

# **JTLS**

## **Version Description Document**

**February 2006**



U.S. Joint Forces Command  
Joint Warfighting Center  
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**JOINT THEATER LEVEL SIMULATION  
(JTLS 3.1.0.0)**



## ABSTRACT

This JTLS Version Description Document (VDD) describes Version 3.1.0.0 of the configured software suite identified as the Joint Theater Level Simulation (JTLS). JTLS 3.1.0.0 is a Major release.

As a Major release, JTLS 3.1.0.0 includes a modified and enhanced Standard Database, as well as extensive model functionality changes implemented as Enhancement Change Proposals (ECPs). These ECPs are described in Chapter 2. Chapter 3 of this document describes the code modifications that represent corrections to Software Trouble Reports (STRs). The remaining outstanding STRs are described in Chapter 4.

This publication is updated and revised for each version release of the JTLS model. User corrections, additions, or constructive recommendations for improvement must include justification and be referenced to specific sections, pages, and paragraphs. Submissions must be written in Model Change Request (MCR) format and forwarded to:

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JFCOM/JWFC  
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## 1.0 INTRODUCTION

### 1.1 SCOPE

This JTLS Version Description Document (VDD) describes Version 3.1.0.0 of the configured software suite identified as the Joint Theater Level Simulation (JTLS). JTLS 3.1.0.0 represents the follow-on capability to the JTLS 3.0 sequences of releases.

JTLS 3.1.0.0 is a complete Major release. It includes the Web Hosted Interface Program (WHIP), as well as an updated Standard Database, sdbv31. Database modifications that were accomplished to upgrade the Standard Database to this current version are summarized in this chapter. Detailed descriptions of Enhancement Change Proposals (ECPs) implemented for this release are provided in Chapter 2. The code maintenance modifications that represent corrections to Software Trouble Reports (STRs) are described in Chapter 3 of this document. The remaining outstanding STRs are described in Chapter 4.

The JTLS 3.1.0.0 release executes on the SUN/SPARC Solaris and the Linux operating systems.

### 1.2 INVENTORY OF MATERIALS

This section lists documents and software relevant to JTLS. JTLS documents can be obtained by contacting the Configuration Management Agent (CMA) at the address listed in the Abstract on page *iii* of this document. DoD Military Standards can be obtained through the appropriate military channels.

#### 1.2.1 Obsolete/Outdated Documents

Due to the replacement of the GIAC with the Web Hosted Interface Program (WHIP) as the JTLS graphical user interface, these documents have been permanently removed from the JTLS documentation suite.

- a. *JTLS Interface Training Manual* (JTLS Document 10, Version 3.0.2.0)  
This document has been replaced by the *JTLS WHIP Training Manual* (formerly JTLS Document 10A).
- b. D-J-00111-B, *GIAC Release Notes* (Release 1.9)
- c. D-J-00134-C, *GIAC User's Manual* (Release 1.9)
- d. D-J-00137-B, *GIAC Model Controller's Guide* (Release 1.9)
- e. D-J-00138-B, *GIAC G Data System Technical Manual* (Release 1.9)
- f. D-J-00142-A, *GIAC Overview* (Release 1.7)

### 1.2.2 Unchanged Documents

Due to the extensive changes made as part of JTLS 3.1.0.0, all remaining JTLS documents have been revised as a part of this release.

### 1.2.3 Updated Documents

The documents listed in this section have been updated for JTLS 3.1.0.0 to reflect functional enhancements or requirements to the JTLS system included in this release.

- a. *JTLS Analyst's Guide* (JTLS Document 01, Version 3.1.0.0)
- b. *JTLS ATOG User's Guide* (JTLS Document 02, Version 3.1.0.0)
- c. *JTLS ATOT User's Guide* (JTLS Document 03, Version 3.1.0.0)
- d. *JTLS Controller's Guide* (JTLS Document 04, Version 3.1.0.0)
- e. *JTLS Data Requirements Manual* (JTLS Document 05, Version 3.1.0.0)
- f. *JTLS DDS User's Guide* (JTLS Document 06, Version 3.1.0.0)
- g. *JTLS Director's Guide* (JTLS Document 07, Version 3.1.0.0)
- h. *JTLS Executive Overview* (JTLS Document 08, Version 3.1.0.0)
- i. *JTLS Installation Manual* (JTLS Document 09, Version 3.1.0.0)
- j. *JTLS WHIP Training Manual* (JTLS Document 10, Version 3.1.0.0)
- k. *JTLS Player's Guide* (JTLS Document 12, Version 3.1.0.0)
- l. *JTLS PPS User's Guide* (JTLS Document 13, Version 3.1.0.0)
- m. *JTLS Standard Database Description* (JTLS Document 14, Version 3.1.0.0)
- n. *JTLS Software Maintenance Manual* (JTLS Document 15, Version 3.1.0.0)
- o. *JTLS Technical Coordinator's Guide* (JTLS Document 16, Version 3.1.0.0)
- p. *JTLS Version Description Document* (JTLS Document 17, Version 3.1.0.0)

### 1.2.4 New Documents

JTLS 3.1.0.0 includes the Entity Level Server, a new program designed to independently model the movement of entities represented by aggregate JTLS units. The *JTLS ELS User's Manual* (JTLS Document 19, Version 3.1.0.0), which describes the functional requirements and user procedures implemented for the JTLS Entity Level Server, is provided with this release.

### 1.2.5 Released Software

The JTLS Version 3.1.0.0 may be delivered either on a CD, or as a set of compressed tar files to be downloaded. Either method includes the complete suite of software executable code and command procedures. The following software elements are included in this release:

- a. Combat Events Program (CEP)
- b. Information Management Tool (IMT)
- c. Message Processor Program (MPP)
- d. Scenario Initialization Program (SIP)

- e. Interface Configuration Program (ICP)
- f. Interface Configuration Program Login (IPCLogin)
- g. Order Preprocessor Program (OPP)
- h. Reformat Spreadsheet Program (RSP)
- i. Database Development System (DDS)
- j. Terrain Modification Utility (TMU)
- k. Lanchester Development Tool (LDT)
- l. ATO Generator Program (ATOG)
- m. ATO Translator Program (ATOT)
- n. ATO Retrieval Program (ATORET)
- o. Convert Location Program (XCONVERT)
- p. Count Critical Order Program (CCO)
- q. Graphical Database Program (GDP)
- r. HLA Interface Program (HIP)
- s. Post-Processor System (PPS)
- t. Scenario Data Client (SDC)
- u. Order Verification Tool (OVT)
- v. JTLS Object Distribution Authority (JODA)
- w. Web-Hosted Interface Program (WHIP) and its component programs:
  - 1. Apache Server (APACHE)
  - 2. JTLS XML Serial Repository (JXSR)
  - 3. Order Management Authority (OMA)
  - 4. Synchronized Authentication and Preferences Service (SYNAPSE)
  - 5. Web Services Manager (WSM)
  - 6. XML Message Service (XMS)
- x. Entity Level Server (ELS)
- y. Template Building Tool (TBT)

Instructions for installing JTLS 3.1.0.0 are provided in the *JTLS Installation Manual*. It is not necessary to install any previous version of JTLS prior to installing JTLS 3.1.0.0. No other upgrade beyond installation of the compressed tar files (or CD) is required. The software that is provided is a complete release that includes all files and code required to execute JTLS. therefor

### 1.2.6 Released Databases

This release includes two sample unclassified databases:

The scenario named *sdbv31* is a large, seven-sided, completely notional scenario database wherein the forces are deployed on a fictitious island landmass and in the surrounding ocean. This example scenario, developed and maintained for the Joint Warfighting Center (JWFC), is called *Standard Database Version 3.1*.

The scenario *blank31* is the *sdbv31* database with all force structure data removed. It can be used as the foundation to build your own database.

### 1.3 INTERFACE COMPATIBILITY

#### 1.3.1 Support Software

JTLS 3.1.0.0 requires the following versions of support software, including operating systems, compilers, scripting utilities, database tools, transfer protocols, and display managers.

- a. Operating system for the model (one of the following):
  1. Solaris 8 for use on Sun/SPARC Workstations
  2. Solaris 9 for use on Sun/SPARC Workstations
  3. Red Hat Linux Enterprise Edition Version 3.0 (ES)
  4. Red Hat Linux Enterprise Edition Version 4.0 (ES)
- b. Operating system for workstations (one of the following):
  1. Solaris 8 for use on Sun/SPARC Workstations
  2. Solaris 9 for use on Sun/SPARC Workstations
  3. Red Hat Linux Enterprise Edition Version 3.0 (WS)
  4. Red Hat Linux Enterprise Edition Version 4.0 (WS)
  5. Windows 2000
  6. Windows XP

Note: Although Solaris 8 and Solaris 9 are fully supported to operate JTLS workstations, the Java-based Web-Hosted Interface Program (WHIP) is noticeably more efficient on Linux-based or Windows-based operating system machines.

- c. Operating system for Support Software, such as HIP, SIP, etc:
  1. Solaris 8 for use on Sun/SPARC Workstations (except for all HLA programs)
  2. Solaris 9 for use on Sun/SPARC Workstations
  3. Red Hat Linux Enterprise Edition Version 3.0 (ES)
  4. Red Hat Linux Enterprise Edition Version 4.0 (ES)
- d. Perl is used by the scripts that perform the DDS and PPS load/download functions. Perl is delivered as part of the Solaris 8 OS, and is located in the `/usr/bin` directory. If Perl is installed in a location other than `/usr/bin`, a link should be created from the `/usr/bin` directory to the Perl program.
- e. SIMSCRIPT II.5 Version 3.0.3 (SIMSCRIPT to C) translator/compiler: SIMSCRIPT is required for recompiling JTLS code. It is not necessary to have a SIMSCRIPT compiler to execute JTLS, because all JTLS software executables are statically linked with the SIMSCRIPT libraries. The compiler is needed only if you are a U.S. Government organization that can obtain source code and plan to re-compile JTLS SIMSCRIPT code. To obtain a SIMSCRIPT compiler, contact CACI Inc.

- f. ANSI C Compiler: It is not necessary to use a C compiler to execute JTLS. The compiler is needed only if you are a U.S. Government organization that can obtain source code and plan to re-compile any JTLS software program. If you need a C compiler, the following versions will suffice:
  - 1. SUN Solaris: ANSI C 5.2 or higher.
  - 2. Linux - C Compiler as delivered with Red Hat Linux ES 3.0 or 4.0
- g. C++ Compiler: It is not necessary to use a C++ compiler to execute JTLS. The compiler is needed only if you are a U.S. Government organization that can obtain source code and plan on re-compiling any of the JTLS HLA software programs. If you need a C++ compiler, the following versions will suffice.
  - 1. SUN Solaris: ANSI C++ 5.2 or higher
  - 2. Linux - C++ Compiler as delivered with Red Hat Linux ES 3.0 or 4.0.
- h. Windows software, X11R5 server, Motif 1.2 Library, Motif Window Manager. These items are included as part of Solaris 8 or 9 and Linux ES 3.0 or 4.0
- i. Adobe Acrobat Reader Version 4.0.5 or higher, is required to read the delivered JTLS documentation. The JTLS 3.1.0.0 tar file (or CD) includes the freeware version of Acrobat Reader.
- j. JTLS database tools (DDS, PPS, GDP, SDR) requires the use of an Oracle database server and the Oracle Form/Reports Developer 6i client/server runtime (with patchset 13 or higher). Refer to [Section 1.6.3, Oracle Compatibility and Installation](#) of this chapter for additional installation details.
- k. TCP/IP is required for inter-process communication between the JODA data server and all user interface programs. The version of TCP/IP included with Solaris 8 or 9, and Red Hat Linux ES/WS 3.0 or 4.0 is sufficient.
- l. Java Version 1.5 or higher is required for all platforms.
- m. KDE Desktop support has been added to JTLS Version 3.1.0.0. Support of the GNOME desktop is continuing, and use of the KDE environment is optional. Details regarding the installation and use of KDE are provided in Section 4.4.3.2 of the *JTLS Installation Manual*.

### 1.3.2 HLA Compliance

The JTLS 3.1.0.0 release is fully High Level Architecture (HLA) compliant, and includes all the programs required to run JTLS in an HLA mode on Solaris 8 or newer, or Redhat Linux ES 3.0 or newer. The programs are the HLA Interface Program (HIP) and the PACER program. They are executed only if the game is running in the HLA mode. The PACER is used during an HLA exercise to control the advancement of federation time when the HIP “time management” option is enabled.

The HLA RTI (Run Time Infrastructure) executive program (rtiexec) recommended for use with this release is RTI-NG-Pro-v3.0. However, this program is not included in the JTLS 3.1.0.0 delivery. Users may obtain a full installation package of this RTI software from the vendor, Virtual Technology Corporation, by contacting their web site at <http://www.virtc.com>. For information about executing the HLA RTI Executive and other HLA-related software, refer to the appropriate HLA documentation and user guides.

The HIP and PACER programs can be started by selecting their corresponding option buttons on the ICPLLogin Program. The HIP includes the capability to dynamically modify the lookahead time. Lookahead time is an offset to future time from current time, and is the value used by each federate as the earliest possible Time-Stamp-Ordered event it can generate. For information about procedures to run the HIP and PACER programs using the ICPLLogin Program, refer to the *JTLS Technical Coordinator's Guide*, Chapter 10.

### 1.3.3 Web Enabled Interface

The JTLS 3.1.0.0 release supports the WHIP and Web Enabled functionality only. The workstation-based Graphical Input Aggregate Control (GIAC) is no longer supported and cannot be used as a Player or Controller interface for this version of JTLS.

## 1.4 INSTALLATION CONSIDERATIONS

The procedures for installing JTLS 3.1.0.0 depend on the hardware configuration at the installation site. All installation considerations are addressed in the *JTLS Installation Manual*.

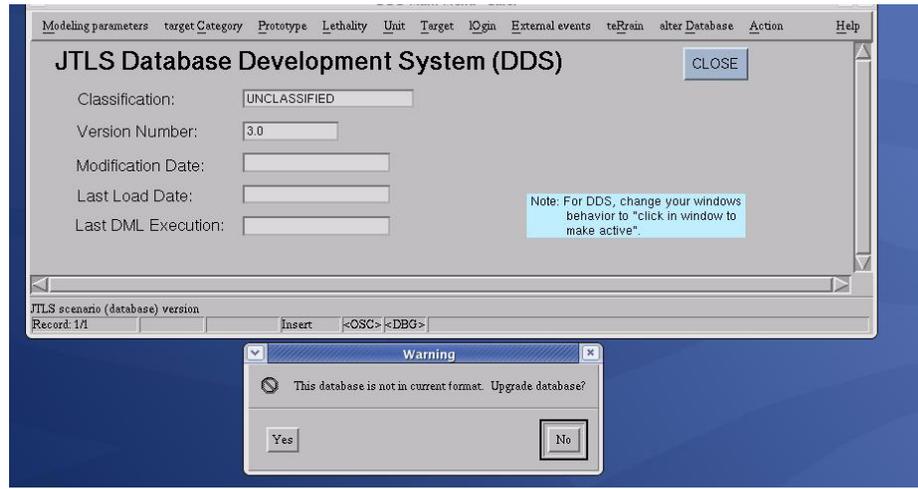
## 1.5 DATABASE MODIFICATIONS

This release includes the most current version of Standard Database (SDB), named sdbv31. Significant database changes were made in conjunction with the upgrade from JTLS Version 3.0.0.0 to Version 3.1.0.0. These include the implementation of an interactive database modification process, new data elements, and generic changes made to the previous Standard Database version. The following sections provide a detailed description of these changes.

### 1.5.1 Interactive Database Upgrade

The JTLS Database Modify process has been enhanced to include an interactive feature that requires user input while the upgrade process executes. This feature of the Database Development System (DDS) process is accessed by a sequence of three *JTLS Menu* options: *1. Prepare or Alter a Scenario Database > 1. Access the Database Development System Menu > 2. Access an Existing Database.*

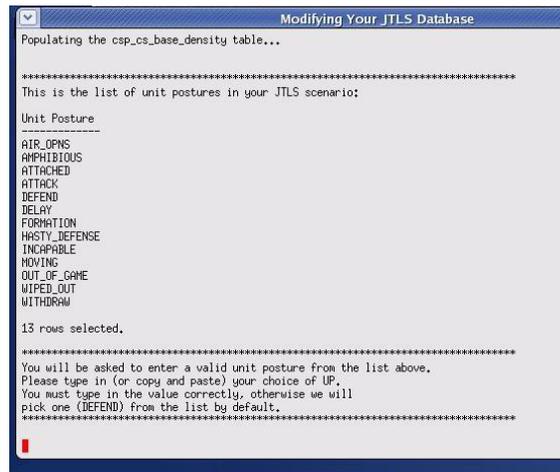
When the user selects and accesses a database that does not conform to the Standard Database 3.1 format, a Warning dialog box ([Figure 1.1](#)) queries the JTLS user to begin the upgrade process.



**Figure 1.1 Starting the Database Upgrade**

Selecting the *Yes* option executes a separate process, entitled *Modifying Your JTLS Database*, that determines the existing format of the selected database, begins the upgrade, and displays its progress.

To complete the upgrade, the following sequence of three input screens prompts the user to select desired base Unit Posture and Terrain Type values for the Command and Control Prototype (CCP), and the base Lanchester coefficient sets for the Fire Lethality Prototype (FLP) and the Survivability Prototype (SP).



**Figure 1.2 Selecting the CCP Base Unit Posture**

The Unit Posture entered for this prompt (Figure 1.2) becomes the base posture for new Command and Control Prototype (CCP) base density values. The density values for the chosen posture will become the base density values. The chosen posture is assigned a posture modifier of 1.0 and all other posture modifiers will be computed according to their relationship with the selected posture. If your database is a child of the Standard Database, you should choose the Defend posture.

The Terrain Type entered for this prompt (Figure 1.3) will become the base terrain for new Command and Control Prototype (CCP) base density values. The density values for the chosen terrain will become the base density values. The chosen terrain is assigned a terrain modifier of 1.0 and all other terrain modifiers will be computed according to their relationship with the selected terrain. If your database is a child of the Standard Database, you should choose Open terrain.

The Fire Lethality Prototype (FLP) and the Survivability Prototype (SP) entered for this prompt (Figure 1.4) determine the Lanchester coefficient sets that will be retained. All FLPs are assigned an FWL modifier to increase or decrease the relative lethality of the chosen coefficient sets. All SPs are also assigned an FWL modifier to increase or decrease the relative vulnerability to the selected coefficient sets. If your database is a child of the Standard Database, you should choose BLOCK1\_FLP and BLOCK1\_SP.

```
5 *****
This is the list of terrain types in your JTLS scenario;

Terrain Type
-----
CITY
DESERT
DSRT_GOOD_RD
DSRT_POOR_RD
FOREST
FOR_GOOD_RD
FOR_POOR_RD
GOOD_ROAD
MOUNTAIN
MTN_GOOD_RD
MTN_POOR_RD
OCEAN
OPEN
POOR_ROAD
RUBBLED_CITY
SMALL_ISLAND

16 rows selected.

*****
You will be asked to enter a valid terrain type from the list above.
Please type in (or copy and paste) your choice of TT.
You must type in the value correctly, otherwise we will
pick one (OPEN) from the list by default.
*****
```

Figure 1.3 Selecting the CCP Base Terrain Type

```

Populating the up_up_lanchester_data table...

*****
This is the list of fire lethality prototypes in your JTLS scenario:

FLP List
-----
BLOCK1_FLP
BLOCK2_FLP
BLOCK3_FLP

*****
You will be asked to enter a valid FLP name from the list above.
Please type in (or copy and paste) your choice of FLP.
You must type in the value correctly, otherwise we will
pick the first one in the list by default.
*****

Enter a valid Fire Lethality Prototype name: You have entered

*****
This is the list of survivability prototypes in your JTLS scenario:

SP List
-----
BLOCK1_SP
BLOCK2_SP
BLOCK3_SP

*****
You will be asked to enter a valid SP name from the list above.
Please type in (or copy and paste) your choice of SP.
You must type in the value correctly, otherwise we will
pick the first one in the list by default.
*****

```

**Figure 1.4 Selecting the FLP and SP Lanchester Sets**

The database upgrade is successfully completed when the message shown in [Figure 1.5](#) is displayed. The terminal window should then be closed.

```

*****
RECREATING THE REQUIRED TABLES AND TRIGGERS...
*****

*
*          YOUR DATABASE IS IN 3.1 FORMAT NOW.
* Do not forget to review the related log file under the scenario directory.
* (Please close the modify xterm window to continue)
*
*****

Disconnected from Oracle Database 10g Enterprise Edition Release 10.2.0.1.0 - Production
With the Partitioning, OLAP and Data Mining options
*****
VERSION 3.1 UPGRADE COMPLETE
*****

```

**Figure 1.5 Database Upgrade Completed**

Note: After the database is modified from Version 3.0 (or earlier) to Version 3.1 and downloaded to ASCII files, a successive scenario load is *required* to properly create the check constraints in the database to include the new illegal character set ( *space " # & @ / { } < > '* ). If any of your unit names, target names, or other object names contain any of these characters, they will be automatically removed from your database. These symbols are incompatible with the JTLS 3.1.0.0 WHIP.

