

Coalition Bulletin

A publication of the Public Awareness Working Group of the Operation Enduring Freedom Coalition
Volume #3, January 2003

Spanish and French OEF

forces help refugees

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The Coalition Bulletin is a pilot project to highlight Coalition efforts in the Global War On Terrorism. The format is under development and will change significantly in the coming editions.

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The views expressed in the Coalition Bulletin cannot be attributed to any one nation, nor do they reflect the collective views of the Coalition. Rather, they are items considered newsworthy by the volunteers from various nations that make up the Public Awareness Working Group.

A COALITION OF THE WILLING

*"There is a line in our time, and in every time, between those who believe that all men are created equal and those who believe that some men and women and children are expendable in the pursuit of power. There is a line in our time, and in every time, between the defenders of human liberty and those who seek to master the minds and souls of others. Our generation has now heard history's call, and we will answer it. America has entered a great struggle that tests our strength and even more our resolve. Our nation is patient and steadfast. We continue to pursue the terrorists in cities and camps and caves across the Earth. **We are joined by a great coalition of nations to rid the world of terror.** And we will not allow any terrorist or tyrant to threaten civilization with weapons of mass murder."*

George W. Bush
President of the United States
11 Sep 2002

The work to build an international coalition to fight terrorism began immediately after the attacks on the World Trade Center and the Pentagon on September 11th, 2001.

Since then, an unprecedented effort has been put down, and a truly global organization is in place. The Operation Enduring Freedom Coalition now consists of more than 40 countries and is still growing.



OEF UNITS RESCUE 100 REFUGEES IN THE Gulf of Aden



During a routine Operation Enduring Freedom night mission on the Nov. 25, 2003, a French Maritime Patrol Aircraft (MPA) localized a small ship drifting in the Gulf of Aden (GOA). French Military Authorities in the Indian Ocean warned Admiral Moreno (Spain), Commander of CTF-150, currently operating in the Horn of Africa, of the critical situation.

Admiral Moreno tasked SNS (Spanish Navy Ship) "Patiño" to sail at best speed to provide search and rescue in the area. SNS "Patiño" a Spanish Logistic Ship integrated in TF-150, arrived at dusk on the 26th. On arrival, they found almost 100 people struggling to survive after more than 10 days without food and water. Notwithstanding the difficulties of the operation, SNS "Patiño" with the invaluable help of her Sikorsky helicopter, managed to rescue 96 people 33 of whom were women. Unfortunately, there were three fatalities amongst them.

