantic Conveyor. They are required to provide Close Air Support, Reconnaissance and limited Air Defence.
3. A capability for the Harriers to operate from shore is essential to avoid CVS overload. This requirement entails the deployment of point air defence and adequate supporting ground equipment and 450 personnel.
4. a. CTF 317's operational requirement is assessed as:
 - 6 x Harrier GR3
 - Fuel Storage Facilities
 - Missiles and Ammunition
 - RAF Rapier Squadron
 - RE Support Equipment
- b. Details of the provision of these assets are given below, together with the effect on NATO commitments.

Note:

1. CTF 317 Message I9F/KAC 051133Z May 1982.

5. CTF 317's concept, and his requirement for 6 additional Harrier GR3 with the necessary backing, is supported by the Service Departments. To ensure clarity of Command and Control of Air Operations, it is considered that all Harriers deployed to the South Atlantic should operate under the control of the CTG; tasking for support of ground forces may be delegated as required.

FORCES REQUESTED

6. The forces to be made available to meet CTF 317's operational requirements are:

- a. 6 Harrier GR3 The Harriers will be the remaining aircraft of No 1(F) Squadron, RAF Wittering. Secure tactical communication facilities will also be included. This squadron's war role is with the AMF(A) and has options in the Northern Region of Allied Command Europe. Its NATO category will need to be changed on deployment.
- b. Fuel Storage Facilities Deployment of RAF Tactical Supply Wing mobile fuel storage facilities for support of Harrier operations will limit other operations in support of NATO on the Northern and Southern flanks of Allied Command Europe, should an emergency arise.
- c. Missiles and Ammunition The request for 38,400 rounds of 30mm ammunition, 160 x 2" rocket pods and 160 x BL 755 Cluster Bomb Units can be met. However, if a further 100 air-to-air missiles were to be deployed, UK Sidewinder war stocks would be reduced to 242 missiles

against a NATO requirement of 1718. Strike Command Air Defence Phantoms could then be armed with only a half load of Sidwinders. A bid has been made to BDLs Washington for further stocks of Sidewinder missiles but until delivery is assured, the 100 AIM 9 for No 1(F) Squadron should be held in the UK for subsequent delivery to Ascension by air.

d. RAF Rapier Squadron No 63 Squadron RAF Regiment currently based at Gutersloh W Germany in support of Harrier Operations is best suited to the task and would deploy to the United Kingdom for loading onto the Atlantic Causeway. The Squadron has 8 fire units and 8 blind fire radar units. The Squadron's NATO commitment would be taken up by No 27 Squadron based at Leuchars.

e. RE Support Equipment The RE equipment and stores for this deployment will come from 38 Engineer Regiment. Elements of this regiment (11 Sqn) are already deployed. The extra equipment is required to augment provision for erecting Hangarettes and lengthening the already established temporary airstrip, taxiways and servicing platforms.

7. Movement The following movement is planned:

- a. The majority of personnel will travel in the QE2, sailing on 12 May.
- b. The bulk of support equipment, vehicles and stores will travel in Atlantic Causeway, sailing from Devonport

Note:

2. D/DORS/58/1 5 May 1982.

on 13/14 May. Remaining stores to be embarked in TOR Caledonia, departing from a port to be directed by DOMS, ready to sail date 17 May (this vessel has yet to be TUFT).

c. The Harrier aircraft are to travel in another STUFT, yet to be identified. If no suitable vessel can be found, a vessel already deployed and unloaded at the Falkland Islands may have to be utilised, the Harriers flying to Ascension Island for embarkation.

8. A draft submission to the Secretary of State, seeking his agreement to proceed with the deployment, is attached at Annex A.

RECOMMENDATIONS

9. The Chiefs of Staff are invited to:

a. Take note of the Forces requested to support the CTG for operations in the Falkland Islands, and the effects upon our declaration to NATO.

b. Approve the deployment of 6 Harrier GR3 and associated forces to the South Atlantic in support of ground operations in the Falkland Islands and under the control of the CTG.

c. Approve the draft submission to the Secretary of State.

Annex:

A. Draft Submission (2 pages).

Secretary of State

DEPLOYMENT OF ADDITIONAL RAF HARRIER TO THE FALKLAND ISLES

1. The Chiefs of Staff propose that an additional 6 Harrier GR3 aircraft be deployed to the Falklands. These would be required primarily to support operations by 5 Infantry Brigade, although as with all the other aircraft in theatre they would be controlled by CTG and could be tasked for other purposes when the need arose.
2. To avoid overloading the CVS, it is intended to operate the aircraft on shore although this will require a considerable amount of support on the ground, including mobile fuel storage facilities, weapon stocks, No 63 Squadron RAF Regiment with Rapier SAM and elements of 38 Regiment RE. The majority of these would be shipped out on the Atlantic Causeway whilst it is envisaged that the aircraft themselves will travel on a vessel yet to be identified.
3. The aircraft in question will be drawn from No 1(F) Sqn at RAF Wittering which is assigned to AMF(A) in wartime and this would therefore necessitate a change in our declarations to NATO. The Rapier squadron would be withdrawn from Cuttersloh in Germany and replaced by a squadron redeployed from UK. These changes will need to be presented carefully to SACEUR and this will be put in hand early next week but it is felt that it is unlikely to give rise to significant problems

ANNEX A TO
ATTACHMENT TO
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(Concluded)

given the way in which NATO has accepted the fact that a sizeable number of our NATO units have already deployed to the South Atlantic. Every effort is being made to minimise the degradation of missile stocks pending the arrival of missiles from America by flying the missiles to Ascension Island as late as possible.

4. Because the majority of the personnel involved in the deployment will travel in the QE2 sailing on 12 May and the bulk of the support equipment, vehicles and stores on Atlantic Causeway sailing on 13/14 May, plans for the movements involved must be made tomorrow. I should therefore be grateful for your early confirmation that you are content that we should proceed with the deployment and that SACEUR should be advised of the effects on our NATO declarations.

CHIEF OF THE DEFENCE STAFF