1.5.2 Data Elements

Currently implemented ECPs have required the addition, deletion, or modification of several data elements. The description and use of the affected variables are presented in Chapter 2 and summarized below in Table 1. Detailed descriptions are provided in Appendix B of the *JTLS Data Requirements Manual*.

**Table 1. Summary of Standard Database 3.1 Data Elements**

VARIABLE NAME	CHANGE	DESCRIPTION
The new object IFF TRANSPONDER MODE (ITM) and the compound entity Air Control Prototype/IFF Transponder Mode (ACP ITM) have been added to the database. These new objects require the following new attributes.		
ITM NAME	Added	The 15-character text name of the transponder capability.
ITM CODE TYPE	Added	When an aircraft is assigned this Transponder Mode, any air mission using the corresponding Aircraft Class will output the Mode 1, Mode 2, Mode 3, Mode 4, or Mode 5 codes indicated by this attribute.
AC ITM INDICATOR	Added	This attribute indicates whether the IFF Transponder Mode (ITM) is onboard the member of the Aircraft Class (AC).
ACP ITM INDICATOR	Added	This attribute indicates whether the IFF Transponder Mode can be interpreted by a radar that belongs to a Faction that uses this Air Control Prototype (ACP).
ACP ITM PROB CORRECT ID	Added	This attribute indicates the probability that an air mission with ITM onboard will be properly identified if it is detected by a radar capable of interpreting this ITM.

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
These attributes were added to each Target Subcategory entity object, as appropriate, to indicate its status as Underground or Open.		
ST UNDERGROUND FLAG	Added	This indicator is used to determine whether the Sensor Type target is located underground.
SSA UNDERGROUND FLAG	Added	This indicator is used to determine whether the Supply Storage Area target is located underground.
SSM UNDERGROUND FLAG	Added	This indicator is used to determine whether the SSM launcher target is located underground.
FAT UNDERGROUND FLAG	Added	This indicator is used to determine whether the Facility target is located underground.
PS UNDERGROUND FLAG	Added	This indicator is used to determine whether the Pumping Station target is located underground.
JT UNDERGROUND FLAG	Added	This indicator is used to determine whether the Jammer Type target is located underground.
CC UNDERGROUND FLAG	Added	This indicator is used to determine whether the Communications Center target is located underground.
SSA OPEN FLAG	Added	This indicator is used to determine whether the Supply Storage Area target is open and an overhead imagery sensor can view its contents.
AS OPEN FLAG	Added	This indicator is used to determine whether the Aircraft Shelter target is open and an overhead imagery sensor can view its contents.
To improve the flexibility of the air mission speed specification and allow a user to manually control the speed of an air mission during its flight profile, these attributes were added to the Aircraft Class (AC) permanent entity.		
AC STALL SPEED	Added	The slowest speed a member of this Aircraft Class can safely fly.
AC STALL FUEL MODIFIER	Added	This data parameter is a modifier for the amount of fuel an air mission will consume per kilometers traveled when the aircraft is flying at AC STALL SPEED.

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
AC MAX FUEL MODIFIER	Added	This data parameter is a modifier for the amount of fuel an air mission will consume per kilometers traveled when the aircraft flies at AC MAX SPEED.
These Air Defense (AD) and Aircraft Class (AC) entity variables provide the specific USMTF names by which all external USMTF programs and reports will refer to the objects defined by these entities.		
AD USMTF NAME	Added	This variable holds the United States Message Text Format (USMTF) text name of the Air Defense object type.
AC USMTF NAME	Modified	This variable holds the United States Message Text Format (USMTF) text name of the Aircraft object type.
These Aircraft Class (AC) variables support enhancements to an aircraft malfunction maintenance time algorithm that allows the average time for malfunction maintenance to be the same at both the home base and at the detached squadron. The algorithm retains the current JTLS routine maintenance computation as well as the status of preventive maintenance.		
AC AVG MALFUNCTION REPAIR TIME	Added	The average time required to repair an aircraft that has experienced a mechanical malfunction for which the plane must be grounded and cannot fly until repaired.
AC AVG COMBAT REPAIR TIME	Modified	The average time required to repair an aircraft that has experienced combat damage for which the plane must be grounded and cannot fly until repaired.
This database parameter was added to the Surface-to Surface Missile (SSM) prototype structure to indicate whether an external model, such as MDST, will handle flight management. Based on this parameter, an interface file can be prepared for MDST that lists all of the Targetable Weapons that can be fired within JTLS and passed to MDST for flight.		
SSM EXTERNAL FLIGHT FLAG	Added	This flag indicates whether an external model, presumably MDST, is responsible for the flight of the missile from the time of launch to the time of impact.
These Ship Unit Prototype (SUP) attributes were added to support the representation of deploying personnel onto lifeboats while a ship is sinking in a manner similar to the method used to represent a downed JTLS aircrew.		

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
SUP LIFEBOAT HUP	Added	When a ship that uses this SUP begins to sink, the HUP specified by this data parameter is used to create lifeboats for the ship's personnel, personnel from embarked squadrons, and personnel from carried units.
SUP LIFEBOAT MEAN DEPLOY TIME	Added	When a ship that uses this SUP starts to sink, lifeboats are created. A random process determines the time interval between the deployments of individual lifeboats. This deployment interval is selected from an exponential distribution with a mean equal to the value of this data parameter.
These attributes were added to the new Graphics Symbol (GS) permanent entity, which supports the new DDS capability to process standard and customized object symbols (icons).		
GS NAME	Added	This variable holds text name of the Graphics Symbol.
GS INDEX	Added	The variable holds the index of the Graphics Symbol. This integer value is set for each object and used to process object icons within the JODA data structure.
These attributes were added to the appropriate Target Class entities to define and display their object symbols on the WHIP Map.		
SLP CONVOY SYMBOL	Added	The symbol that should be used to display convoys that are from Support Units that use this Sustainment Logistics Prototype as specified in the Support Unit's Faction definition.
ATC TRACK SYMBOL	Added	The symbol that should be used to display a track or a Cruise Missile that has been detected.
AD ICON SYMBOL	Added	The symbol that should be used to display a SAM/AAA target that is a member of this Air Defense Class.
BC ICON SYMBOL	Added	The symbol that should be used to display a Bridge target that is a member of this Bridge Class.
TUC ICON SYMBOL	Added	The symbol that should be used to display a Tunnel target that is a member of this Tunnel Class.
ST ICON SYMBOL	Added	The symbol that should be used to display a Sensor target that is a member of this Sensor Type.

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
RT ICON SYMBOL	Added	The symbol that should be used to display a Runway target that is a member of this Runway Type.
IPT ICON SYMBOL	Added	The symbol that should be used to display an Interdiction Point target that is a member of this Interdiction Point Type.
SSA ICON SYMBOL	Added	The symbol that should be used to display a Supply Storage target that is a member of this Supply Storage Area.
SSM ICON SYMBOL	Added	The symbol that should be used to display a SSM target that is a member of this Surface-to-Surface Missile.
FAT ICON SYMBOL	Added	The symbol that should be used to display a Facility target that is a member of this Facility Type.
AST ICON SYMBOL	Added	The symbol that should be used to display an Aircraft Shelter target that is a member of this Aircraft Shelter Type.
MH ICON SYMBOL	Added	The symbol that should be used to display a MHE target that is a member of this MHE Facility.
MFT ICON SYMBOL	Added	The symbol that should be used to display an MHE target that is a member of this Minefield Type.
PS ICON SYMBOL	Added	The symbol that should be used to display a Pumping Station target that is a member of this Pumping Station Class.
JT ICON SYMBOL	Added	The symbol that should be used to display a Jammer target that is a member of this Jammer Type.
CC ICON SYMBOL	Added	The symbol that should be used to display a Comm Site target that is a member of this Communication Center.
CAT ICON SYMBOL	Added	The symbol that should be used to display a Combat Arms target that is a member of this Combat Arms Type.
TC ICON SYMBOL	Added	The symbol that should be used to display a Vehicle target that is a member of this Transportation Class.
SB ICON SYMBOL	Added	The symbol that should be used to display a Small Boat target that is a member of this Small Boat Class.

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
SUT ICON SYMBOL	Added	The symbol that should be used to display a Supply Type target that is a member of this Supply Type.
ACP MT ICON SYMBOL	Added	The symbol that should be used to display a Mission of this Mission Type for each Air Control Prototype (ACP).
ICON DMPI SYMBOL	Added	The symbol that should be used to display a DMPI, regardless of the type of DMPI or the object to which the DMPI is pointing.
ICON GENERAL UNIT SYMBOL	Added	The symbol that should be used to display an unidentified unit.
ICON GENERAL TARGET SYMBOL	Added	The symbol that should be used to display an unidentified target.
These attributes were added to the Unit Size (US) permanent entity to extend its capability to support unit size indicators for JTLS object symbols.		
US NAME	Added	The name associated with a specific Unit Size entity. This name holds no significance, but is used to report data to JTLS Players, and should be meaningful.
US MINIMUM PERSONNEL	Added	The minimum number of personnel that can be in a unit for it to use this UNIT SIZE definition.
These attributes were added to the appropriate Intelligence Information Prototype (IIP) compound entities to determine the size of an object for detection purposes.		
IIP TUT US DETECTION MULTIPLIER	Added	A sensor's baseline detection probability is multiplied by this data parameter to determine the probability that the sensor owned by an asset that uses the specified IIP can detect a unit of Tactical Unit Type TUT (Airbase, Ground, Squadron, Support, or FARP) with a specific Unit Size (US).
IIP US SOF DETECTION RATE	Added	This data parameter represents the rate at which a unit from a Faction that uses the specified Intelligence Information Prototype (IIP) and of the specified Unit Size (US) detects foreign covert HRUs. The smaller the value, the faster the unit will detect a covert HRU.
These Target entity (TG) attributes enhance the definition of Runway targets.		

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
TG DIRECTION	Added	The value of this data parameter represents the direction a person would be facing from the target reference point toward the opposite endpoint of the runway.
TG DEC LAT and TG DEC LONG	Modified	For a Runway target, this location is assumed to be the location of a runway endpoint.
This parameter determines a typical sinking event duration for a Ship Unit Prototype (SUP).		
SUP AVERAGE TIME TO SINK	Added	The average time required to sink a ship of this SUP type.
These parameters provide an alternative method to represent the force-on-force Lanchester attrition data used by JTLS, which is intended to support expanded Combat System and Terrain Type representations.		
COMBAT INDEX ARRAY	Deleted	This four-dimensional Lanchester Data Set identifier array is replaced by the two-dimensional array UP UP LANCHESTER DATA SET.
UP UP LANCHESTER DATA SET	Added	This is the index of the Lanchester Data Set (FWL) that should be used to compute force-on-force combat kills when two units are within combat range.
CSP CS KILLER FWL MODIFIER	Added	This attribute value represents a modifier to increase or decrease the Lanchester kill rates for the killer Combat System against all victim Combat Systems.
CSP CS VICTIM FWL MODIFIER	Added	This attribute value represents a modifier to increase or decrease the Lanchester kill rates for all killer Combat Systems against the victim Combat System.
FLP FWL KILLER MODIFIER	Added	The attribute value represents a modifier that will increase or decrease the Lanchester kill rates for all killer Combat Systems against all victim Combat Systems when the killer unit uses the FLP.
SP FWL VICTIM MODIFIER	Added	The attribute value represents a modifier that will increase or decrease the Lanchester kill rates for all killer Combat Systems against all victim Combat System when the victim unit uses the Survivability Prototype (SP).

**Table 1. Summary of Standard Database 3.1 Data Elements (Continued)**

VARIABLE NAME	CHANGE	DESCRIPTION
CCP CS UP TT DENSITY	Deleted	This four-dimensional array is replaced by the following Command Control Prototype (CCP) entity attributes.
CCP CS BASE DENSITY	Added	The baseline density with which a unit that uses the specified CCP places its Combat Systems, regardless of the unit's current Terrain Type and Posture.
CCP CS TT DENSITY MODIFIER	Added	This data parameter is the multiplicative modifier that should be applied to the base case density value when the unit is located in the specified Terrain Type.
CCP CS UP DENSITY MODIFIER	Added	The value held in this array is the multiplicative modifier that should be applied to the base case density value when the unit is in the specified Posture.
UT NIGHT EFFECTIVENESS	Added	An attribute of the Unit entity, this multiplier is used in Lanchester attrition calculations for combat during night conditions.

### 1.5.3 Standard Database Changes

The JTLS 3.1.0.0 Standard Database (SDB) includes extensive data item modifications implemented since the SDB Version 3.0 release. If you have used sdbv30 as a basis for your existing scenarios, you should review and evaluate the modifications included in sdbv31, the newest version of the Standard Database. A significant enhancement included in sdbv31 is the addition of 57 new Combat Systems, which enables the SDB to represent a total of 100 Combat Systems, which are described in [APPENDIX B](#) of this document. Reviewing your existing SDB-derived databases and upgrading them to the new SDB format is strongly recommended. The detailed procedures required to upgrade sdbv30 to sdbv31 are provided in [APPENDIX C](#).

## 1.6 INSTALLATION NOTES

### 1.6.1 Installation Instructions

The *JTLS Installation Manual* (included in the *documents* compressed tar file that is part of this JTLS release) provides detailed instructions for installing a new version of JTLS.

### 1.6.2 GIAC Compatibility

The Web Hosted Interface Program (WHIP) has replaced the GIAC in its entirety as the primary JTLS Player and Controller graphical user interface. However, GIAC version 2.1.5+2 is provided as part of this JTLS release to support the Graphical Database Program (GDP) capability. It is delivered in the compressed tar files named GIAC.2.1.5.<platform\_name>.tar.bz2. This version executes in both Solaris and Linux environments.

### 1.6.3 Oracle Compatibility and Installation

This release of JTLS requires a complete installation of Oracle Forms/Reports Developer 6i client/server runtime.

Developer 6i is the final version of the client/server development and deployment of Oracle Forms, Reports, and Graphics. Oracle Corporation will provide only limited support for this Developer version until January 2008, and Oracle10g will become the final certified database server compatible with Developer 6i. Beginning with this release of JTLS 3.1.0.0, Oracle 10g iAS EE (Internet Application Server Enterprise Edition) will be implemented to deploy JTLS database applications, such as DDS Forms. The compatible database server version is Oracle 10g Standard Edition One or newer. If these requirements are updated prior to a future JTLS release, they will be described in the appropriate *JTLS Version Description Document*.

Utilizing the framework of iAS EE, which includes Forms Services, Reports Services, Portal, Single Sign-On, Java, and other components, will enable the delivery of JTLS-specific data from a central location. This will also allow the development of more scalable JTLS database applications, such as the SDR and AAR.

Currently, the following combinations of Forms 6i runtime and the Oracle Server are approved for use with JTLS:

- a. Oracle database server 9.2.0.6, or 10g (Standard Edition One) for any platform
- b. Forms 6i client/server runtime (with patch 13 or higher) for Solaris and/or Linux
- c. iAS EE 10.1.2.0.2 full stack for Linux (optional)

Refer to Chapter 3, Section 3.6 of the *JTLS Installation Manual* for additional details regarding the generic Solaris or Linux Oracle Forms/Reports Developer 6i client/server custom runtime installation.

## 2.0 ENHANCEMENT CHANGE PROPOSALS

This chapter of the *JTLS Version Description Document* describes the model enhancement changes implemented in JTLS Version 3.1.0.0. This version is a Major JTLS release that includes these implemented Enhancement Change Proposals (ECPs).

### 2.1 JTLS-0028 Named Map Views

#### 2.1.1 Summary of Model Change Request

This MCR requests the capability to save WHIP MAP configurations for later recall. The Map component of the Web Hosted Interface Program (WHIP) provides a variety of configuration options that permit the user to tailor the Map window to display simulation information of specific interest. The configuration options include filters for Units, Terrain, OPAREAs, Networks, and National Boundaries.

The Map component needs a capability to save the current location view and scale as well as the user-selected filter configuration.

#### 2.1.2 Design Summary

This design includes these proposed map display capabilities:

- Saved views
- Back/Forward views
- Synchronized Authentication and Preferences (SYNAPSE) data-sharing enhancements

##### 2.1.2.1 Saved Views

Users require the capability to save three types of information with respect to the current map display:

- Location. Saved locations consist of the location center, current scale, and current projection. Currently, the Map component has the capability to display Mercator, Lambert Conformal, and Orthographic projections. The projection must be saved in conjunction with the map location and scale to return the map view to a previous configuration. When a user recalls a named and saved location setting, the location, scale, and projection of the map, but not the filters, are altered.
- Filters. Saved filters consist of all filter settings provided in the filter panel, including but not limited to icon display filters, terrain filters, and icon size settings. If a map display characteristic can be altered via the filter configuration panel, the current setting of the characteristic are saved. When a user recalls a named and saved filter setting, all filters and icon sizes are reset to the saved information, but the location of the map is not altered.

- Views. A saved view consists of the union of the saved data for a saved location and a saved filter. Thus, recalling a named and saved view will relocate the map to the saved location and the reset the filters to the saved filter specification.

2.1.2.2 Back and Forward Scrolling

The Map requires a Back/Forward viewing feature to permit the user to return to a previous view. This feature permits the user to sequentially traverse the recently viewed locations. Two mouse-activated controls, a back button and a forward button, have been added to the left Map control panel. These buttons function in a manner similar to those of a Web browser. The back button sets the map view to the previous location, scale and projection. The forward button sets the map view to the next location, scale, and projection.

The information stored to accomplish this task consumes a minimal portion of memory resources. The user’s previous 50 views are held, and the user can click the back button 50 times to display each of these views. If the map location, scale, and projection is not changed, the forward button can also be clicked to move forward in the view stack. If the user changes the location, scale, or projection, the forward stack is cleared.

Consider the following example. Assume that a user opens a WHIP Map component and completes the map adjustments listed in **Table 2**.

**Table 2. Example Previous and Forward Map Component Capability**

MAP VIEW	ADJUSTMENT
1	Open the Map component
2	Set the Project to Mercator
3	Zoom in
4	Zoom in
5	Scan up
6	Scan up
7	Scan up
8	Re-center on location X, Y
9	Re-center on a unit
10	Zoom out

Next, the user completes the following actions, listed in **Table 3**. The table indicates the map view sequence that will be displayed.

**Table 3. Use and Restriction of Forward and Back Button**

USER ACTION	RESULTING MAP VIEW
Click back button	9
Click back button	8
Click back button	7
Click forward button	8
Click back button	7
Click back button	6
Zoom in on the display	This view replaces the previous map view 7 and the map views 8, 9, 10 are discarded.

### 2.1.2.3 SYNAPSE Modifications

The SYNAPSE Web service required design modifications to support saving locations, filters, and views. In previous versions, the SYNAPSE provides three modes to the WHIP for storing information. The WHIP could save data either privately for the named login (private data), shared to the WHIP's Side (Side-shared data), or shared to all WHIP users (world-shared data). This data storage model is inadequate for managing saved data, since it is necessary that WHIP user has the capability to specify multiple Sides permitted to access the data. Although not specifically required, we decided to provide more flexibility by allowing the WHIP user to also limit access to saved data according to specific WHIP names.

The new SYNAPSE data storage model implemented two storage types. Private storage is reserved for data used only by a named WHIP, and Shared storage is used for data potentially available to be shared among all WHIPs. These two storage areas are held in different directories under the \$JGAME/scenario\_name directory.