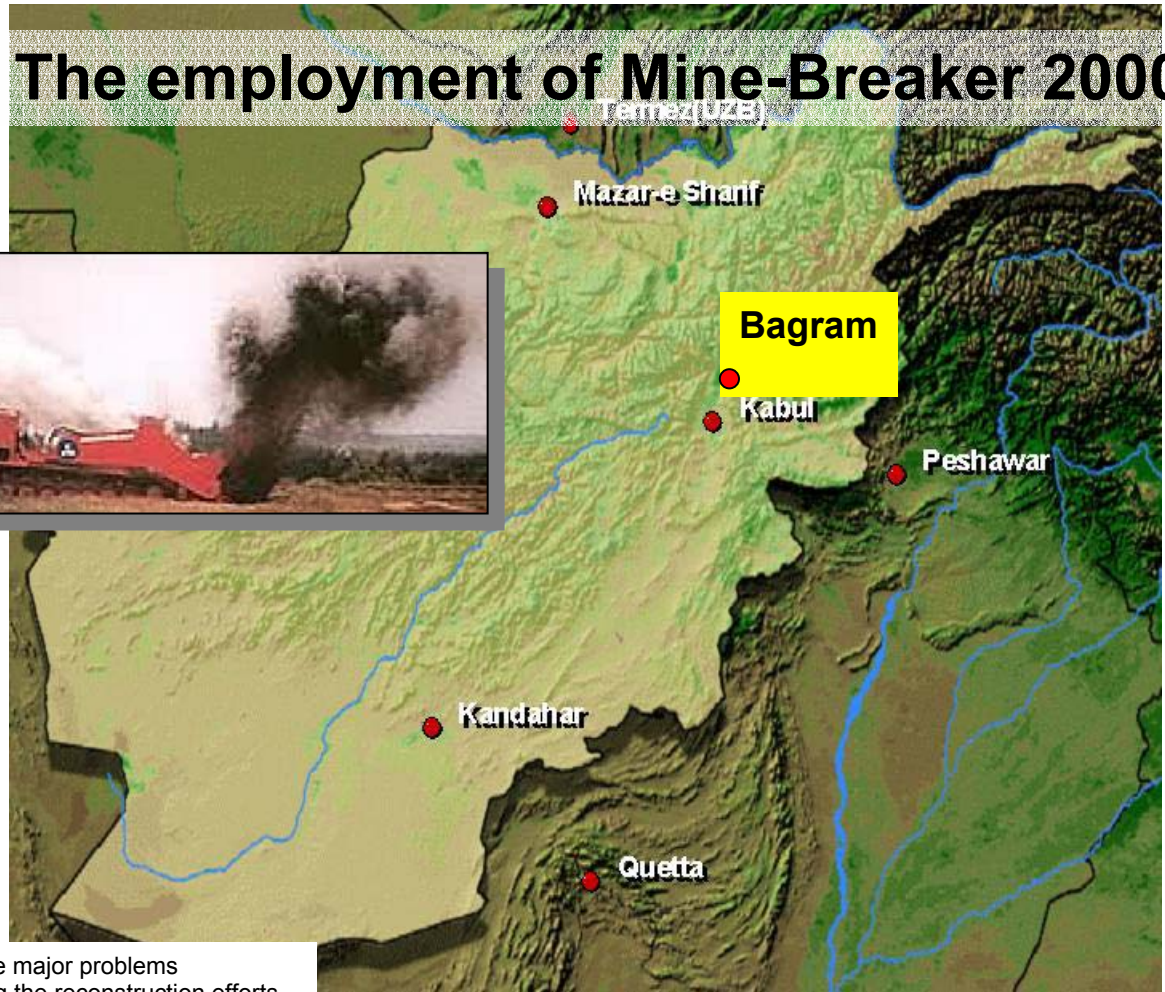
After urgent medical aid on board SNS Patiño, CTF-150 began a Medical Evacuation (MEDEVAC) operation. Aided by French, German and Spanish helicopters, refueling on board FGS (Federal Germany Ship) "Bremen" and FGS "Brandenburg", flew the survivors to the French base in Djibouti, where a medical camp was established. Happily, all the rescued people are safely recovering in Djibouti. The excellent coordination between coalition nations proved to be crucial for the success of the operation. The professionalism of both the ship and land based crews permitted the saving of many lives.





Mine Clearing in Afghanistan:

The employment of Mine-Breaker 2000



One of the major problems hampering the reconstruction efforts in AFGHANISTAN is the huge amount of mines in the country after 23 years of war, being a daily threat for the Afghan population and the Coalition Forces as well. Therefore the German Government decided to deploy one of the two available Minebreaker 2000 to AFGHANISTAN, to be used by the German ISAF-Contingent. The Minebreaker 2000 was developed and built in Germany and is designed for large-area explosive ordnance clearing. In Afghanistan the vehicle was first used on Sept. 14, 2002, a few days after it had arrived there. Several thousand square meters of Kabul International Airport were cleared of antipersonnel mines. Thirty experienced mine-clearing personnel are able to clear an area of 1,000 square meters per day. The

Minebreaker can do twenty times as much in the same time. UN standard is reached after two runs; the area is now regarded free of mines.

Multinational cooperation, constant reconnaissance and preparation for new operations are essential prerequisites for the continuous use of the Minebreaker, one of the most modern systems of its kind. Besides the commander, two operators, mechanics and clearance teams each are required to operate the system. As a rule, the cleared area is visually searched for overlooked mines by one of the clearance teams immediately after employing the Minebreaker. Any operational mines detected are cleared and destroyed, as necessary.

In the meantime, the second clearance team prepares for the next operations by conducting reconnaissance and taking the necessary coordinating measures.

The use of the Minebreaker in Afghanistan conditions creates an extraordinary amount of dust that considerably reduces the driver's visibility. He is therefore guided by an armored escort vehicle. The dust also means additional technical effort. The air filter and the radiator have to be cleaned at least once a day. The moving parts need to be frequently lubricated.



The use of the Minebreaker for large-area ordnance clearance has turned out to be extremely helpful. The vehicle has particularly proven its worth. The successful clearance operations at Kabul International Airport have been terminated for the time being. On request of the US HQ in Afghanistan, an operation of the Minebreaker in Bagram planned to last several weeks has already started in cooperation with the HQ. There, a marshalling area and a 25 meter wide route for a connecting road to the airport is to be cleared. The employment in Bagram is part of a real Coalition effort – the German engineers working together with engineers from Jordan, Poland, Slovakia and the United States. Other nations such as South Korea and Thailand are expected to join them within the next months. All together they will try to make this employment a success.