- Private storage functions as it did in previous versions of JTLS. Only the WHIP that owns the private data is permitted to access it. Private data can never be shared.
- Data intended or required to be shared must be placed in Shared storage to be accessible to other WHIPs. This new Shared data area replaces the concepts of Side-shared data and world-shared data. The named location, filter, and view files are all included in this Shared storage area, even if the file can be viewed only by the owner or creator of the file. Each file saved by a WHIP will require that permissions information be included to allow the SYNAPSE to determine whether a specific WHIP is authorized to access the data. **Table 4** describes this new permissions information.

**Table 4. New SYNAPSE Permissions Data**

NAME	DESCRIPTION
Owner	Name of the WHIP that saved the data
Side Read Permissions	List of Side names authorized to access the data
Player Read Permissions	List of WHIP names authorized to access the data

Under the scenario’s shared directory, the SYNAPSE maintains separate directories for the saved locations, the saved filters, and the saved views. Each saved location will have associated permissions information. The permissions information is used by the SYNAPSE to filter the directory contents for each requesting WHIP. For example, if the permissions are set to allow Side Alpha read permission for an entry, then a Side Alpha WHIP will be presented with the entry when it uses the Recall Location, Filter, or View menus.

The WHIP must be notified regarding changes to the contents of a shared directory. When new entries are added to a directory, when entry permissions change, or when an entry is no longer available, the WHIP requires notification to update its representation of the directory contents. The SYNAPSE query protocol was modified to allow the WHIP to indicate that the SYNAPSE should track the changes in the requested directory.

2.2 JTLS-0050 New Squadron SITREP

2.2.1 Summary of Model Change Request

This MCR requests the number of available aircraft be added to the Squadron SITREP.

2.2.2 Design Summary

The JTLS 3.1 Squadron SITREP definition now contains the following information:

**Table 5. Squadron SITREP Definition**

VARIABLE NAME	VARIABLE DEFINITION
Name	Name of the unit
Object Class	Object Class of the unit
Location	Perceived location of the unit
Strength	Perceived strength of the unit
Homebase	The Short Name of the unit’s home base, if any
HHQ	The Short Name of this unit’s higher headquarters’ unit
AC Type	The name of the type of aircraft that this squadron owns

**Table 5. Squadron SITREP Definition**

VARIABLE NAME	VARIABLE DEFINITION
AC TOE	The number of aircraft authorized on the Table of Organization and Equipment
AC Available	The number of aircraft currently available for us
Command Level	The level of the command assigned to the unit
Speed	The current speed of the unit
Destination	The last known location of the unit in latitude/longitude
Mission	The name of the unit's ordered mission
Posture	The name of the current unit Posture
Side	The name of the Force Side to which the unit belongs
Faction	The name of the Faction to which the unit belongs
In Combat	Indicates if the unit is currently in combat
Support Unit	The name of the unit to support this squadron
Range	The maximum of the ranges of this units Direct/Indirect Fire weapons
Maximum Speed	The unit's maximum possible speed
Branch	The branch of the military to which the unit belongs
Max Sortie/cycle	The maximum number of sorties that the unit can sustain over a prolonged period of time
AVN Fuel on Hand	The amount of fuel on available at this unit
Homebase AVN Fuel	The amount of fuel on available at the homebase

## 2.3 JTLS-0051 Multiple ACO Processing

### 2.3.1 Summary of Model Change Request

The purpose of this design is to enhance the representation and storage of Air Control Order (ACO) data in the Air Tasking Order (ATO) Translation (ATO-T). Currently, processing a JTLS ATO involves loading an appropriate ACO to properly define the mission locations. Due to operator error or oversight, it is common for ACOs to omit mission location information for the current ATO. Therefore, reading in multiple ACOs is a desirable user capability. This model enhancement allows the user to gather mission location information from different ACOs into the ATO translation process.

### 2.3.2 Design Summary

Implementation of this design required a simple process to continuously read in successive ACOs. As each ACO is read in, each mission location is compared to those currently stored in memory. If a location that has the same name already exists within the program, that instance will be destroyed and

replaced with a new entry consisting of location information from the ACO currently being read. This process continues until the user has read in all desired ACOs.

This process implies that the user must read in the ACOs from earliest to latest to ensure that the most current location information is accessed.

## 2.4 JTLS-0082 Pass Aircraft Type Changes to Player GIACs

### 2.4.1 Summary of Model Change Request

If a controller changed the type of aircraft owned by a squadron, the GIAC did not have the capability to alter its internal representation of the squadron. Thus many of the check made by the GIAC were incorrectly being made based on the old vice the new squadron's characteristics. The desire of this ECP was to implement the WHIP so it could properly represent the adjusted squadron aircraft type.

### 2.4.2 Design Summary

When the Controller changes a squadron's aircraft type, all programs including the JODA, WHIP, and OMA are notified of the change. All internal representation of the squadron's capabilities are properly updated.

## 2.5 JTLS-0124 Change CEP Port Within ICP

### 2.5.1 Summary of Model change Request

This MCR requests the capability to change the service port number of the CEP.

### 2.5.2 Design Summary

The ICP now allows the user to edit the CEP port number. The default CEP port of 4244 is no longer the mandatory port over which the CEP must communicate with the JODA. The port number is saved to the .oex file of the scenario. When the CEP starts, it reads the specified port number from the .oex file and uses it, rather than the default CEP port number.

## 2.6 JTLS-0150 IFF Improvement

### 2.6.1 Summary of Model Change Request

In previous versions, JTLS published a Mode 1, Mode 2, and Mode 3 squawk for all missions. This information was published to real-world Command, Control, Communication, Computers, and Information (C4I) systems, such as the Global Command Control System (GCCS), for reporting purposes only. The representation of Identification Friend or Foe (IFF) was accomplished within JTLS, but was unrelated to the existence or ability of the IFF hardware associated with the mission's aircraft.

The purpose of this Enhancement Change Proposal (ECP) is to more realistically represent the IFF process within JTLS.

## 2.6.2 Design Summary

Currently, the Air Tasking Order (ATO) contains the Mode 1, Mode 2, and Mode 3 transponder codes that the mission should use. This information is transmitted to JTLS by the ATO Translator (ATO-T) and the data are published via the JTLS Object Distribution Authority (JODA) data server, and the Joint Multi-Resolution Model (JMIRM) High Level Architecture (HLA) feed. For non-ATO missions, JTLS attempts to provide this information by accessing the squadron's Mode 1 code and by interpreting the mission name. If the assigned mission name is a legal IFF mode code (four-digit octal number), this number is automatically assigned as the mission's Mode 2 and Mode 3 code, or squawk. If the mission name does not contain a legal code, the mission Mode 2 and Mode 3 squawks are published as the general aviation Visual Flight Rule (VFR) reserved code of 1200.

JTLS now represents the IFF transponder equipment available on the aircraft, as well as the ability of the detector to request and interpret the transponder-provided information. Each of these changes is discussed separately.

### 2.6.2.1 Represent IFF Transponder Equipment

A new object called IFF TRANSPONDER MODE (ITM) has been added to the database, which has the characteristics described in [Table 6](#).

**Table 6. IFF Transponder Mode Attribute Definitions**

ATTRIBUTE	DESCRIPTION
ITM NAME	This is the 15-character name of the IFF transponder equipment.
ITM CODE TYPE	This is an enumerated type and can be set to MODE 1, MODE 2, MODE 2 CHANGEABLE, MODE 3, MODE 3C, MODE 4, MODE 5, or UNKNOWN OUTPUT. <a href="#">Table 13</a> describes the rules established within the model for each of these enumerated types.

[Table 7](#) contains sample data used throughout the remainder of this design discussion. These data are completely hypothetical, but provide a framework for the user to understand the basic design concepts. Note that several ITM objects are defined that have an ITM CODE TYPE of UNKNOWN OUTPUT. These represent opposing force IFF capabilities for which IFF codes are not published, but for which IFF identification probabilities would be held.

**Table 7. Example IFF Transponder Mode Data**

ITM NAME	ITM CODE TYPE
IFF MODE 1	MODE 1
IFF MODE 2	MODE 2 CHANGEABLE
IFF MODE 2 OLD	MODE 2

**Table 7. Example IFF Transponder Mode Data (Continued)**

ITM NAME	ITM CODE TYPE
IFF MODE 3	MODE 3
IFF MODE 3C	MODE 3C
IFF MODE 4	MODE 4
IFF MODE 5	MODE 5
OPFOR OLD	UNKNOWN OUTPUT
OPFOR CRYPT	NO OUPUT

Within the database, each Aircraft Class object indicates which of the ITM Modes it can transmit. Consider the example data shown in **Table 8** for three different aircraft.

**Table 8. Example AC ITM INDICATOR Data**

ITM	AIRCRAFT CLASS		
	F14	B2	MIG27
IFF MODE 1	YES	YES	NO
IFF MODE 2	NO	YES	NO
IFF MODE 2 OLD	YES	NO	NO
IFF MODE 3	YES	YES	YES
IFF MODE 3C	YES	YES	YES
IFF MODE 4	YES	YES	NO
IFF MODE 5	NO	YES	NO
OPFOR OLD	NO	NO	YES
OPFOR CRYPT	NO	NO	YES

According to these data, a MIG27 has the ability to transmit Mode 3 and Mode 3C altitude, which will be published when the mission is flying. Additionally, the MIG27 transmits the OPFOR OLD and OPFOR CRYPT modes, which will assist its identification by its own forces, but for which the model will not publish any related code.

2.6.2.2 Representing IFF Query and Identification Capability

Each radar, whether ground based, naval based, or onboard an aircraft, belongs to a Faction, which points to an Air Control Prototype (ACP). The ACP data indicate the IFF operation modes the Faction can request. Once the radar detects an air mission, the model assumes that the radar requests its ACP-allowed IFF operation modes. Based on the equipment onboard the aircraft, the mission will reply to the requests. Each request answered increases the probability that the IFF correctly identifies the Side

that owns the aircraft. If the aircraft is correctly identified, the radar’s perception of the aircraft with respect to owning Side and owning Faction is correctly set.

To implement this logic, another new compound entity similar to the Aircraft Class and IFF Transponder Mode compound entity was added to the database. This new compound entity is the Air Control Prototype and IFF Transponder Mode entity, which has two attributes described in **Table 9**. **Table 10** contains example data for this new compound entity.

**Table 9. Summary of ACP ITM Compound Entity Attributes**

ACP ITM ATTRIBUTE	MEANING
ACP ITM INDICATOR	This indicator determines that the Air Control Prototype (ACP) can request the ITM when its detects an aircraft.
ACP ITM PROB CORRECT ID	This probability indicates whether a correct reply to the request will result in a correct identification.

**Table 10. Sample ACP ITM Compound Data**

ITM	ACP			
	ACP_NATO		ACP_OPFOR	
	INDICATOR	PROBABILITY	INDICATOR	PROBABILITY
IFF MODE 1	YES	0.01	NO	
IFF MODE 2	YES	0.01	NO	
IFF MODE 2 OLD	YES	0.01	NO	
IFF MODE 3	YES	0.02	YES	0.10
IFF MODE 3C	YES	0.05	YES	0.10
IFF MODE 4	YES	0.95	NO	
IFF MODE 5	YES	1.0	NO	
OPFOR OLD	NO		YES	0.05
OPFOR CRYPT	NO		YES	0.95

Assume a NATO radar (Side Alpha) detects a US (Side Charlie) F14 returning from escort duty as part of a deep interdiction strike. **Table 11** traces the calculation steps that are accomplished.

**Table 11. Example of NATO Detecting F-14**

MODE	MODE REQUEST	MODE REPLY	CUMULATIVE PROBABILITY ID
IFF MODE 1	YES	YES	0.01
IFF MODE 2	YES	NO	0.01

**Table 11. Example of NATO Detecting F-14 (Continued)**

MODE	MODE REQUEST	MODE REPLY	CUMULATIVE PROBABILITY ID
IFF MODE 2 OLD	YES	YES	0.0199
IFF MODE 3	YES	YES	0.039502
IFF MODE 3C	YES	YES	0.0875269
IFF MODE 4	YES	YES	0.954376345
IFF MODE 5	YES	NO	0.954376345
OPFOR OLD	NO	NO	0.954376345
OPFOR CRYPT	NO	NO	0.954376345

Following this computation, the model will draw a random variate to determine that the mission is properly identified, which is highly likely. Next, consider the computation trace in [Table 13](#), which represents the OPFOR aircraft detecting the F14 during the deep interdiction strike.

**Table 12. Example Of OPFOR Detecting F-14**

MODE	MODE REQUEST	MODE REPLY	CUMULATIVE PROBABILITY ID
IFF MODE 1	NO	NO	0.0
IFF MODE 2	NO	NO	0.0
IFF MODE 2 OLD	NO	NO	0.0
IFF MODE 3	YES	YES	0.1
IFF MODE 3C	YES	YES	0.19
IFF MODE 4	NO	NO	0.19
IFF MODE 5	NO	NO	0.19
OPFOR OLD	YES	NO	0.19
OPFOR CRYPT	YES	NO	0.19

Following this computation, the model will draw a random variate to determine whether the mission is properly identified. Assume that a value of 0.65 is drawn. The model will not permit the OPFOR to obtain a correct identification of this aircraft. Next, the model examines the IFF Friend or Foe state change array that has existed in previous versions of JTLS. The correct identity of the air mission is Side Charlie, and the probability that OPFOR will correctly “guess” this identity is 60%. The probability that it will be labeled as a Side Delta air mission is 20%, and the probability that it will be labeled as Unknown is 20%. If the mission is incorrectly identified, the IFF process is repeated when the mission enters an adjacent hex. Once the mission is labeled correctly, the IFF procedure is skipped.

Regarding these results, we recommend that database personnel observe the following:

- As shown in the previous example, the IFF transponder equipment is primarily used by a Side to determine whether it properly identifies its own aircraft. Because of this additional computation, we recommend that database developers review their existing IFF Arrays and reduce the probability that a Side properly identifies its own aircraft; this redundant probability is determined after the detection fails the IFF computation. The result that correct identification is 60% likely after this failure is unrealistic.
- The database builder should note that if no ITM objects are present on an aircraft, its probability of being correctly detected is zero, and the original IFF Array continues to function as in previous JTLS versions. To quickly perform an update, the database builder may consider only those IFF operation modes that will be reported to external C4I systems.

### 2.6.2.3 Mode Publishing Rules

The JODA data structure and the High Level Architecture (HLA) Run Time Infrastructure (RTI) Federation Object Model (FOM) each have several air mission attributes used to represent the IFF mode information transmitted by aircraft. These attributes and the rules that are used to evaluate them are listed in **Table 13**.

**Table 13. JODA and FOM Air Mission IFF Attributes**

ENUMERATED TYPE	RULES
MODE 1	This text attribute holds the two-digit code of the mission's Mode 1 reply.
	If the aircraft have an assigned ITM with an ITM CODE TYPE of MODE 1, the mission's assigned MODE 1 code is output to the JODA data structure and the HLA FOM.
	If the mission order specified a Mode 1 IFF operation code, this code is passed to the JODA Mode 1 attribute for the output when the mission takes off and is cleared when the mission lands.
	If the mission order did not include a Mode 1 IFF operation code, the operation code held by the squadron is used.
	If the squadron's code is blank, a blank is passed to the JODA and the HLA FOM.
	If the aircraft does not have an assigned ITM with an ITM CODE TYPE of MODE 1, the mission's MODE 1 code is left blank.

**Table 13. JODA and FOM Air Mission IFF Attributes (Continued)**

ENUMERATED TYPE	RULES
MODE 2	<p>This text attribute holds the four-digit code of the mission’s Mode 2 reply.</p> <p>If the aircraft have an assigned ITM with an ITM CODE TYPE of MODE 2, the mission’s assigned MODE 2 code is output to the JODA data structure and the HLA FOM.</p> <p>If the mission order specified a Mode 2 IFF operation code, this code is passed to the JODA Mode 2 attribute for the output when the mission takes off and is cleared when the mission lands.</p> <p>If the mission order did not include a Mode 2 IFF operation code, the model determines whether the user-supplied mission name is a legal Mode 2 IFF code. If true, that Mode 2 IFF code is used.</p> <p>If the mission name does not include a legal code, the code 1200 is passed to the JODA and the HLA FOM.</p> <p>If the aircraft does not have an assigned ITM with an ITM CODE TYPE of MODE 2, the MODE 2 attribute is left blank.</p>
MODE 2 CHANGEABLE	<p>The rules for this ITM CODE TYPE are the same as the enumerated type called MODE 2. The only distinction between these ITMs is the user’s ability to alter the Mode 2 code published while the mission is airborne. If the ITM has this enumerated type, the user is allowed to change the code via the Change Air Mission Parameter order. If the ITM has an ITM CODE TYPE of MODE 2, a change is not accepted.</p>
MODE 3	<p>The rules for this ITM CODE TYPE are the same as the enumerated type called MODE 2 CHANGEABLE except that the Mode 3 attribute is filled.</p>
MODE 3C	<p>The rules for this ITM CODE TYPE are the same as the enumerated type called MODE 2 except that the Mode 3 attribute and the perceived altitude field for the JODA Air Mission object are filled. If MODE 3C is not available as part of the detection, the perceived altitude will not be filled. Since filling the altitude field now requires the existence of a MODE 3C capable transponder, we have provided a new JODA attribute called “absolute altitude”. This attribute is not perceived data and will always be available for display on the IMT by the Controller and the Side that owns the air mission. In this manner, the JTLS player continues to have access to the mission’s current altitude, and the C4I systems attached to JTLS are able to determine whether to show altitude for the contact.</p>
MODE 4	<p>The rules for this ITM CODE TYPE are different than the other modes discussed so far. The actual output or code sent as a reply to a Mode 4 query is encrypted and highly classified. JTLS is not able to output a realistic reply code for this equipment. Instead, JTLS simply sets the MODE 4 attribute to YES (1), indicating that a proper encrypted and verified reply to a MODE 4 IFF query will be properly answered. If the MODE 4 attribute is set to NO (0), the air mission is not MODE 4 capable. When a Mode 4 capable air mission takes off, the MODE 4 characteristic is set to YES, then set to NO when the mission lands.</p>
MODE 5	<p>The rules of this ITM CODE TYPE are the same as the rules and procedure described for MODE 4.</p>
UNKNOWN OUTPUT	<p>If the ITM CODE TYPE is set to UNKNOWN OUTPUT, then the equipment increases the probability of correctly identifying your own aircraft as a friend, but no associated JODA attributes are filled, due to the presence of the equipment onboard the air mission. This ITM CODE TYPE is designed to be used to properly represent some unknown, presumably opposing force, IFF capability.</p>

These attributes are useful for only one purpose—to display information on real-world C4I systems. The only C4I systems linked to JTLS are those that represent the exercise audience capability. Obviously, we do not link real-world opposing force C4I systems. In the cases of coalition exercises

to date, we believe that only one coalition partner has a C4I system linked to the game. For example, we know of no situation in which US C4I systems and Japanese C4I systems are attached to the same JTLS game. This is likely not true in the real world. During a coalition operation, the US, coalition partners, and possibly the OPFOR will each have access to their separate real-world C4I system.

Thus, these IFF detections should realistically be considered perceived information. We have avoided this definition, due to the modeling implications of sharing detections and sharing IFF information, which are beyond the scope of this ECP. Thus, we define the IFF attributes shown in **Table 13** as common knowledge attributes. Detecting an air mission implies unlimited access to information held in the common knowledge portion of the object data structure. By convention, we rely on the interface programs to limit the access to this common knowledge information to realistic levels.

For example, Mission Type and Aircraft Type are two common knowledge air mission attributes. All JTLS-delivered interface programs do not provide Mission Type information to a foreign Side upon detection, but Aircraft Type is provided. We expect that the IFF common knowledge data is judiciously provided to C4I systems in a similar and realistic manner. The US ability to query the Mode 4 capability of an aircraft does not imply that Japan has the same capability; therefore, only those interfaces that represent the US perception should access the Mode 4 common knowledge attribute in the JODA and FOM. If Japan detects the mission, this information should not be made available.