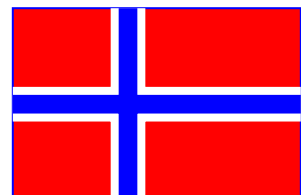
More than 4000 flying hours for European OEF F-16s

In the night of Nov. 24 2003, two F-16s of the Royal Netherlands Air Force flew the 1,000th Dutch F-16 flying hour in Operation Enduring Freedom over Afghanistan. The aircraft are a part of the European detachment of Dutch, Norwegian and Danish F-16s that are taking part in the operation from Manas Air Base in Kyrgyzstan. The European detachment, EPAF (European Participating Air Forces) has clocked almost 4500 flying hours.



Above: A Dutch F-16 at Ganci Jr. Air Base in Kyrgyzstan, where the EPAF fighters are stationed.

Each nation contributes six airplanes, making up a detachment of 18 F-16 fighters.



COMMUNICATION SOLUTIONS



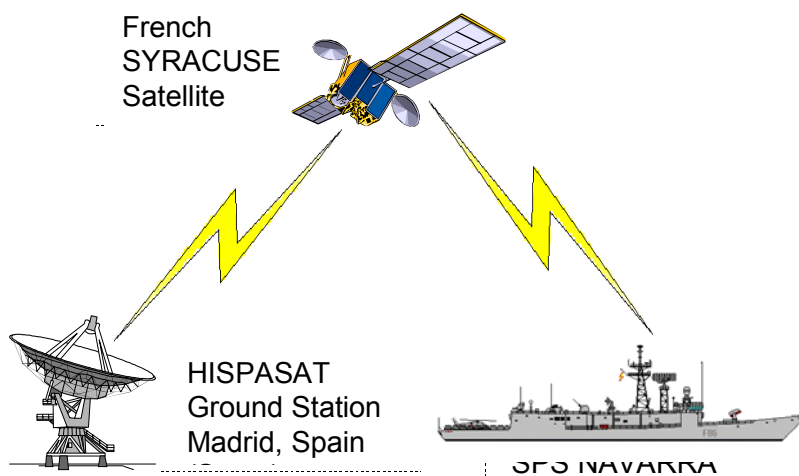
The spirit behind persistent success of Operation Enduring Freedom – despite diversity of its coalition forces – is the unanimous desire of all its partners to achieve their aim through joint planning and mutual execution of agreed solutions. A shining example of this remarkable ability is the recent display of integrated efforts by various coalition countries to provide a secure and reliable communication network between the naval task force operating in Africa and its operational headquarters in Bahrain. Such a feat may be a routine activity for a force using common type of communication equipment, however, for a multi-nation force – having totally different types of communication infrastructure – it is no small an accomplishment, after months of meticulous planning, implementation and perfection.

Operation Enduring Freedom has various military components in CENTCOM's area of responsibility, one of which is the naval task force around Horn of Africa – commonly referred to as CTF-150. All such multi-nation task forces are commanded in turn by a participating country. Spain, being an active member of CTF-150, took command of this task force from Germany on Oct. 30, 2003. It had, however, been facing a formidable task much before this date, when her offer to take over this command was accepted by Commander CENTCOM Gen Tommy Franks on Aug. 19 2003. At that time, NAVCENT – V Adm Keating – stated the need for secure voice satellite communications between NAVCENT Staff in Bahrain and CTF-150 Flagship as an operational requirement.

Spain had identified SPS NAVARRA as the designated CTF-150 Flagship. She was at her home base in Rota, preparing for departure to the Area of Responsibility (AOR). This frigate is equipped with the Spanish National Satcom System (HISPASAT) that was specifically designed for the Spanish AOR, and is otherwise not compatible with the US Fleet

Accepting the formidable challenge, Spain contacted several coalition nations and – with the assistance of Coalition J6 Coordination Center staff of CENTCOM, identified the following options, which allowed SPS NAVARRA to meet the NAVCENT requirements:

- Acquisition of a Fleet Satcom equipment from the US. This option was soon ruled out because the acquisition process would have taken 4-6 months.
- Taking compatible Satcom equipment on loan from a coalition nation. Germany and Italy offered such equipment, and German offer was accepted because the equipment she offered was more compatible for installation on board Spanish Frigates.
- Indigenous development of an alternate solution. France offered its National French Satcom System (SYRACUSE) as the key element of this option. Spanish frigates deployed to the AOR are already using SYRACUSE System as their main way of communications back to national territory since the beginning of the operation. This has been possible because SYRACUSE and HISPASAT are compatible systems through joint agreements of France and Spain.

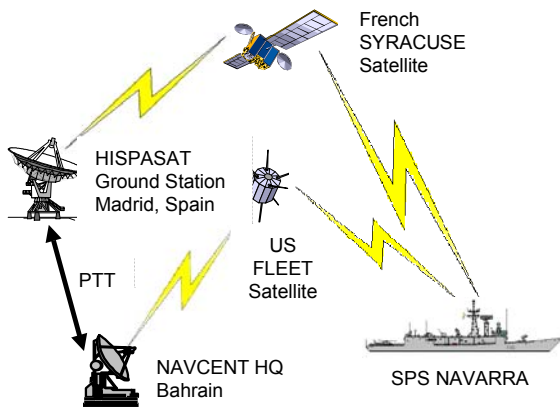


ESP Frigates in the AOR – National Satcom Connectivity

THROUGH COALITION EFFORTS

All these activities were effectively coordinated from Tampa, the main roles being played by French, German and Spanish Delegations, the US CENTCOM J6 Directorate and the Coalition J6 Coordination Center. After extensive analysis of all the options, it was mutually agreed to proceed with two options simultaneously: borrowing the German Satcom System as the primary means of communication, and indigenous solution based on French SYRACUSE as its backup.

From that point on, a number of administrative and technical challenges needed to be solved quickly. The enormous task was achieved by testing the German Satcom equipment in Germany, then air lifting it to the German Forward Logistic Site (FLS) in Djibouti, and finally installing and successfully testing it on board SPS NAVARRA during a port visit the week before taking over the command of CTF-150. The hard work did not stop there. In the first week of November 2003, the alternate solution had been accomplished, based on the French SYRACUSE system.



CTF-150 Flagship – NAVCENT HQ
Satcom Connectivity

The solution of this operational shortfall would have been impossible without the goodwill and cooperation of all nations involved: France, Germany, Spain and the U.S. (specifically CENTCOM). This is a remarkable example of the spirit that is leading the relationship among nations participating in this Coalition.



SPS NAVARRA, F85

THE INTERNATIONAL SECURITY ASSISTANCE FORCE: ISAF, UNDER THE LEADERSHIP



UNSCR 1386 authorised the establishment of International Security Assistance Force (ISAF) in Afghanistan for an initial period of six months. The deployment was led initially by the United Kingdom. Resolution 1413 extended this period of support to Dec. 21, 2001 and the role of lead nation was assumed by Turkey on June 20, 2002, .

ISAF's goal is to assist the Islamic Transitional Government of Afghanistan (ITGA) in the maintenance of security in Kabul and its surrounding areas so that the ITGA as well as UN personnel can perform their duties in a secure working environment. ISAF also helps establish and train the new Afghan security and armed forces. ISAF is responsible for Kabul and surrounding areas.

The number of troops in ISAF is around 4800. Turkey contributes the largest contingent of 1350. The headquarters of ISAF consists of 96 persons from 16 nations, 51 of whom are from Turkey. The remainder are provided by the other member nations. 22 countries contribute to the ISAF effort. 12 of them are European Union members. To improve the working and living conditions of ISAF personnel, Turkey has provided funding for living accommodation, mess hall, kitchen and laundry facilities.

To support the leadership role and in addition to the strong Battle Group, Turkey has deployed units which include Combat Service Support and force protection companies, psychological operations and human intelligence teams, as well as strategic communications information systems (CIS) support. The Turkish Airforce also controls the operation of the Military Section of Kabul Airport. Kabul Airport is the main gateway providing worldwide connectivity and crucial support to the ISAF operation.

ISAF has been making significant and positive contributions to the security in Kabul and its surrounding areas. Nearly 45 patrols go out every day. Seventy percent of daily patrols are conducted jointly with the Afghan Police. ISAF has also provided additional security, upon request, to local official activities, ceremonies, and for visits by high-level officials from various countries.

ISAF dominates the security situation in Kabul by collating sophisticated intelligence on all aspects of the area of operations. ISAF does this in cooperation with the Afghan authorities, working together both at the highest level with ministers and generals, and at the lowest levels, for example, with the Afghan police who accompany ISAF patrols.

The Explosive Ordnance Disposal (EOD) task is an important part of ISAF's work in the Kabul AOR. So far, EOD teams have destroyed more than 107,000 different kinds of rockets, missiles, mines and ammunition. Thanks to that effort, thousands of lives have been saved.