#### 2.6.2.4 Rules for Turning Transponders On and Off

There are several reasons to justify a necessity to represent the ability to turn on and turn off the IFF operation mode equipment represented by this design. Consider the following illustration:

1. As the design has been explained so far, having your transponder on will assist your own Side to determine that you are a friendly mission, but there is no advantage to your enemy. We are not aware of any disadvantage to keeping the transponder on in an encrypted IFF operation mode. For non-encrypted IFF operation modes, especially MODE 3C, the opposing force could obtain important information, especially your altitude. The problem is that there are times when you would want the opposing force to know your altitude and times when that would not be the desired circumstance. For example, consider the following situations:
  - a. You are flying through an altitude-restricted no-fly zone area on a legal mission. The Side enforcing the zone would need to know your altitude to ensure that the no-fly constraints are observed. For this situation, you would want to transmit your altitude for identification purposes. Currently, JTLS represents the enforcement of such no-fly zones, but assumes that the enforcer can obtain altitude information for aircraft flying through the area. How this altitude information is obtained is not considered.
  - b. You are an attack mission approaching a deep interdiction target. Any information transmitted will facilitate the opposing force's effort to intercept your mission and realize your intentions prior to reaching the target. Currently, JTLS does not represent altitude-related intercepting logic. Knowing the altitude of the intercepted track does not affect an interceptor's ability to conduct the intercept.

2. As we believe is correct, we assume that an encrypted IFF operation mode is an accurate indicator of a friendly mission. We must represent malfunctioning IFF operation modes to properly represent mis-identification within the exercise environment. The result of such a malfunction would be that air defenses are required to follow different procedures to obtain a confident assessment of the identification result. Currently, JTLS identification procedures are not explicitly modeled. These procedures are assumed as part of the random process represented by the IFF Probability Array.

Within the context of these examples, it is difficult to derive a reasonable and consistent set of rules to automatically determine whether the IFF transponder equipment should be activated for a specific situation. To represent some of these situations, we have provide the user an order capability to manually turn on and turn off the equipment., However, we have maintain our current detection assumptions in the majority of the JTLS air logic. If these are inappropriate, we recommend that solutions be developed within other ECPs that address those assumptions explicitly. **Table 14** summarizes the effect of each of these ITM CODE TYPEs within JTLS.

**Table 14. Effect of ITM CODE TYPE Equipment Activation**

ITM CODE	TURNED ON	TURNED OFF
MODE 1	Mode 1 Code is transmitted.	Mode 1 Code is not transmitted.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
MODE 2	Mode 2 Code is transmitted.	Mode 2 Code is not transmitted.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
MODE 2 CHANGEABLE	Mode 2 Code is transmitted.	Mode 2 Code is not transmitted.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
MODE 3	Mode 3 Code is transmitted.	Mode 3 Code is not transmitted.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
MODE 3C	Mode 3 Code is transmitted.	Mode 3 Code is not transmitted.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
	Altitude is transmitted. Aircraft traveling through altitude-restricted no-fly OPAREAs will cause an interception only if the altitude restrictions are violated.	Altitude is not transmitted. Such aircraft will be identified as violating altitude-restricted no-fly zones, causing an interception. The track's altitude will be obtained upon visual identification.
	Ability to intercept the mission is not affected.	Ability to intercept the mission is not affected.

**Table 14. Effect of ITM CODE TYPE Equipment Activation (Continued)**

ITM CODE	TURNED ON	TURNED OFF
MODE 4	Mode 4 transmit flag is set to YES.	Mode 4 transmit flag is set to NO.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
MODE 5	Mode 5 transmit flag is set to YES.	Mode 5 transmit flag set to NO.
	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.
UNKNOWN OUTPUT	Own Side is allowed to use its associated probability of proper identification.	Own Side is not allowed to use its associated probability of proper identification.

## 2.7 JTLS-0154 Target Filtering

### 2.7.1 Summary of Model Change Request

The user community has requested that the current static filter definition be dynamically modified according to the types of objects that exist in the database. These specific recommendations for dynamically generated filter panels have been implemented:

- Filters for Targets are by Target Subcategory so that specific SAM/AAA Target subcategories, such as Patriot, Hawk, ZSU-23, and others can be displayed or hidden by the WHIP user.
- Filters for Naval units are by Ship Class.
- Filters for ground-based units, such as Ground Combat units, Support units, Airbase units, and others are by graphics symbol for the object and these symbols have been categorized to make the filter panel easier to traverse. The definition of the graphics icon groups is user defined.

### 2.7.2 Design Summary

The new WHIP filter panel has been reorganized as described in [Table 15](#). The major filtering modifications implemented for this design are color-coded. Table cells highlighted green describe filter panel features that support the desired Target filtering, cells highlighted yellow describe features that support the desired Ship Class filtering, and cells highlighted blue describe filtering features based on unit symbols. Details regarding these implemented filtering categories are presented within the following sections: [Section 2.7.2.1](#), [Section 2.7.2.2](#), and [Section 2.7.2.3](#).

**Table 15. WHIP Filter Panel Organization**

LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4		
Object Type	Ground				
	Support				
	Airbase				
	...				
	Unidentified Target				
General Characteristics	Strength	75% - 100%			
		50% - 74%			
		25% - 49%			
		0% - 24%			
	Unit Posture	Attack			
		Defend			
		Delay			
		...			
		Wiped Out			
		HLA Controlled			
	Land Units Applies only to land-based units, Ground Combat Units, Airbases, Squadrons, FARPs, Support, and High Resolution Units (HRUs).	In Combat			
		Command Level		Squad	
				Section	
Platoon					
...					
Army Group					
Unit Symbol		Command	HQ_AIR_DEFENSE		
			JOINT_TF_HQ		
			HEADQUARTERS		
			...		
		HQ_CORPS			

**Table 15. WHIP Filter Panel Organization (Continued)**

LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4
Land Units Applies only to land-based units, Ground Combat Units, Airbases, Squadrons, FARPs, Support, and High Resolution Units (HRUs).	Unit Symbol	Combat	INFANTRY
			INFANTRY_BIFB
			INF_LIGHT
			...
			INF_MOTORIZE
		Combat Service Support	ENGINEER
			BRIDGING
			CHEM_DECON
			...
			CHEMICAL
		Support	FRWD_AREA_SUP_CTR
			MEDICAL
			TRANSPORTATION
LOGISTICS			
Naval Applies only to Naval units.	CARRIER	NIMITZ_US	
		KITTY.HAWK_US	
		CH.DEGAULLE_FR	
		KUZNETSOV_RS	
	COMBATANT	AVENGER_US	
		NANUCHKA.3_RS	
		NATYA.II_RS	
		...	
		OSA.II_IR	
	SUPPLY SHIP	CARGO_SHIP_GEN	
		CHILIKIN.B_RS	
		MERCHANT_GEN	
		TANKERSHIP_GEN	
	...		
	SUBMARINE	AKULA_2_RS	
		L.ANGELES_NV_US	
		L.ANGELES_LV_US	
		...	
		OSCAR_2_RS	

**Table 15. WHIP Filter Panel Organization (Continued)**

LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4
Air Missions Applies only to air missions.	Air Mission Type	Airlift	
		Transport	
		AWACS	
		...	
		Strategic Lift	
Air Mission (Continued)	Mission Posture	Flying	
		Orbiting	
		Attacking	
		...	
		Combat Delay	
Targets/DMPs Applies only to Targets and DMPs.	SAM/AAA	AAA.GUN	
		SAM1	
		STINGER	
		...	
		ZSU23-4	
	Bridge	LRG.RAILBRDG	
		LRG.ROADBEDG	
		PONTOON.BRDG	
		...	
		SML.ROADBRDG	
	Tunnel	LRG_TUNNEL	
		MED_TUNNEL	
		SML_TUNNEL	
	...		
	Supply Type	AA_MSL	
		ART_TNK	
		CL.IV	
		...	
		WATER_BULK	
	Graphical Objects Applies only to graphical objects, as shown in the Level 2 entries.	Networks	
Pipeline			
IADS			
OP Area			
National Boundary			

Some additional refinements are also a part of this reorganization:

- Since unit Posture applies to all land-based and naval units, this filter category was subsumed within a new General Characteristics filter item in conjunction with Strength. The HLA Controlled filter, which applies to several different object types, such as Land-based units, Naval units, Targets, and Air Missions; is also appropriately included within the General Characteristics Level 1 category. The remaining Level 1 categories can now be viewed as specific object type filters. The applicable object types are indicated under the description of the meaning of the Level 1 filter category.
- The graphics objects, such as Networks, OPAREAs, and National Boundaries were combined within a Graphics Object Level 1 category to reduce the number of Level 1 categories and create a more compact and usable filter panel. The current Map Component filter configuration file will be separated into two files; a static filter configuration file (*\$JGAME/data/mapfilters-conf.xml*) and a dynamic filter configuration file (*\$JGAME/<scenario>/webroot/mapfilters-dynamic.xml*). The dynamic filter file must be generated according to the contents of the scenario that is being run. For example, if there are no Targets of type category SAM/AAA and Subcategory of SAM1, the corresponding filter option should not appear in the filter panel. This allows the filter panel to be adaptable to the specific scenario without becoming overburdened with options that do not exist in the scenario.

The dynamic filter file is automatically generated as part of the scenario setup function for the Scenario Initialization Program. Additionally, the dynamic filter file is regenerated if the existing filter panel is no longer complete due to Player or Controller action.

The static Map filter configuration file contains the filter configurations for all filters except those that are dynamic. The static filter file contains placeholders or indicators to designate placement of the dynamic filter configuration data. When the WHIP reads the *mapfilters-conf.xml* and the *mapfilters-dynamic.xml* files, the WHIP splices the dynamic filters into these placeholders and then creates the filter panel for the map component.

The user interface behavior for the Map Component filters has not change with the implementation of this design. The user will still manipulate the filter setting in the same manner. At each Level, the WHIP user has two options:

- Change the filter setting for all options under the level. This is a global level filter alteration.
- Open up the level to reveal the sub-level and change any one or multiple options within the newly revealed sub-level. This is a specific filter alteration.

The only modification to the filter interface a WHIP user will notice is the additional options and levels of filter detail that can be changed.

2.7.2.1 Target Filtering Specifics

The filter panel includes the Target subcategories, highlighted green within **Table 15**. The user is able to turn on, turn off, highlight, or blink all Targets of a specific category, as is currently allowed. Additionally, the user is able to alter the same characteristics according to the Target’s Subcategory. This means the following situations can be represented for SAM/AAA Targets:

- Display all SAM/AAA Targets and blink the SA-10s
- Hide all SAM/AAA Targets, except SA-7s, SA-6s, and SA-10s
- Show all SAM/AAA Targets, except AAA.GUNS

The same flexibility applies to all Target categories.

The listed Level 2 Target categories are part of the fixed map filters data file and will always appear. These are based on the 21 different Target categories represented within JTLS. The filter panel lists only those Target subcategories for which at least one Target or one Desired Mean Point of Impact (DMPI) exists in the scenario. If no ALBATROS(3).L SAM/AAA Targets or DMPIs exist in the database, this Subcategory will not appear on the Level 3 filter panel. To maintain a correct filter representation, Technical Control should run the JTLS Setup procedure each time a new database is used to run a scenario.

As the game executes, it is possible for the Controller to create new Targets or new DMPIs; therefore, it would be possible for the scenario to actually contain an ALBATROS(3).L SAM/AAA Target and this type of SAM/AAA Target would not appear on the filter panel. For this reason, the CEP must determine whether a new filter panel must be created and regenerate the dynamic filter file as appropriate. The following Target and DMPI situations represent rules that trigger the model to generate a new filter file:

1. A new Target is created and no other Target or DMPI exists in the scenario with the specified Target Subcategory.
2. A new DMPI is created and no other Target or DMPI exists in the scenario with the specified Target Subcategory.
3. The Controller changes the Subcategory of an existing Target and no other Target or DMPI exists in the scenario with the specified Target Subcategory. Note that when the Controller changes the Subcategory of an existing Target, it is possible that a Subcategory on the current filter panel no longer exists. Consider the following example. Assume that the scenario has only four SAM/AAA Targets, as listed in **Table 16**.

**Table 16. Example Scenario Target List**

SCENARIO SAM/AAA TARGET	TG SUBCATGORY
UNITA_GUN	AAA.GUN
SHIP2_PROT	SAM1
HRU_TEAM1_STNGR	STINGER

**Table 16. Example Scenario Target List (Continued)**

SCENARIO SAM/AAA TARGET	TG SUBCATGORY
BAD_ZSU	ZSU23-4

Assume that the controller adds a Target, as shown in **Table 17**. This Target has a Target Subcategory that has not previously existed in the game. The dynamic filter file must be regenerated according to Rule 1 as stated above. Also, assume that a new DMPI is created for this new Target and the Controller indicates that the Target Subcategory for the DMPI is the ROLANDS3(SP+VAN). Again, the result is the use of a Subcategory within the model; therefore, another new dynamic filter file must be generated according to Rule 2.

**Table 17. Example Scenario Target List Including Added Target**

SCENARIO SAM/AAA TARGET	TG SUBCATGORY
UNITA_GUN	AAA.GUN
SHIP2_PROT	SAM1
HRU_TEAM1_STNGR	STINGER
BAD_ZSU	ZSU23-4
RANDA_SITE	ROLAND2(SP+VAN)

Finally, assume that the controller realizes this mistake and decides to alter the Target Subcategory of the RANDA\_SITE from ROLAND2(SP+VAN) to ROLAND3(SP+VAN). When this happens, the ROLAND2(SP+VAN) Target Subcategory no longer exists in the game, and the filter option is unusable. This could be confusing to the user who realizes that no ROLAND2(SP+VAN) SAM/AAA Targets should be in the order of battle. However, removing the item from the filter panel once it has appeared may also cause confusion. The design decision for this situation was to not change the filter panel in this case, but if a new dynamic filter panel must be regenerated for any other reason, the new filter panel logic would remove the ROLAND2(SP+VAN) SAM/AAA Target Subcategory from the filter panel because it does not exist.

This logic seems inconsistent, but altering the dynamic filters will occur seldom, if ever, during an exercise. However, this rule was easy to implement and efficient to execute.

### 2.7.2.2 Ship Filtering Specifics

The filter panel now includes the ability to filter based on the Ship Unit Prototype (SUP) of a Naval unit, highlighted yellow within **Table 15**. Typically, the SUP represents the real-world designator of the ship's class within the database. Similar to the Target filter panel, only the SUPs that exist in the scenario will be listed in the SUP filter panel. The SUPs will be separated into subcategories according to the SUP attribute SUP TYPE. The number of SUP TYPEs is fixed within the JTLS model and each is defined as shown in **Table 18**.

**Table 18. Available JTLS SUP Types**

SUP TYPE NAME	NUMERIC IDENTIFIER
CARRIER	1
COMBATANT	2
SUPPLY SHIP	3
AMPHIB	4
HELO CAPABLE	5
SUPPLY HELO CAPABLE	6
AMPHIB HELO CAPABLE	7
SUBMARINE	8

The user is able to set the following types of filter options:

- Turn on all submarines.
- Turn on all submarines, except submarine SUPs that represent diesel electric submarines. To accomplish this task, the WHIP user needs to know which SUPs represent diesel electric submarines.
- Turn off all submarines, but highlight the Los Angeles class submarines.

Similar to Target filters, a SUP that is not in use at the beginning of the game when the Setup procedure creates and publishes the dynamic filter file will not be displayed on the panel. An unused SUP could possibly be used as the game progresses. This can occur in these typical situations:

- A new naval unit is created.
- The Controller changes the prototype of an existing naval unit.

Under these conditions, the CEP determines whether the resulting Controller action creates a requirement to generate a new filter panel. Similar to the Target situations, it is feasible that when the Controller changes the prototype of an existing naval unit, the unit’s previous prototype is no longer used. The CEP does not regenerate a dynamic filter file for this circumstance, but when and if a filter file is generated it will no longer include the unused SUP.

**2.7.2.3 Unit Symbol Filtering Specifics**

The filter panel includes a capability to filter units according to the type of symbol used to display the land-based unit, highlighted blue in **Table 15**. The development of such symbols is a database builder’s responsibility. To accomplish this task, the database builder accesses the JTLS Symbol Server (JSYMS).

In addition to building these symbols, the database developer is also responsible for categorizing them. The primary purpose of this categorization is to make the Map filter capability more useful. Currently, JTLS utilizes more than 100 symbols, many of which do not apply to land-based units. Therefore, there was a need to specify which symbols should be classified in the Level 3 filter for land units.

The JTLS 3.1.0.0 delivery includes a default symbol categorization scheme. Users who choose to modify the selected categories are fully capable of creating their own category scheme, which will automatically be applied to the Map filter panel via the dynamic filter file. Each scenario can have its own categorization scheme as desired. When a new scenario is created, the default scheme is used for the scenario, but the database builder can alter the new scenario's scheme specifically for that scenario, or generally for all of an organization's existing scenarios.

The Scenario Verification Program (SVP) checks for consistency and ensure that the symbol assigned for each land unit, i.e. Ground Combat Unit, Airbase, Squadron, FARP, Support Unit, or HRU, has been assigned a category. If the symbol is not included in a category, a Warning is generated to indicate that control of the object by means of its symbol cannot be accomplished.

#### 2.7.2.4 WHIP Filter File Notification

Another delivered ECP entitled **JTLS-0028 Named Map Views** defines a requirement for saving and recalling map filter settings, as well as locations and views (combinations of a location and filter settings). This design considers the dynamic nature of some of the filter configuration data and saves the dynamic filter settings concurrently with the static filter settings when the user performs a save of filters.

Because part of the map filter configuration is dynamic, a problem potentially exists if the saved filters do not match the current dynamic filter configuration file as it was most recently written by the SIP or the CEP. This problem is avoided by first loading the default filter settings prior to each recall of save filters. This ensures that any new Target Subcategory filters are set to the default settings and will not have an undetermined value after the save filters are recalled. If a Target Subcategory filter is no longer in the dynamic filters, a possible but rare occurrence, the filter will be ignored by the filter loading algorithm.

#### 2.7.3 Data Changes

No Database Development System (DDS) data changes are required to support this ECP. Minor modifications were made to the data file generated by the JTLS Symbol Server (JSYMS) that is used by the DDS.

## 2.8 JTLS-0277 Target Underground Flag

### 2.8.1 Summary of Model Change Request

Within JTLS, military units, ships, small teams of personnel (High Resolution Units), air missions, and convoys are modeled or represented as physical objects. The model also represents an additional physical object referred to as a target. A JTLS target is defined as a militarily significant object not included in any other physical object category. Unfortunately, the term *target* can confuse uninitiated model users because all JTLS physical objects can be targeted. For example, a Player has the ability to attack a specific military unit, such as an airbase or support depot. Ships can be attacked by various means, including ship-to-ship gunfire or torpedoes. High Resolution Units (HRUs) can engage in combat with each other and be killed by aggregate-level military units with which they come in contact. The same is true for air missions and convoys. As their names suggest, targets can also be targeted or attacked within JTLS.

The detection of targets in JTLS is currently determined by using the Target Category and Subcategory multiplier held in the IIP TGC PROB DETECTION MULT ARRAY to adjust the baseline  $P_D$  of the sensor that attempts the detection. For a Target Subcategory that represents an underground facility, the database is built in such a manner that value of the Target Subcategory detection multiplier is very small. Thus, detecting and reporting the status of these targets in JTLS is difficult.

This method has worked well for JTLS in the past, but within the Joint Multi-Resolution Model (JMRM) other intelligence collection models such as Tactical Simulation (TACSIM) and Multiple Unified Simulated Environment/Air Force Synthetic Environment for Reconnaissance and Surveillance (MUSE/AFSERS) are linked to JTLS. For TACSIM and MUSE/AFSERS to properly interpret an underground target, a specific attribute must be attached to the object within the FOM. The JTLS representation of an underground target based on the  $P_D$  is subject to undesirable interpretation. For this reason, adding a dedicated attribute that indicates whether the target is underground is desirable.

In addition there was a desire to add an attribute indicating whether an imagery collection sensor can “see” or obtain information regarding the contents of the target. An illustrative example of this concept is the Aircraft Shelter target, which can contain aircraft. Some Aircraft Shelter targets represent concrete hangars and others can represent outdoor revetments which protect aircraft from adjacent bomb damage. An overhead imagery sensor may or may not be able to determine whether the Aircraft Shelter contains any aircraft, but it would be easy for the sensor to obtain information regarding the aircraft held within a revetment.