Two important incidents that ISAF faced were the assassination of the Vice President and Minister of Public Works Mr Haji Qadir on July 6, 2002 and a car-bomb explosion on Sept. 5, 2002. These tragic assassinations led ISAF to scrutinize the Afghan security system and take all necessary measures to ensure that such incidents would not happen again. Also, the Commander of ISAF (COMISAF) held very constructive high level security meetings with Afghan officials and recommended a number of suggestions welcomed by President Karzai.

Based on these suggestions, some security measures, such as intensive close protection training for the bodyguards of different ministers, a comprehensive security plan for Kabul, establishment of a joint operations centre at Kabul Garrison, intelligence sharing among the ISAF, MOD, MOI and NDS, random checks of personnel and vehicles, establishment of six security check points at the entrances and the exits of the city, and finally, detailed contingency operation plans in case of emergency situations and terrorist attacks against Afghan officials.



OF TURKEY



After taking these measures, there have been no casualties since the car-bomb explosion. This secure environment within the AOR, led to the lifting of the curfew in Kabul on Nov. 3, 2002. This curfew had been in place for 23 years.

COMISAF regularly meets with high level Afghan Authorities on various issues. Also the Joint Coordinating Body (JCB), set up in accordance with the Military Technical Agreement, meets once in a fortnight to assess the general security situation in Kabul.

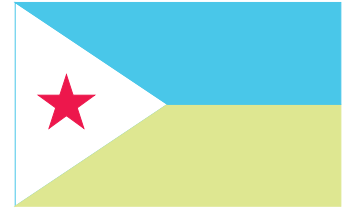
Italian and Turkish security forces assist the training of the bodyguards that protect key government officials. This has been very successful with 667 bodyguards trained so far. Additional training courses are planned for another 100 bodyguards by Turkish security forces. Allocation of the trained bodyguards to the ministers and the other high level authorities is closely monitored by the ISAF.

Since Turkey took over the ISAF leadership, the CIMIC structure has been strengthened by Turkish and Swedish CIMIC elements, and to date, 91 projects have been completed, 45 projects are ongoing and 78 projects are being staffed.

These completed projects include: school and kindergarten construction, water and sanitation support to Kabul, electricity and water system support to the Polytechnic University in Kabul, construction of playgrounds for children, a mosque restoration effort and providing equipment support to the security forces and to Kabul Fire Fighting Organization. ISAF has also assisted in the training of airport fire-fighters, meteorologists and air traffic controllers. Finally, a circumcision campaign on the basis of religious, social and medical grounds was also carried out for 247 Afghan children.

In conclusion, ISAF involvement has led to a much improved security and living conditions in Kabul. Turkey will continue to support the efforts of ISAF to assist the Afghan nation in determining its destiny, also after it has gone out of its leadership role.

Djibouti; a safe haven



for the OEF Coalition Forces

By Lt Col Mohamed Outeh Robleh, Djibouti SNR

The Republic of DJIBOUTI celebrated the 24th anniversary of its independence two months before 911. During our existence as a free nation we have been investing all our efforts to live in peace with other nations for we believe that peace and stability are very essential factors in development. We took neutral positions in all the conflicts that devastated the region, even though we suffered the consequences of the fratricide wars that were happening just outside our borders and we stuck to our peace loving principles.

But the attack against our American friends on 911 shocked us deeply and could not be tolerated. This is why our people and our



leaders stood by the American people to fight the war on terror, and this is what we have been doing since then.

This article is to highlight some of our contributions to the Coalition on the war against terrorism.

One doesn't need to be an operation planner to understand the strategic importance of our location for the coalition. It suffices to have a look at US Central Command's Area of Responsibility and Djibouti is the first thing that strikes your eye.

We are a small nation located at the junction of the Red Sea and the Indian Ocean with generous and very friendly people. We have both air- and sea-ports, equipped with modern and up-to-date communication equipment.

Djibouti is a country where terror has no chance and will have no place to come and hide. The doors will however, always be open to the coalition forces, especially those operating in the Gulf of Aden, the Red Sea and in the Indian Ocean. These forces can use our installations like the International sea port and airport. They can take leave to visit our clean seashores and in our cities where they will find a warm welcome by friendly people and enjoy our hospitality wherever they go. They can do training exercises and so on and so forth. Djibouti is a crucial place for Operation Enduring Freedom strategically, and for a safe-haven environment.

Friendship and hospitality are Djibouti's most



valuable contribution to the OEF coalition, but our contributions are not limited to that. Our Navy is patrolling at the sea on a daily basis. The Djibouti security forces are participating in the hunt for terrorists by exchanging information with the other coalition security units.

In conclusion, Djibouti is committed and will help the OEF coalition with everything in its power.