### 2.8.2 Design Summary

Like many JTLS designs, this simple improvement concept can create opportunities for additional improvements and expand the scope of the associated ECP. Due to time constraints, we have refrained

from expanding this capability, but have included several suggestions that the Government can consider as future ECPs.

The implemented improvement is simple. We added two new attributes to each Target Subcategory object for which the attributes are appropriate:

1. **Underground Flag.** A value of YES (1) indicates that a target of the specified subcategory is underground. A value of NO (0) indicated an above-ground target. This flag is not used within JTLS to determine whether a target is available for detection. JTLS continues to use the IIP TGC PROB DETECTION MULT ARRAY to determine the probability that an imagery sensor can collect information regarding the status of the target. This approach was selected because this probability can implicitly represent many non-modeled concepts. For example, although a Supply Storage target may be underground, it is possible that imagery sensors detect activity near the target, which indicates the location of an actively used Supply Storage area. Continuing to represent this type of situation by means of the  $P_D$  is desirable.

The Underground Flag is used to alter the manner of indicating the status of an underground facility within JTLS intelligence reports, and also is used to update the JMRM FOM attribute to indicate to other federates that the facility is underground and to apply their unique logic for this situation. **Table 19** summarizes the Target Categories for which we added either an Underground Flag, an Open Flag, or both. The reasons for each decision are described and color-coded. Red cells indicate neither flag was added to the Target Category. Green cells indicate that the labeled flag was added for the Target Category. A cell highlighted yellow indicates a unique condition that was specifically considered.

**Table 19. Summary of Underground Flag Attribute Changes**

TARGET CATEGORY	UNDERGROUND FLAG
SAM/AAA	SAM/AAA sites do not have an Underground Flag attribute
BRIDGE	Bridges do not have an Underground Flag attribute.
TUNNEL	All tunnels are underground, but a reasonable assumption is that the entrances to the tunnels are above ground and visible to imagery intelligence collection assets. Therefore, tunnels do not have an Underground Flag attribute.
SENSOR SITE	Since sensor sites represent sonars as well as air search radars, Sensor Site Target Subcategory objects do have an Underground Flag attribute. For shipboard sensors, the Underground Flag indicates that the sensor is not top-side and the sensor's current functionality status cannot be determined through imagery data collection.
RUNWAY	Runways do not have an Underground Flag attribute.
INTERDICTION POINT	Interdiction point targets do not have an Underground Flag attribute.
SUPPLY STORAGE	Supply Storage targets can be underground; therefore, the Supply Storage Area Target Subcategory object does have an Underground Flag attribute.
SSM	SSM targets can represent torpedoes as well as cruise missile launchers and TBM launchers. Therefore, the SSM Target Subcategory objects does have an Underground Flag attribute for the same reasons described for Sensor Sites.

**Table 19. Summary of Underground Flag Attribute Changes (Continued)**

TARGET CATEGORY	UNDERGROUND FLAG
FACILITY	Facility targets can represent a wide variety of underground facilities, such as underground command centers. Therefore, the Facility Target Subcategory objects does have an Underground Flag attribute.
AIRCRAFT SHELTER	Aircraft Shelters do not have an Underground Flag attribute.
MATERIEL HANDLING EQUIPMENT (MHE)	MHE is currently used within JTLS to load ships, aircraft, and convoys. Although we can find situations in which MHE would be able to load convoys below ground, there are many other problems associated with convoys being loaded and unloaded beyond the detection range of imagery sensors. For this reason, the MHE Target Subcategory objects do not have an Underground Flag attribute.
MINEFIELD	Minefields are typically underground or underwater; assuming otherwise would require an upgrade to the logic associated with a unit moving into an area and unexpectedly determining that a minefield exists. For this reason, Minefield Subcategory objects do not have an Underground Flag attribute, but for consistency we do set the Underground Flag that is held for each minefield target in the FOM.
PUMPING STATION	Since Supply Storage targets can be represented underground, Pumping Stations used to fill underground supply storage areas should also have the ability to be placed underground. For this reason, the Pumping Station Subcategory object do have an Underground Flag attribute. It is legal for an underground pumping station to fill an above-ground supply storage target and vice versa.
JAMMER	Jammers are similar to sensors, and consistency between these two Target Subcategory objects should be maintained. Therefore, the Jammer Subcategory object has an Underground Flag attribute.
COMM SITE	Some communication centers are underground; therefore, the Communication Site Subcategory object has an Underground Flag attribute.
SHIP	These target sub-categories are used only as placeholders for P <sub>D</sub> data or occasionally for the representation of some very specific capabilities. None of the target capabilities indicate usefulness as underground targets. Therefore, these Subcategory objects do not have an Underground Flag attribute.
COMBAT ARMS	
VEHICLES	
AIRCRAFT	
SMALL BOAT	
SUPPLY TYPE	

- Open Flag. A value of YES (1) indicates that a target of the specified Subcategory is open and the contents of the target are available for detection. A value of NO (0) indicates that the target is closed and the contents are not available for detection. This information is used within JTLS to determine what information internally modeled imagery sensors can perceive. Only Supply Storage targets and Aircraft Shelter targets have contents; therefore, only these target categories have the Open Flag attribute added to their object definitions.

The Open Flag attribute information is made available to all JMIRM federates by placing this information on the appropriate Target Subcategory objects within the FOM. This attribute will not benefit a federate if the FOM does not include information regarding the contents of the target. This information is already available for Supply Storage targets, but is much more difficult to access for Aircraft Shelters.

The JODA does not hold the information regarding the aircraft currently in each aircraft shelter. This information is not made available for two reasons:

- JTLS tracks the aircraft contents of Aircraft Shelters only prior to computing damage to an airbase, squadron, or aircraft shelter. Continually updating this information each instance an aircraft takes off or comes out of maintenance is not accomplished. This problem is relatively easy to overcome.
- An Aircraft Shelter target can have several individual shelters within a given target. JTLS internally tracks the aircraft located within each shelter sub-element, but the model does not have an object structure established to track this object within the JODA or the FOM. For example, no efficient method exists for the CEP to pass to the JODA that Revetment 1 in the Aircraft Shelter target has two B2s and Revetment 2 has three B2s, and Revetment 3 has six FA18s.

Considering the implementation schedule time constraints, Aircraft Shelter contents could not be published. This improvement has been placed on the work plan and is expected to be delivered as part of JTLS 3.2.0.0.

### 2.8.3 Data Changes

Several database objects must be modified to support this ECP: ST UNDERGROUND FLAG, SSA UNDERGROUND FLAG, SSM UNDERGROUND FLAG, FAT UNDERGROUND FLAG, PS UNDERGROUND FLAG, JT UNDERGROUND FLAG, CC UNDERGROUND FLAG, SSA OPEN FLAG, AS OPEN FLAG

### 2.8.4 Order Changes

The Set orders for the following objects were modified to allow the Controller to set the new object attributes:

- Sensor Type
- Supply Storage Area
- Surface Surface Missile
- Facility Type
- Pumping Station
- Jammer Type

- Communication Center
- Aircraft Shelter

### 2.8.5 FOM Changes

A new Boolean attribute, `Underground_Flag`, was added to these objects:

- `Sensor_Site`
- `Supply_Storage`
- `Surface_To_Surface_Missile`
- `Facility`
- `Pumping_Station`
- `Jammer`
- `Communications_Site`

A new Boolean attribute, `Open_Flag`, was added to these objects:

- `Supply_Storage`
- `Aircraft_Shelter`

## 2.9 JTLS-0312 User Lines On Map Displays

An improved set of graphics tools is provided in the WHIP to draw user lines and operational graphics on the WHIP map display. This set of tools provides the user with typical drawing tool functions, such as drawing lines, polygons, and circles. The majority of work accomplished in this ECP was focussed upon the proper saving and recalling of saved graphics slides. These saved graphics slides are formatted in documented Extensible Markup Language (XML). This means that users have the ability to write their own programs to create and register their own graphics files.

The JTLS ATO-T operates in this manner, and reads the Air Control Order (ACO), developed by the Air Operations Center (AOC). The ATO-T uses this information to create several XML graphics slides that the user can choose to display. This fully automates the process of displaying the current ACO.

The format of the XML slides is described in the *JTLS Software Maintenance Manual*.

## 2.10 JTLS-0320 UTM/MGRS Conversion Utility

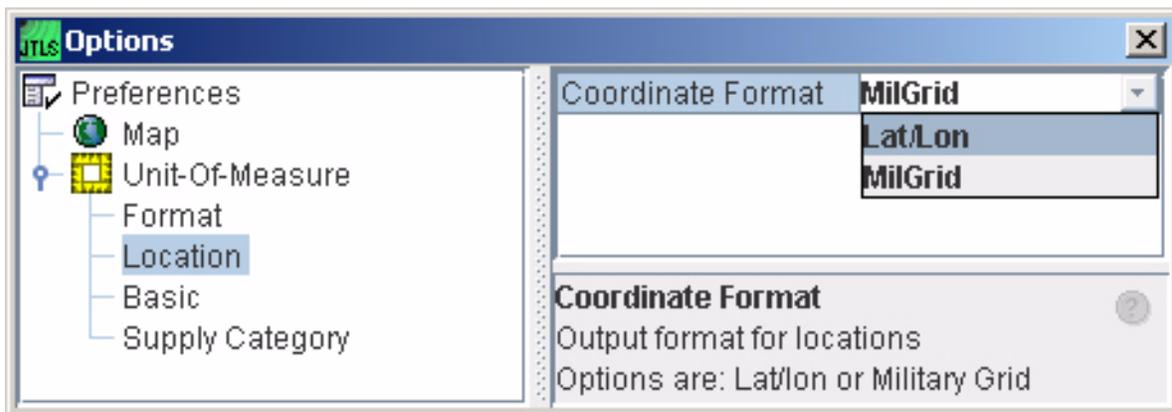
### 2.10.1 Summary of Model Change Request

Although the MCR specified only a conversion utility, we believed that the underlying requirement was to allow the WHIP user the ability to enter a location in either a latitude and longitude format or as a Military Grid Reference System (MGRS) coordinates.

This ECP resulted in a built-in location field conversion capability that allows users to enter either a Lat/Long coordinate or an MGRS coordinate. In addition, a separate utility component was developed to provide the user the capability to perform as needed coordinate conversion between Lat/Lon and MGRS.

### 2.10.2 Design Summary

The user's location format preference is set within the Preferences Manager. **Figure 1** depicts the preference as it appears in the Preferences Manager. The Coordinate Format Preference is applied to all places in the WHIP where a coordinate is displayed, such as the IMT, Message Browser, and Sitrep.



**FIGURE 1. Coordinate Format Preference**

When entering coordinates into a location field, the user may enter either a Lat/Lon or a MGRS coordinate. The location field converts the coordinate into an internal storage format. After the coordinate is accepted the coordinate is displayed in the order field based on the "Coordinate Format" preference. If the preference is "MilGrid" the coordinate is displayed in MGRS format (i.e. 32UNA7166639110), if the preference is "Lat/Lon" the coordinate is displayed in "Lat/Lon" format. (i.e. 10-00-00N 50-00-00E).

### 2.10.2.1 Coordinate Conversion Utility Component

A Coordinate Conversion Utility component (**Figure 2**) is also provided to aid the user in converting between coordinate systems. The need for a conversion utility is reduced in view of the incorporation of the coordinate data entry into the various location field of the order panel. The Coordinate Conversion Utility Window depicts an example of the Coordinate Conversion Utility. The user enters the coordinate to be converted, then clicks the "Convert" button (or presses the Return key). The utility converts the coordinate from Lat/Lon to Military Grid, or from Military Grid to Lat/Lon as the case may be and inserts the two coordinates at the top of the conversion list.



**FIGURE 2. Coordinate Conversion Utility Window**

## 2.11 JTLS-0333 Send Group Orders

### 2.11.1 Summary of Model Change Request

This MCR provides the WHIP user with the means of sending orders in a group. The user is able to create an Order Group which may be either sent immediately or saved and sent to the CEP later. The user also have the ability to share Order Groups with other players. Verification of Order Groups is flexible in that the user has the option of sending only verified orders or not sending any orders if one or more orders in the group is rejected.

### 2.11.2 Design Summary

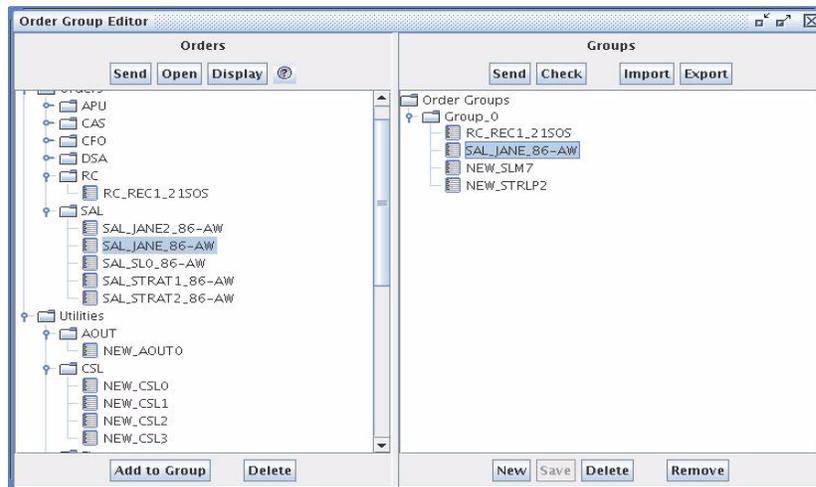
The WHIP provides a new tool for creating, sharing, verifying, and sending Order Groups. This new tool is called the Order Group Editor, depicted in **Figure 3**. It provides a view of orders and utilities that the player has created which may be added to groups.

The Order Group Editor is composed of two panes, one which displays orders and utilities in a sorted tree and a Groups pane which shows a tree of Order Groups.

When the New button is clicked, a new group is created. Once created, a group may be renamed by double clicking on the name of the group. When the group is changed in any way, including changing

the name, the group icon will change from a folder to a "new" icon. This means the group needs to be saved by selecting the group and clicking the Save button.

To add an order to a group, select one or more orders and a group and click Add to Group. This will add the order or orders and any utilities needed for that order to the group. The utilities are added so that Order Groups may be shared with other players more easily.



**FIGURE 3. Order Group Editor**

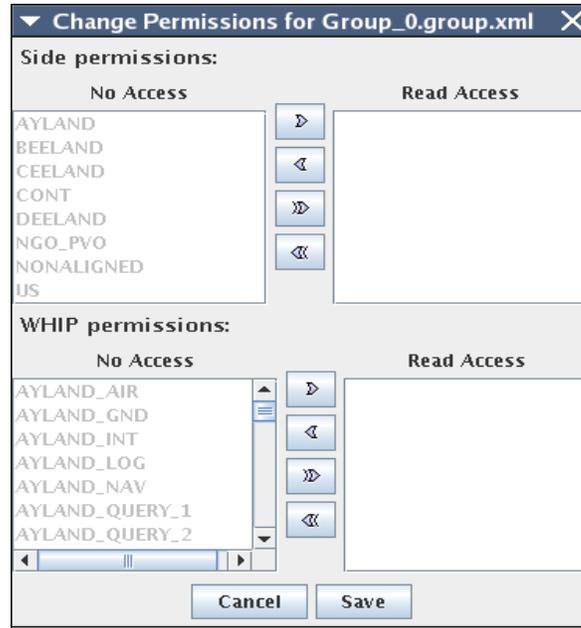
Once a group has been defined, the player may Send it to the CEP or first Check the group. When a group is verified and there are errors, the user is presented with an options dialog, depicted in FIGURE 4.



**FIGURE 4. Order Group Check Dialog**

The user may choose to either Remove the order from the group, Fix the order or, Cancel which does nothing. If the player chooses to Fix the order, the order is opened so that it may be corrected.

Players may share orders as Order Groups with other players using the Import and Export buttons. If a player selects a group and clicks the Export button, they are presented with a dialog to select which sides and players can access the shared order. This dialog is depicted in **Figure 5**.



**FIGURE 5. Order Group Sharing Per missions**

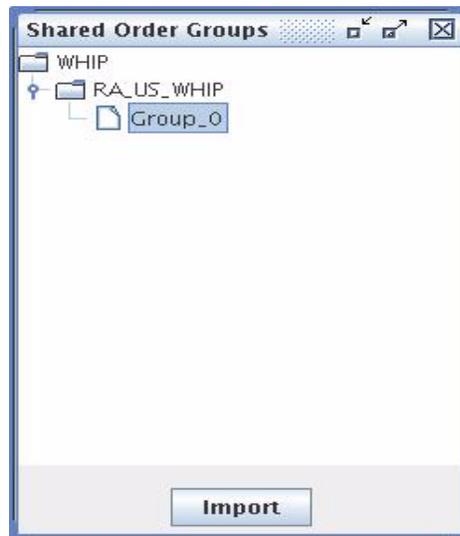
By default, no sides or players may see the shared group. Once shared, an Order Group may only be modified by the player that first shared it. This includes changing who can see the group. To do this the player simply makes changes and Exports the group again.

When a player wants to Import an Order Group, they can click the Import button and are presented with an Import panel (**Figure 6**). This panel shows a tree of available order groups that the player may access, sorted by the player which created the group.

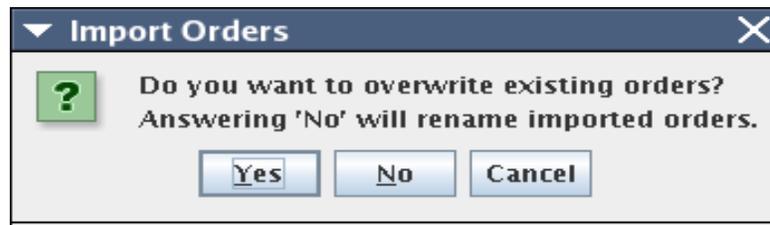
When a player clicks Import from this panel, a new group is created and all the orders an utilities in the group are imported as well. Before the import is done, the user is presented with a dialog asking if the import should overwrite existing orders and utilities (**Figure 7**).

If the player clicks Yes, the import process will overwrite existing orders with orders from the group. If the player click No, the import will create new Order and Utility names for orders an utilities that are imported.

In addition to operations on Order Groups, the player may also Send, Display or Open orders. The Display option draws any order graphics on the Map Component.



**FIGURE 6. Order Group Import Panel**



**FIGURE 7. Order Import Dialog**

## 2.12 JTLS-0334 Display Completed Missions

### 2.12.1 Summary of Model Change Request

The WHIP IMT was designed to always reflect what is in the JODA. This means that objects that are deleted will be removed from the IMT screen. This is useful for all IMT screens except for the Air Mission screen. Once an Air Mission is complete, the CEP deletes the mission from the JODA. This means that Completed Air Missions are removed from the IMT. This ECP implements the capability which allows completed air missions to remain on the WHIP IMT in a manner similar to the capability available in the workstation JODA version of the IMT.

### 2.12.2 Design Summary

The IMT Screen definition file format was enhanced to indicate that a screen should keep deleted entries. This new capability can be applied to any IMT screen definition, but has been applied only to the Air Mission IMT screen in response to this MCR. This has the effect of the Air Mission screen keeping completed missions. The deleted missions do not appear on newly opened IMT screens and are removed if the player modifies the filters or if an open Air Mission IMT screen receives a download from the JXSR. The IMT could receive a download from the JXSR if the CEP, JODA, or JXSR is restarted.

## 2.13 JTLS-0343 Sort Messages By Unit/Faction

### 2.13.1 Summary of Model Change Request

The JTLS Combat Events Program (CEP) sends two basic types of user messages, directed and broadcast. A directed message is routed to a specific Web-Hosted Interface Program (WHIP) and is typically a reply to a specific user's WHIP request for information or a response to an order that was entered from the WHIP. A broadcast message is available to any WHIP that indicates interest in the purpose of the message. The WHIP Message Browser component provides user access to all message types.

The Message Browser allows flexibility to indicate which types of messages are of interest and provides a capability to request and display messages according to three characteristics:

- Type. This is the most robust retrieval constraint. The user has the ability to request any combination of messages based on the following attributes:
  - a. Number. Each message generated by the CEP is assigned a numeric identifier. For example, a Mission Report is a message numbered 3680. A user can retrieve all available Mission Reports by selecting the Mission Report message name from a displayed list of available messages and transfer it to a list of requested messages.
  - b. Destination.
- Time. To establish these retrieval constraints, the user can select from one of these separate time specifications:
  - a. All messages. If the user selects this option, all messages from the beginning of the game and all future messages will pass the time constraint filter.
  - b. Specific period. The user enters a starting time and ending time as a retrieval contestant. For example, the user can choose to view messages generated from 1200Z 25AUG05 to 2200Z 25AUG05. If the message time is equal to or between these two values, the message will pass the time constraint filter.
  - c. Rolling period. The user specifies a time interval between a selected past or future time and the current time. As the game progresses, messages generated within this period are removed from the display and replaced by new messages. For example, if the user chooses to view messages generated during the previous six hours, beginning at 1200Z

25AUG05, all messages with a time stamp equal to or between 0600 and 1200 on 25 August 2005 will pass the time constraint filter. At 1210Z 25AUG05 only those messages with a time stamp equal to or between 0610 and 1210 on the 25 August 2005 will pass the time constraint filter.

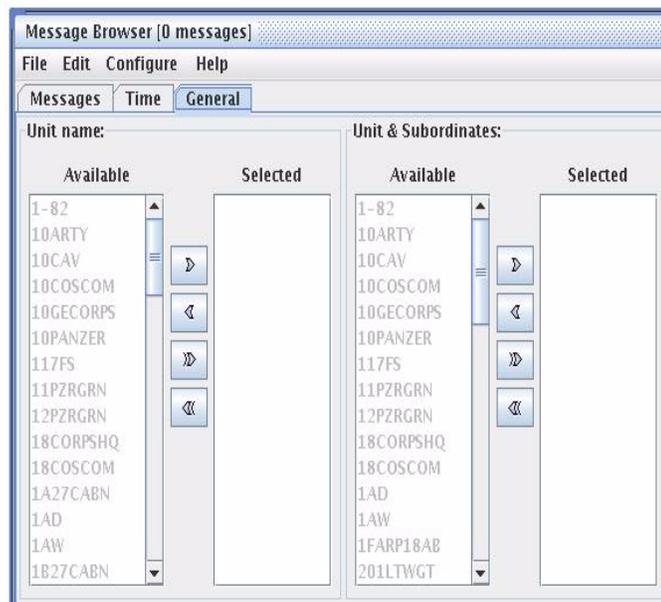
- Search string within the message.

Each message displayed in the Message Browser interface must pass each of these selected filter constraints: type of message, time of message, and search string.

Users have requested the capability to search messages according to Unit, Command Hierarchy, or Faction. This ECP provides that capability.

### 2.13.2 Design Summary

The XML Message Service, XMS, which provides filtered CEP messages to the WHIP, has been enhanced to provide filters on Unit and on a Unit and subordinates. The CEP was enhanced to provide Unit information on each broadcast message. This message unit information is used by the XMS to determine which messages are provided to the WHIP. To control this new function, the Message Browser has a new panel to allow configuration of Unit filters as shown in **Figure 8**. This tab will make use of WHIP selection lists which show a list of possible selections and a list of active selections



**FIGURE 8. Unit Filter Tab**

There are two selection lists available for filtering units. The first, titled "Unit name", include all messages for units in the "Selected" list. The selection list titled "Unit & Subordinates" include each selected unit, and that unit's subordinates in the message list.

The message filtering algorithm with the unit filtering applies the following criteria:

1. Check the message time such that it is within the specified time range, otherwise, reject the message.
2. Check if the type of the message such that it is in the list of message types, otherwise reject the message.
3. If the message is a broadcast message, ensure broadcast type is in the specified broadcast bits, otherwise reject the message.
4. If the message has a UNIT attribute, see if that unit is included in unit filters. If the unit is not listed and is not a subordinate, reject the message.
5. Check for keywords in the message data. If none of the specified keywords are found, reject the message.
6. If the above checks have passed, include the message.

## 2.14 JTLS-0347 Units In Combat Flag

### 2.14.1 Summary of Model Change Request

This ECP adds the capability to quickly and easily identify which units are in combat and which units are not in combat by looking at the Command Hierarchy Tree.

### 2.14.2 Design Summary

The combat status of a unit is a Boolean value. The unit is either in combat or not in combat. If a unit is in combat, the background of "in-combat" units in the color red, as in shown in [Figure 9](#).

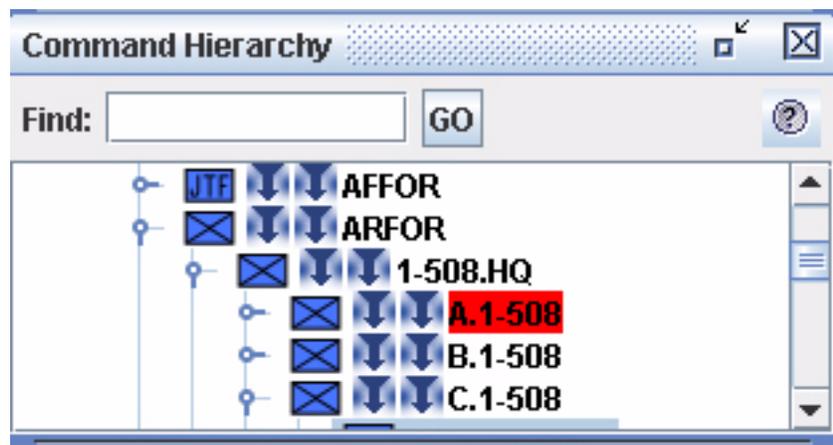


FIGURE 9. Unit in Combat

## 2.15 JTLS-0358 Color Units By Supply Level

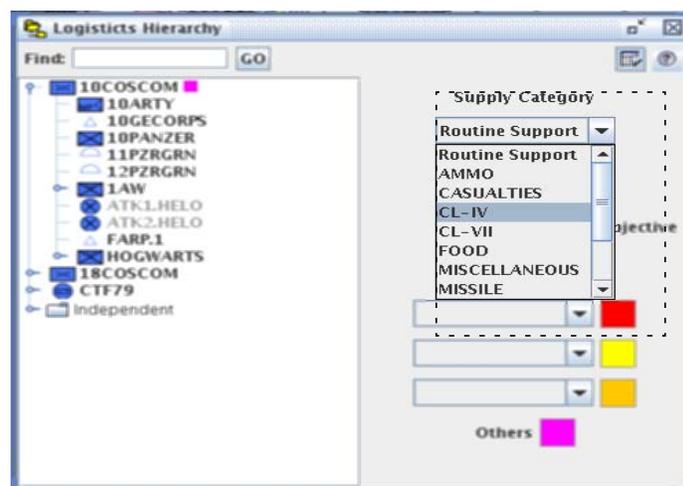
### 2.15.1 Summary of Model Change Request

This ECP is intended to increase the logistics information readily available to the Player on the WHIP nterface. It adds a color-coding capability to the Logistics Tree component that indicates whether a unit has an On Hand supply level less than its Basic Load, Stockage Objective, or Reorder Level in specific supply categories.

This new Logistics Tree component allows the user to organize units based on a supply chain and monitor which units are low on supplies. The Logistics Tree is similar in style and function to the existing Command Tree but it also include color-coded badges that indicate supplies are low. The meaning of the colors and the threshold at which supplies are considered low is configurable by the user. Color coding focuses on a limited number of supplies, but a complete list of shortages is also be available to the user in the same tree.

### 2.15.2 Design Summary

The organization of the Logistics Tree can be divided into two general categories, based on the scenario units routine support change and the support chain specified for a specific supply category. By default, the Logistics Tree is organized according to the routine support unit. Once the unit hierarchy is displayed in this manner, the user may reconfigure the tree to be sorted according to a specific supply category by using the selection menu depicted in **Figure 10**.



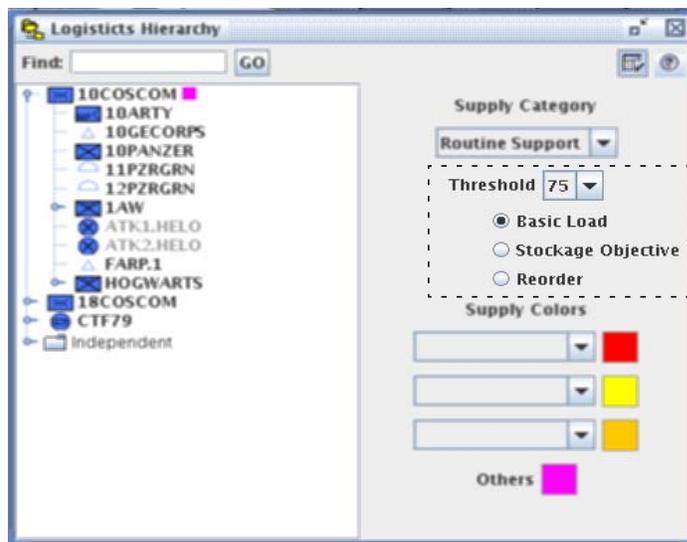
**FIGURE 10. Fig 1 Supply Category Selection**

When the Routine Support option is selected, the routine support unit is used to determine a unit's parent in the Logistics Tree. A unit that has no routine support unit and has no supported units subordinate to it in the supply chain is placed in an Independent node. If a supply category option is

selected instead of Routine Support, the specific supplier of that supply category is used to determine the unit’s parent within the tree. If a unit does not own any of that supply type, it is considered Independent.

All other user-configurable parameters determine when and how a unit should be identified as being low on supplies. These include a percentage threshold level that supply levels must fall below to be considered short, and the type of shortage to monitor, which may be Basic Load, Stockage Objective, or Reorder Level. Shortages are calculated by dividing the On Hand by the shortage type being used as the basis, resulting in a percentage with an upper bound of 250%. Values greater than 100% provide a useful and convenient indicator that a unit has a surplus of supplies.

The interface buttons used to select and configure these parameters are depicted in **Figure 11**.



**FIGURE 11. Threshold and Shortage Type Selection**

Once the Logistics Tree component has determined that a unit is short on supplies, it conveys this supply status to the user through the use of a color-coded badge displayed adjacent to the unit name. The badge may be one of four colors, three of which indicate a user specified supply is low and one which indicates one or more of the unspecified supplies is low. These colors are depicted in **Figure 12** and are applied in the same priority order as they are listed. For example, assume the user has selected the supply categories as shown in **Figure 12** and that a unit is short on both AMMO and POL. In this case the unit’s marker is colored red because the AMMO supply category has requisitioning priority over POL.

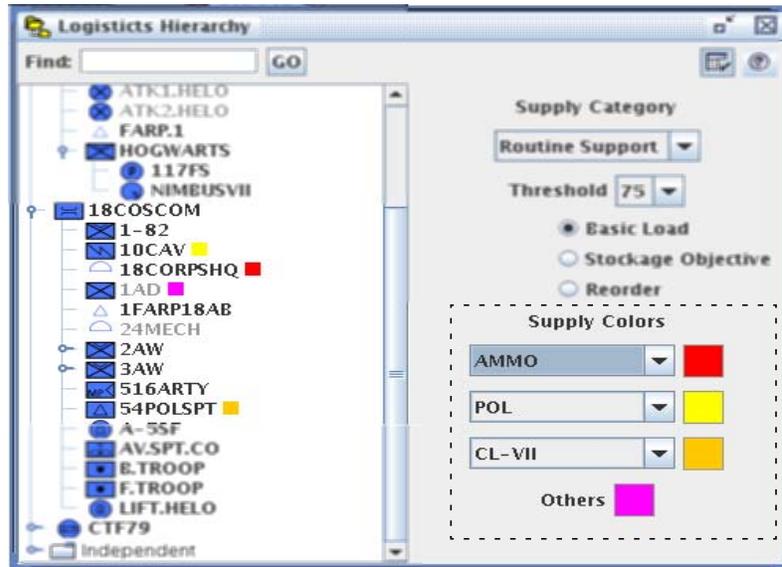


FIGURE 12. Supply Color Selection and Color-Coded Badges

An additional feature is provided for units that have more than one short supply. Since only one color may be used to mark the unit, the user sees no indication of which supply category, other than the primary supply, is short when a unit is marked. To obtain this information, the user can hold the mouse pointer over the marked unit name to display a list of short supplies, as depicted in Figure 13.

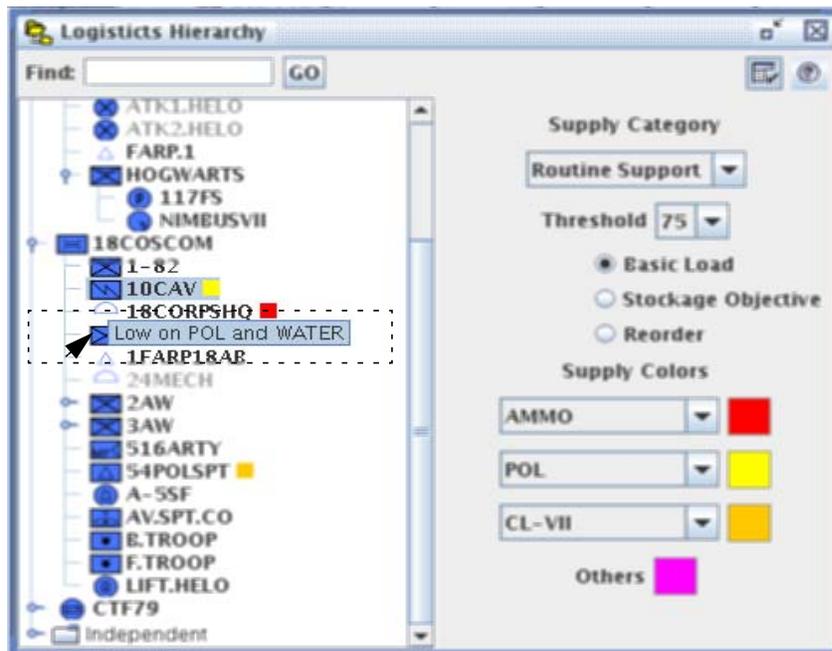


FIGURE 13. Tooltip List of Short Supplies

## 2.16 JTLS-0397 Air Mission Speed Flexibility

### 2.16.1 Summary of Model Change Request

In previous versions the JTLS user has the ability to order an air mission to travel at a speed faster than its normal cruising speed, but does not have the ability to order a slower cruising speed. The purpose of this ECP is to improve the flexibility of the air mission speed specification and allow a user to manually control the speed of an air mission at any time during its flight profile.

### 2.16.2 Design Summary

Allowing the user to reduce the speed of an air mission to less than its normal cruise speed was not technically difficult, and is an obvious feature of this ECP. Aspects of this improvement which required further consideration were the fuel consumption implications of altering the speed of an air mission.

Providing the user with speed flexibility without considering fuel consumption is contrary to the event-oriented philosophy that has guided the development of JTLS. For every user decision, the model incorporates the positive result of that decision with its significant consequences. For example, if a user decides to fly an air mission into a target area at low altitude, the air mission is more difficult to detect, but will experience a greater fuel consumption rate at the reduced altitude. Thus, the model presents the user with a decision for which a concession must be considered.

If JTLS provides no negative consequence to offset the positive effect of a decision, the need to make that particular decision is eliminated. When we implemented the capability to increase the speed of an air mission, we did not incorporate a negative consequence, primarily due to associated time constraints. In the current model paradigm, an experienced user will direct all air missions to travel at their allowed maximum speed knowing that the real-world fuel consumption restrictions of this decision are not modeled.

Therefore, this ECP implemented two separate modeling concepts, which are discussed below:

- The ability to alter the speed of an air mission, either greater or less than this rationale will apply any speed adjustment capabilities we develop for JTLS. The mission's database-specified cruise speed
- The representation of an aircraft's fuel consumption profile as a function of speed

#### 2.16.2.1 Altering Speed Flexibility

In previous versions, a JTLS Aircraft Class represented speed by means of two database parameters, AC SPEED representing the cruise speed of the aircraft and AC MAX SPEED representing the full-power speed of the aircraft. For complete speed flexibility, we added a minimum speed data parameter to the Aircraft Class structure definition. This new lower-bound speed is called AC STALL SPEED.

The AC STALL SPEED data parameter definition includes a minimum acceptable value of 100 kilometers per hour (Km/H). Special consideration was given to helicopters, which have the ability to “hover” at zero Km/H. Since AC STALL SPEED is also used to determine the time the air mission moves into the next hex, allowing zero as a lower bound will cause logical inconsistencies in the model. Each time an air mission enters a hex, the model allows the mission to be detected, consume fuel, and be hit by enemy air defenses. As the minimum flight speed approaches zero, the logical representation of these processes is distorted, because a long time elapses between mission movements. To represent a hovering helicopter, users must avoid flight speeds equal to or approaching zero. Instead, users must place the mission in an orbiting posture either by assigning the mission to an orbit location, or to a route that has a specified hold point.

JTLS players continue to manually change the speed of a mission using the Change Air Mission Parameter order. If the user specifies a speed less than the new AC STALL SPEED or greater than the existing AC MAX SPEED, the order is rejected and the user informed. Once a mission has accepted a new manually-adjusted speed, that speed is maintained until any of the JTLS automatic change speed rules are triggered.

**Table 20** outlines the set of automatic change speed rules. JTLS rules that existed in previous versions are indicated by cells highlighted green. New rules based on the new AC STALL SPEED data parameter are indicated by cells highlighted yellow.

**Table 20. JTLS Automatic Speed Adjustment Rules**

SET SPEED VALUE	MODEL USE
AC SPEED	JTLS performs all timing computations for an air mission using the AC SPEED parameter. For example, if an aircraft’s AC SPEED is set to 750 kilometers per hour (Km/H), and the mission must travel 1500 kilometers to reach its assigned target area, and is directed to be over the target area at 0900, the model determines that the flight time is 2.0 hours and the mission must launch at 0700. After launch, this setting is the default speed for the air mission during its flight
Between AC SPEED and AC MAX SPEED	The only instance the model automatically changes the mission’s speed to a value between AC SPEED and AC MAX SPEED is when an air mission package is heading into the target area. The speeds of the component missions are adjusted individually to allow the entire package to leave the rendezvous point and still arrive at their target location at the same time.
AC MAX SPEED	The model never automatically sets the speed of an air mission to its AC MAX SPEED except for the rule specified above when computing the speed of individual air missions within an Air Mission Package.
Between AC SPEED and AC STALL SPEED	The adjustment of fuel consumption according to the air mission’s cruising speed is discussed in a following section. New data was added to the Aircraft Class definition to describe the fuel consumption rate, but restrictions on this data establish AC STALL SPEED as the aircraft’s most fuel efficient or maximum endurance speed. For this reason, when an air mission heads home due to a low fuel level, the mission automatically decreases its speed. If it enters an enemy air-defended hex, it will compute the maximum amount of fuel that it can consume in this hex and still reach its next refuel location. Considering the fuel it has available and the remaining distance it must travel, the mission automatically adjusts its speed to a maximum no greater than its cruise speed.

**Table 20. JTLS Automatic Speed Adjustment Rules (Continued)**

SET SPEED VALUE	MODEL USE
AC STALL SPEED	For a mission heading home due to a low fuel level, the model automatically adjusts the mission's speed to AC STALL SPEED within a hex that contain no active enemy air defense.

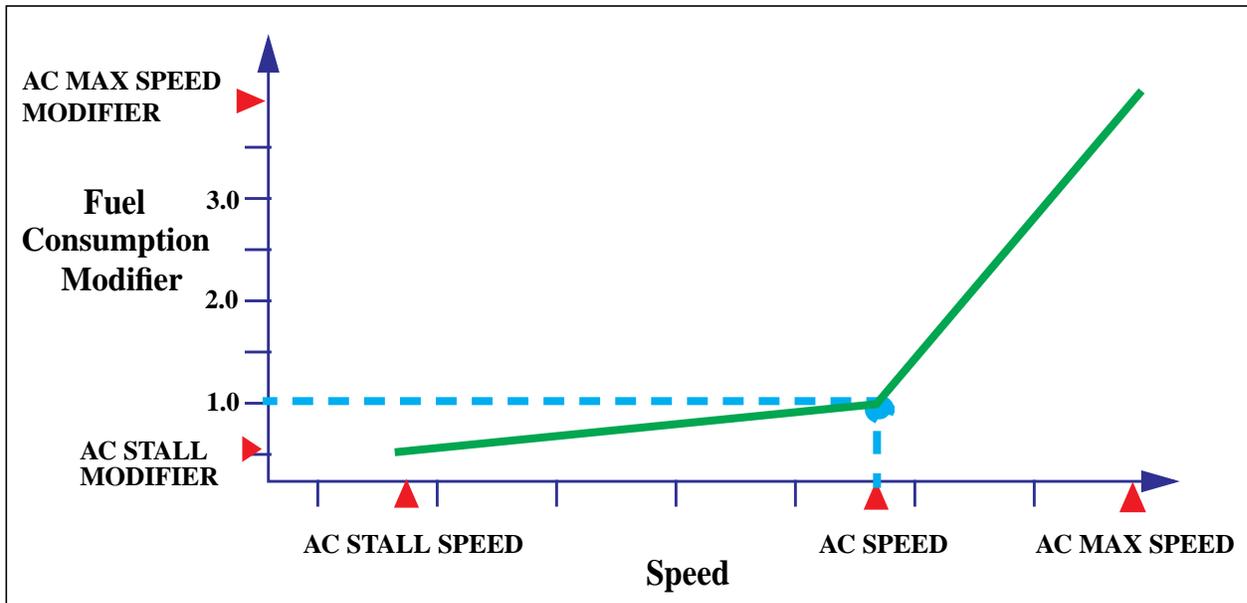
2.16.2.2 Fuel Consumption As a Function of Speed

In previous versions of JTLS only altitude was considered by the fuel consumption algorithm. In reality altitude is only one of several factors needed to realistically determine aircraft fuel consumption. Other relevant parameters are temperature and power. Power is directly related to fuel flow and to speed. To fly faster, more power must be applied, which increases the fuel flow rate. Aircraft fuel flow charts are complex and impossible to accurately represent within JTLS. Our goal was to represent the effects of significant fuel consumption factors without burdening the database builder or the model with time-consuming computations. For this reason, we eliminated the concept of temperature effects on fuel consumption, and considered only the effects of speed.

We realize that fuel consumption is not necessarily directly correlated to speed. For example, as the aircraft approaches stall speed, more fuel is required to keep the aircraft flying. The design team decided to disregard this concept to simplify an already complex representation.

The resulting algorithm retains the altitude-based fuel consumption function and modifies the result of that algorithm based on the aircraft's current speed. The existing altitude-based fuel consumption numbers now represent the aircraft fuel consumption algorithm at the aircraft's cruising speed. For fuel consumption at other speeds, the model determines whether the aircraft is traveling faster or slower than its cruising speed. To represent this simplified function, the data parameters AC STALL FUEL MODIFIER and AC MAX FUEL MODIFIER were added to the Aircraft Class definition and used to define our modifier function for fuel consumption, as shown in [Figure 14](#).

Since the current fuel consumption function definition represents the desired fuel consumption of a mission traveling at its cruise speed AC SPEED, the model assumes a corresponding speed modifier value of 1.0, which results in no modification of the fuel consumption value. If the mission travels at less than its cruise speed, the model will interpolate a fuel consumption modifier within the Stall Speed interval of the function graph. Consistently with the data parameter definition, AC STALL FUEL MODIFIER must be less than or equal to 1.0. The result is that the mission will reduce its fuel consumption by this determined modifier. Likewise, if the air mission's speed is greater than AC SPEED, the model will interpolate within the Max Speed interval to determine a modifier value. The assumption remains that as the mission increasingly exceeds its cruise speed, more fuel will be consumed. For this reason, the AC MAX FUEL MODIFIER must be greater than or equal to 1.0.



**FIGURE 14. Fuel Consumption Modifier as a Function of Speed**

### 2.16.3 Data Changes

This ECP requires these new data elements: AC STALL SPEED, AC STALL FUEL MODIFIER, AC MAX FUEL MODIFIER.

### 2.16.4 Order Changes

These minor order changes must be implemented to support this ECP:

- Update the Set Order for Aircraft Class.
- Updating the Change Air Mission Parameter order may be necessary to ensure that the order allows the entry of appropriately small speed values.

## 2.17 JTLS-0398 Process ATO-T Changes

### 2.17.1 Summary of Model Change Request

In previous versions of JTLS, the JTLS Air Tasking Order (ATO) Translator (ATO-T) only had the ability to process original ATOs. During normal military operations it is not uncommon for the Air Staff to issue changes to the day's ATO. Each changes specified in the ATO change order can be either a complete new mission, a change to a previously defined mission or the cancellation of an existing mission. The ATO-T could not handle the change or cancellation capabilities associated with

ATO change order; therefore, it never processed these orders and relied on the user to evaluate the change and manually enter the required JTLS order to implement the change.

The purpose of this ECP was to improve the ability of the ATO-T to process an ATO change order.

2.17.2 Design Summary

The center of this entire implemented capability is the Order Entry Client. Although the ATO-T has maintained the capability to output orders to a Read Order file, the primary method that it uses to get orders into the game is the Order Entry Client (OEC). The ATO-T translates an original ATO and places the orders in the OEC database. The OEC is told to submit the order approximately 4 hours prior to expected launch.

This OEC database is now available to be viewed over the web via the Oracle iAS web-portal server. Users can view the orders and the ATO original specification from their WHIP workstations. In addition the users have the ability to alter the order data if desired. If an ATO change is published by the exercise audience, the ATO-T process all of the orders, (creations, changes, and deletions) according to the rules outlined in **Table 21**.

**TABLE 21. Implemented ATO-T Change Capability**

TYPE ATO	STATUS
New mission	All new mission are processed following the same rules used for original ATO orders. The mission orders are translated and entered into the OEC order database with a submit time set to approximately four hours prior to expected launch.
Alter mission	<p>If the mission order has not been submitted to the game, the order is canceled within the OEC. the ATO-T then translates the altered mission order as a new order and submits the order to the OEC. At the proper submission time the OEC will send the order to the game.</p> <p>If the mission order has already been submitted to the game, the ability of the ATO-T to process the change is limited. The ATO-T has the ability to determine what has been changed in the mission by comparing the original ATO order for the mission and the new ATO order for the mission. The biggest problem is determining whether the user has already implemented the change. Some orders should not be submitted twice, such as an assign target order. If the user has already implemented the target assignment order, the ATO-T should not to this again because the end result would be twice the number of weapons being used against the specified target. On the other hand, submitted a Change Orbit order twice for a mission has no ill consequences. The ATO-T Users Guide indicates exactly which change options have been implemented in this version of JTLS and which change options have not been implemented. Although this ECP is closed with the delivery of JTLS 3.1.0.0, work on this task is continuing and as new features are added, new more specific ECPs will be added to the configuration management system.</p>
Cancel mission	<p>If the mission order has not been submitted to the game, the order is canceled within the OEC. The order is not removed from the database, but the flag is set to indicate that it should not be sent to the game at its originally schedule time.</p> <p>If the mission order has already been submitted to the game, the ATO-T places a Cancel Air Mission order in the OEC with an immediately send time indicated. The order is then sent to the game and the mission is canceled.</p>

## 2.18 JTLS-0403 External Graphics File

### 2.18.1 Summary of Model Change Request

The Web Hosted Interface Program (WHIP) allows users to create graphics overlays within their map displays and save these overlays as named files that can be recalled and shared among other WHIP users. These saved graphics overlays are called slides and contain various graphic elements, described in [Table 22](#).

**TABLE 22. WHIP-Supported Graphics Elements**

GRAPHIC ELEMENT	DESCRIPTION
Point	Marks a location with a small rectangle or ellipse
Line	Line segment between two locations with optional arrowheads at either or both ends
Circle	Circle with a specified radius
Rectangle	Rectangle defined by an upper-left corner and a lower-right corner
Polygon	Open or closed polygon with any number of sides. An open polygon displays as a multi-segmented line. A closed polygon is typically irregular and can be concave or convex.
Distance	Multi-segmented line that renders the distance between each of the adjacent vertices
Text	Text that can be placed at a specific location

The intent of this ECP is to define a method to allow the WHIPs to save these graphics files. This definition was needed for these purposes:

- External programs, such as the Air Tasking Order Translator, can generate the graphics overlay slides for the WHIP. In this specific case, the location of Combat Air Patrol points, refueling points, and killboxes designated in an Air Control Order (ACO) could be placed into slides that users can invoke and display on their WHIPs. Each instance a new ACO is generated, new slides can be produced and the user can easily view any changes made to the ACO.
- Other users can obtain the JTLS WHIP external graphics files and use them with their own display programs. For example, some organizations are independently creating their own After Action Review (AAR) capabilities, which include a graphical replay capability. An explicit graphical file definition allows these developers to access and display the slides produced by the JTLS WHIP user during the conduct of an exercise.

### 2.18.2 Design Summary

This design fulfills two purposes: to define the format of the external graphics file and describe how the ATO-T uses this file format to generate ACO slides that can be accessed and used by designated WHIP Players. To support this design, the external graphics file interface had to be explicitly defined.

The format of an externally-created graphics file is the same XML format used by the WHIP to save Map Component graphics. The Map Graphic file format is defined in its entirety in the Software Maintenance Manual.

The ATO-T creates WHIP slide files for every ACO that it processes. The information in the ACO, such as planned routes, orbit locations, intelligence collection paths are all placed into individual slide files. The ATO-T determines what sides should be allowed to view the new slides and then notifies the SYNAPSE that new slide files exist. The WHIPs that have permission to view this new data are notified and the users can then request to view the ATO-T created slides.

Again the JTLS Software Maintenance Manual describes the format of the SML file along with the rules concerning where to place the files and method that should be used to inform the SYNAPSE of the existence of the external created graphics files.

## 2.19 JTLS-0411 Manual Pair Protection Radius Override

### 2.19.1 Summary of Model Change Request

Users complained that they wanted air missions that were manually paired against an enemy track to ignore their protection radius. After discussion with the users, they understood why this was probably a poor idea. Instead we reviewed the logic used by the model to assign a protection radius to missions that were manually paired to determine if a better algorithm could be derived.

The algorithm that the model now uses to automatically set a manually paired mission's protection radius can be summarized by the following equations.

$$\text{Protection\_Radius}_{REF} = \text{Distance}(\text{Track}, \text{Reference\_Point}) + (2.0 \times \text{HexSize}_{Avg})$$

$$\text{Protection\_Radius}_{Now} = \text{Distance}(\text{Track}, \text{Mission}) + (2.0 \times \text{HexSize}_{Avg})$$

$$\text{Protection\_Radius} = \text{Max}(\text{Protection\_Radius}_{Ref}, \text{Protection\_Radius}_{Now})$$

The most significant change in this algorithm is that the mission takes into account its location when the manual pair order is received. If the mission is currently outside of its protection range, the automatically adjusts the protection radius so it will not immediately break-off its assigned intercept.

## 2.20 JTLS-0442 Detached Squadron Maintenance

### 2.20.1 Summary of Model Change Request

Within JTLS, it is possible to move air assets from one location to another. This can be done either by creating a Transfer air mission or by ordering any other mission type to return to a location other than

its home base. In previous versions, the algorithm for malfunction maintenance posed several problems. **Table 23** outlines the dilemma that was caused by the old maintenance algorithm.

**Table 23. Detached Squadron Malfunction Data Parameter Alternatives**

CONCEPT	PROBLEMS
Assign the detached squadron a pro-rated value for UT MAX SORTIES PER DAY.	Assume a squadron of 24 aircraft has a UT MAX SORTIES PER DAY set to 48. If 4 aircraft are placed in a detachment at a forward operating location, then the detachment is given a UT MAX SORTIES PER DAY of 8. The detachment's mean malfunction maintenance time per aircraft will be 1.0 / 8.0 days or 3 hours. This value can never be less, but when the aircraft are located with their home squadron, the average malfunction maintenance time is only a half an hour. This difference may be justifiable at the new base for a short period of time, but over a longer period the average malfunction maintenance time should be the same, regardless of where the aircraft are stationed.
Assign the detached squadron the full UT MAX SORTIES PER DAY value.	In this example, the detached squadron would also have a UT MAX SORTIES PER DAY of 48. This means that the average malfunction maintenance time would be a half an hour at both the home squadron and the detached squadron. However, the detached squadron will never be affected by surging. It would be impossible to process the detached squadron within the surging routine of the malfunction algorithm.

Therefore, the purpose of this design was to create a malfunction maintenance time algorithm that allows the average time for malfunction maintenance to be the same at both the home base and at the detached squadron. Concurrently, we implemented an algorithm that properly represents a squadron surge factor, regardless of an aircraft's launch location. This design only changes the malfunction maintenance algorithm within JTLS. The routine maintenance algorithm, as represented by the aircraft AC LOAD TIME, has not been altered. In addition we have not added a preventive maintenance model to JTLS.

### 2.20.2 Malfunction Maintenance Model

The new malfunction maintenance model consists of a relatively simple modifications of each of the maintenance algorithm equations:

- The mean malfunction maintenance time equation is no longer a function of the UT MAX SORTIES PER DAY parameter. It is replaced by a new aircraft data parameter, AC AVG MALFUNCTION REPAIR TIME as the basis for the average maintenance time. This is equivalent to the current AC AVG COMBAT REPAIR TIME parameter that existed in previous versions of JTLS.
- The surge adjustment equation is applied only if the sortie count  $M_{\text{Count}}$  is greater than  $\text{Max}_{\text{Sorties}}$ . Otherwise, the surge adjustment is set to 1.0. Consequently, the average maintenance time specified by the data parameter AC AVG MALFUNCTION REPAIR TIME is the resulting average time in a non-surge mode. This time is adjusted only if surging is present.

- Finally, old maintenance count equation incorrectly determined a sortie count by using all of the missions flown during the previous three-day period. Since the definition of UT MAX SORTIES PER DAY is the number of sorties the squadron can fly per day without experiencing fatigue or effectiveness, the maintenance count cannot consider days during which the sortie count is less than or equal to the UT MAX SORTIES PER DAY data parameter. Without this restriction, the surge adjustment would be greater than zero even if the unit constantly flew its maximum allowed sorties per day. For this reason, the sortie count equation will consider only the sorties that exceed the unit’s UT MAX SORTIES PER DAY parameter.

The modified malfunction maintenance equations can be summarized in the following three equations where  $S_T$ ,  $S_Y$ ,  $S_1$ , and  $S_2$  represents the sortie count for today, yesterday, 1 day ago and 2 days ago respectively. The data variable  $R_i$  represents the rate or percentage of sorties flown on that day that count toward the sortie maintenance count  $M_{Count}$ .

$$M_{Count} = S_T + \sum_{i=Y}^3 [R_i \times \max(0, S_i - Max_{Sorties})]$$

$$Surge_{Adjustment} = MAX(1.0, M_{Count} / Max_{Sorties})$$

$$M_{Time} = Surge_{Adjustment} \times (AC\ AVG\ MALFUNCTION\ REPAIR\ TIME)$$

When four aircraft detach from their home squadron and create a new squadron at a forward operating location, the surging parameters must be divided appropriately. These resulting computations are shown in **Table 24**.

**Table 24. Pro-rating Surge Data Parameters for Squadron Detachments**

PARAMETER	SQUADRON STARTING VALUES	SQUADRON POST DETACHMENT VALUES	DETACHED SQUADRON VALUES
Aircraft TOE	24	20	4
UT MAX SORTIES PER DAY	48	40	8
UT SORTIES FLOWN TODAY	40	33	7
UT SORTIES FLOWN YESTERDAY	52	43	9
UT SORTIES FLOWN 2 DAYS AGO	68	59	9
UT SORTIES FLOWN 3 DAYS AGO	50	42	8

Since the detached squadron belongs to the same Faction as its parent squadron, it accesses the same Sustainment Logistics Prototype (SLP) surge rate parameters. **Table 25** outlines the results of the mean malfunction maintenance time, assuming that the new AC AVG MALFUNCTION REPAIR TIME is set to 2 hours. As shown, the detached squadron has the same mean maintenance time as its parent unit. The slight difference in the outcome is caused by the round-off necessary to transfer an integer value for the various sorties flown attributes.

**Table 25. Final Mean Malfunction Repair Time**

EQUATION	PARENT SQUADRON	DETACHED SQUADRON
Compute Sortie Count	51.9	8.7
Compute Surge Adjustment	1.2975	1.0875
Compute Mean Malfunction Repair Time	2 hours 36 minutes	2 hours 11 minutes

While reviewing the algorithm, the reader must ignore the data parameters used in the example. If 2.5 hours of malfunction maintenance time is not sufficient, the data parameters can be adjusted accordingly. Since the new algorithm considers only the sorties exceeding the UT MAX SORTIES PER DAY parameter instead of all sorties flown, we strongly recommend that the database builder increase the values held for SLP YESTERDAY RATE, SLP DAY 2 RATE, and SLP DAY 3 RATE.

The critical aspect of the design is that the detached squadron's maintenance times are equivalent to the parent squadron values. Additionally, we have maintained the design to incorporate the concept of surging and the impact of surging on air operations.

A minor modification remains. As described previously, combat maintenance does not consider the effect on surging. The algorithms for combat maintenance and malfunction maintenance should proceed identically, excepting the basic time parameter for each maintenance type. Therefore, the AC AVG COMBAT REPAIR TIME parameter is multiplied by the computed surge factor within the combat maintenance computation.

#### 2.20.2.1 Determining Aircraft Maintenance Type

It is essential that the JTLS Player understands why an aircraft is in maintenance. Currently, the user has the capability to view all aircraft in maintenance and has access to information regarding when the aircraft will be released from maintenance. However, information pertaining to why the aircraft is in maintenance was not available in previous versions. This information is now available to the user on the IMT.

We have added an attribute to the aircraft maintenance event held by the JODA. This new attribute is set to a value shown in **Table 26**. Although preventive maintenance is not currently modeled in JTLS, we have decided to include it in the maintenance type list to prepare for likely future improvements. The IMT screens have been modified to display this new information.

**Table 26. Types of Aircraft Maintenance**

MAINTENANCE TYPE	ASSIGNED NUMERICAL VALUE
Routine	1
Malfunction	2
Combat	3
Preventive	4

### 2.20.3 Data Changes

The following data changes are required to implement this design:

**AC AVG MALFUNCTION REPAIR TIME** (New Data Parameter)

**AC AVG COMBAT REPAIR TIME** (Modify existing data parameter)

### 2.20.4 Order Changes

The Set Aircraft Characteristics order was modified to accommodate the new Aircraft Class entity attribute.

## 2.21 JTLS-0501 AAR Improvements

### 2.21.1 Summary of Model Change Request

JTLS is going through a major redesign of its After Action Review (AAR) capability. This ECP is by no means closed as a result of the delivery of JTLS 3.1.0.0, but there have been some added capabilities that the reader should be aware.

The PPS is available without any significant changes to the data that is available and the method with which the data is entered into the PPS database. On the other hand, we have started to make the PPS data available through the Oracle web-portal capability. Included in JTLS 3.1.0.0 are the necessary Oracle iAS forms needed to access the PSS data via a web-browser.

Within the next few months changes will be made to the PPS process so the data can be placed directly into the Oracle database on a real-time execution basis.

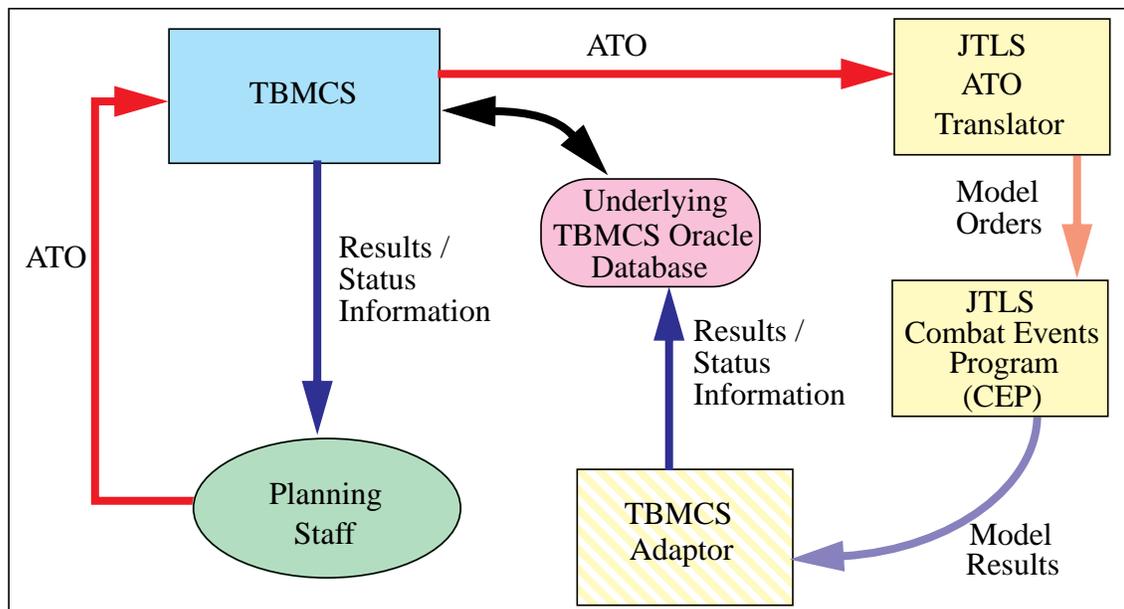
## 2.22 JTLS-0521 Link JTLS to TBMCS

### 2.22.1 Summary of Model Change Request

The Theater Battle Management Core System (TBMCS) is a real-world Command, Control, Communication, Computer, and Information (C4I) system used to create and track the progress of all U.S. military air missions flown throughout the world. Typically, TBMCS is used within a theater of operations to create and disseminate a daily Air Tasking Order (ATO) to all units participating in the theater's air operations during the ATO period. As the day progresses, active units submit information pertaining to the status and results of the missions to their local TBMCS terminals. The locally-entered data are passed upwards through the chain of command using the TBMCS communication network. This makes the progress information available to the Planning and Intelligence staffs, who arrange subsequent ATOs.

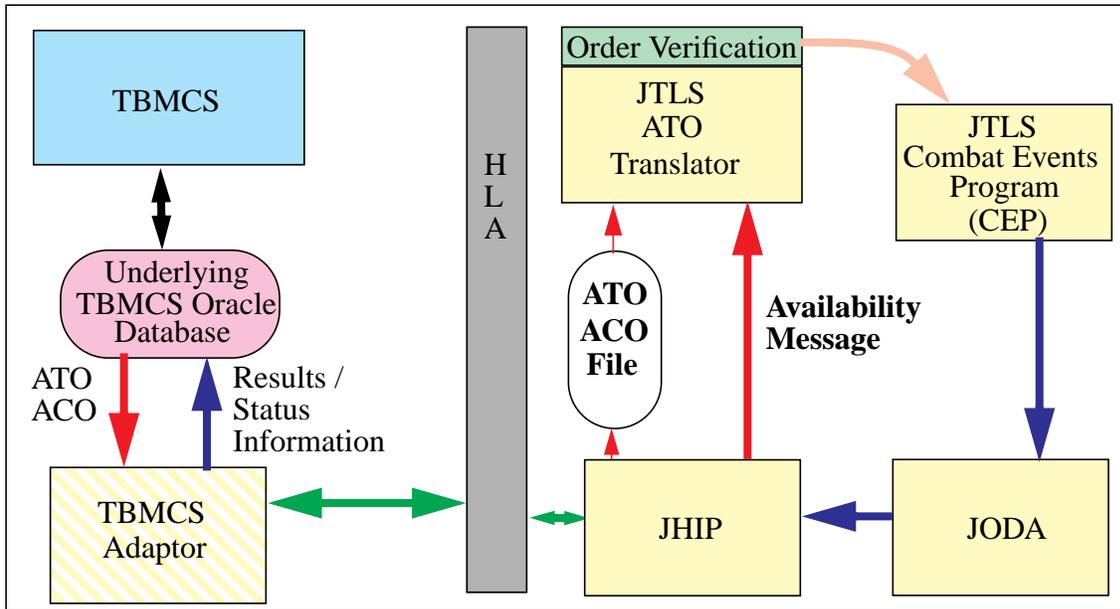
The purpose of this ECP is to pass JTLS generated data concerning air mission progress and results automatically to TBMCS so it can be accessed by the exercise audience as it would be during a real-world military operation.

This has been accomplished by the development of an interface program called the TBMCS Adaptor. It is part of the JWFC Configuration-Managed system, but is not delivered with JTLS. The general data flow of the entire ATO Process during a JTLS exercise that uses the TBMCS Adaptor is illustrated in [Figure 15](#).



**FIGURE 15. TBMCS Adaptor Data Flow Diagram**

The TBMCS Adaptor operates within the Joint Multi-Resolution Model (JMIRM) Federation and communicates with JTLS through the High Level Architecture (HLA). The operational details of this interface are illustrated in **Figure 16**.



**FIGURE 16. Detailed Communication Design: Connected Network Mode**

2.22.2 Available Data

Three types of data are passed from JTLS to TBMCS. These data types, and the primary method with which they will be passed to TBMCS, are outlined in **Table 27**.

**Table 27. Summary of Data Available to TBMCS**

DATA TYPE	DELIVERY METHOD
Estimated Take-off, Actual Take-Off, Estimated Return, and Actual Return Time information	These are delivered via an HLA interaction as the information becomes available.
Mission Status Information	Inferred from the posture of the air mission and from the information held in a new FOM attribute called the air mission divert code.
Final Mission Reports (MISREP)	JTLS produces USMTF MISREPs. These MISREPs must be e-mailed directly to the TBMCS Adaptor, which will pass them to TBMCS.

2.23 JTLS-0522 Link JTLS to JDLM

2.23.1 Summary of Model Change Request

The Joint Deployment Logistics Model (JDLM) is a strategic logistics simulation which obtains operational data from several real-world Command and Control (C2) logistics systems and

simultaneously feeds other real-world logistics C2 systems. The JTLS audience desired access to these C2 systems during an exercise, and the best way to accomplish this goal was to link the Joint Theater Level Simulation (JTLS) to JDLM.

JDLM is an asset to JTLS exercises for the following reasons:

- The term Dynamic Force Flow (DFF) represents the Time Phased Force Deployment Data (TPFDD) execution decisions that are continually being made, re-evaluated, and changed to support the implementation of a military plan requiring a large-scale deployment of U.S. forces and equipment. JDLM has the ability to translate a command staff's DFF decisions into a movement plan without requiring the support staff typically required to link the equipment, personnel, and supplies being moved with the available transport assets. This means that during an exercise, the DFF decision process can be conducted without the hundreds of Transportation Command (TRANSCOM) support personnel typically required to support it. This aspect of a theater of deployment operation could not be exercised without JDLM.
- JDLM is designed to interpret a TPFDD and simulate the movement of its forces and supplies using strategic aircraft and naval assets. The movement of the forces and supplies can be represented from their origins at the forces' home stations and supply manufacturing points. Although JTLS has the ability to represent the movement of units and supplies into a theater of operations from anywhere in the world, it is unable to model port operations or detailed loading and off-loading tasks outside the theater of operations.
- The logistics staff's task is to monitor an ongoing operation from two different points of view, the status of the combat operation, and the status of the TPFDD movement which supports the combat operation. The staff has several real-world C2 systems available to accomplish this task. These include logistics systems capable of reporting the current status of each TPFDD entry and the Common Operational Picture (COP). JTLS can feed the COP with the status of the combat forces within the theater of operations, but JDLM is desired to concurrently feed the logistics C2 systems to reflect the status of the simulated movement of equipment, personnel, and supplies. JDLM is also able to feed the COP with the required location information for strategic lift aircraft and the naval assets.

Thus, a JTLS/JDLM federation potentially can create a seamless decision environment with respect to the DFF process. Decision makers will be able to monitor the status of the conflict situation and the TPFDD's movement into the theater, adjust the plan's TPFDD in response to movement problems and to changes in the conflict situation, and view the results of those decisions using their real-world C2 systems.

Conceptual illustrations of the real-world DFF decision process and the desired DFF decision process as used in an exercise supported by a JTLS/JDLM federation appear in [Figure 17](#) and [Figure 18](#), respectively.

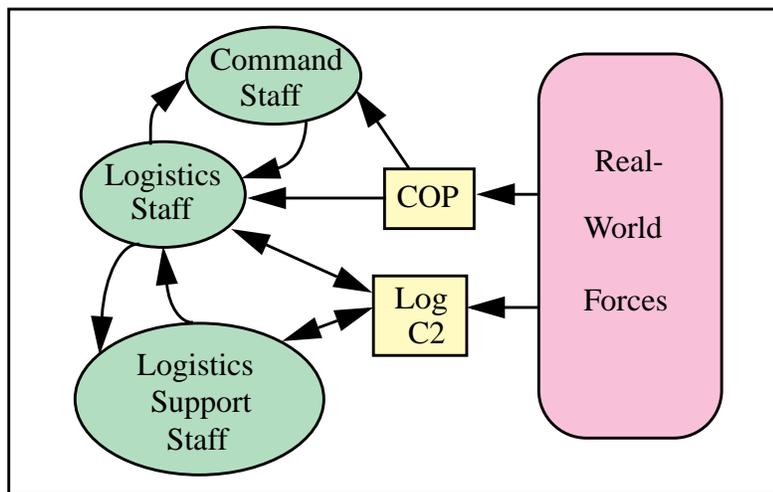


FIGURE 17. Real-World DFF Decision Process

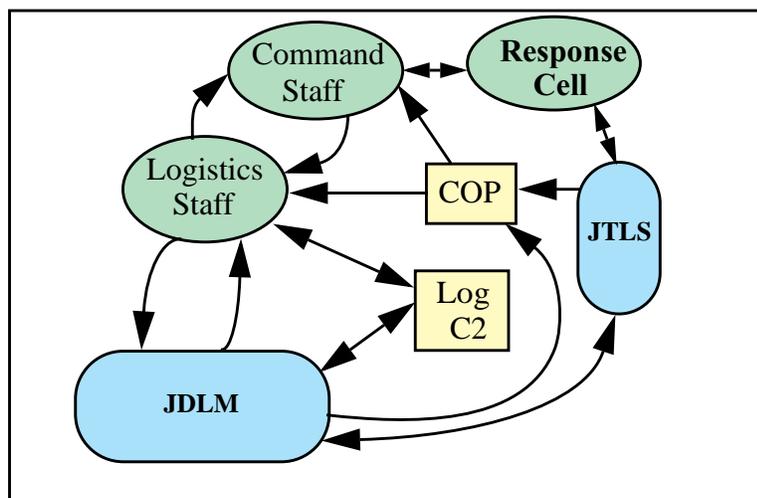


FIGURE 18. JTLS/JDLM Supported Exercise DFF Decision Process

### 2.23.2 Design Summary

Communication between JTLS and JDLM uses the High Level Architecture (HLA). JDLM models and controls naval vessels and lift aircraft participating in the movement of TPFDD resources until the next scheduled leg of the object is due to enter the JTLS playbox. For example, consider that the TPFDD calls for a C-5 to depart Travis Air Force Base in California with troops destined to a conflict area. The aircraft is scheduled to stop at Hickam Air Force Base in Hawaii to pick up supplies and then fly to Okinawa, which is in the JTLS playbox. At Okinawa, the plan off-loads a portion of the

personnel and supplies. The TPFDD schedule then directs the mission to Korea to off-load the remainder of the personnel and supplies. The aircraft is then scheduled to return to Hickam and end the mission at Travis.

In this situation, JDLM models the movement of the troops from their Continental US (CONUS) station to Travis AFB, loads the strategic lift aircraft, flies the aircraft to Hickam, loads the supplies at Hickam, and has the mission take off from Hickam. Since the next leg of the mission takes it into the JTLS playbox, the mission is passed to JTLS at this point in time. JTLS flies the mission from its current off-board location over Hickam onto the game board. It models the mission landing in Okinawa, off-loading the supplies and personnel as ordered, and then continues to Korea. In Korea, the mission again off-loads per order and returns to Hickam. There the mission lands and control is returned to JDLM, which would take the mission from Hickam back to Travis to complete its TPFDD responsibilities.

From the JTLS perspective, this example Strategic Lift mission does not exist in the game until it departs from Hickam on its in-bound journey, and no longer exist in JTLS when it returns to Hickam on its out-bound journey.

Strategic sealift are handled in a similar manner except for the representation of the naval object in JTLS. The naval vessel always exist in JTLS and always is viewable by the JTLS user. JTLS owns all naval units at game initialization. As soon as game initialization is complete and JDLM joins the federation, JTLS passes attribute control of all designated JDLM ships to JDLM. This means that JTLS does not own the location, speed, or bearing attributes until JDLM passes control of these attributes back to JTLS. JDLM can move the naval unit at will, and the location of the unit is reflected on the JTLS graphics display.

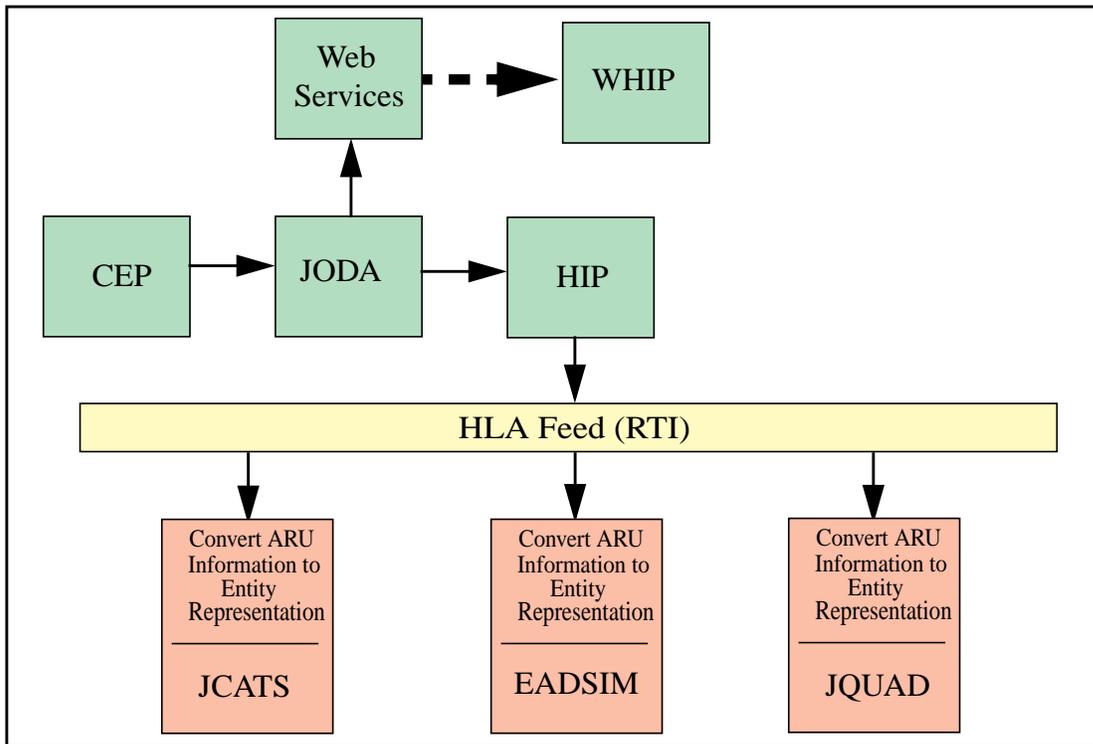
JTLS, as part of the continued JTLS and Joint Conflict And Tactical Simulation (JCATS) link, has added a database parameter used to indicate whether JTLS or JCATS owns the unit at the completion of game initialization. This same data parameter has been expanded to include JDLM as an option. If a naval unit's location is under the control of JDLM at game start, then this new data parameter should be set to JDLM as part of the database build procedure.

## 2.24 JTLS-0525 Entity Level Simulation

### 2.24.1 Summary of Model Change Request

Several entity-level simulations, such as the JCATS, the Extended Air Defense Simulation (EADSIM), and the intelligence representation system known as JQUAD are all members of the modeling federation known as the Joint Multi-Resolution Model (JMRM). The Joint Theater Level Simulation (JTLS) is also a member of the JMRM federation and is responsible for the representation of the combat operations area from a theater level, aggregate unit perspective. Several other entity-level simulations, such as Tactical Simulation (TACSIM), have also developed links to the JMRM. Each simulation has or will develop a method to translate JTLS Aggregate Resolution Unit (ARU)

information into an entity-level representation that meets their simulation requirements. The existing federation design is shown in **Figure 19**.



**FIGURE 19. Existing JTLS System Design for Links to Entity Level Simulations**

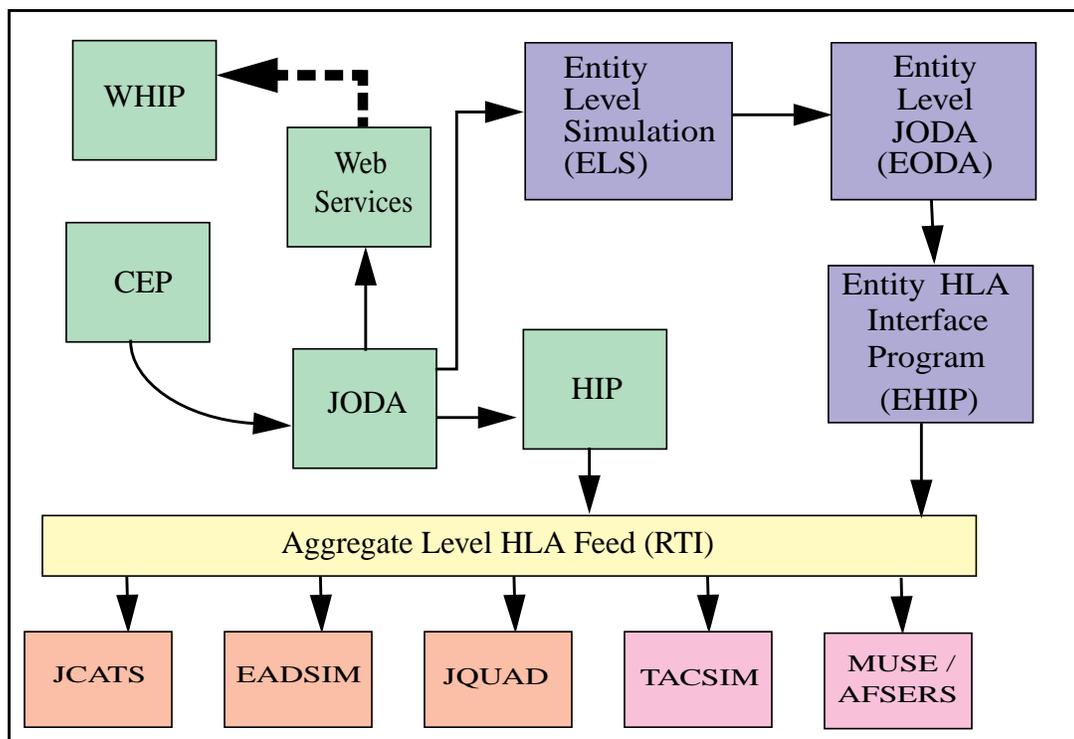
This scheme poses several problems:

- It is inefficient. Each entity level simulation linked to JTLS must develop and test specialized algorithms to convert JTLS ARU information into the entity-level representation required by its algorithms.
- Since each model uses a unique deaggregation algorithm, it represents the entity locations differently from other models. Thus, inconsistent information can be fed to the exercise audience from the entity-level simulations. This is the most important reason to implement entity-level representation.
- Although JTLS is an aggregate-resolution combat simulation model, it accesses a large quantity of data pertaining to the distribution of combat entities within the unit area. This primarily static information is not provided to each entity-level simulation through the High Level Architecture (HLA) feed.

This ECP concerns the development of a JTLS Entity-Level Simulation (ELS) to determine and publish the location and movement patterns of individual entities contained in the JTLS ARUs, via an independent JODA server. Although this ECP is not considered closed with the release of JTLS 3.1.0.0, the first release of the ELS is included. To say the least ELS is in its infancy, but it does publish individual combat system location information and moves these entities on the battlefield in response of JTLS aggregate unit movement, posture changes, and attrition. We have started to model target placement and attrition too.

### 2.24.2 Design Summary

The ultimate design concept for the JTLS Entity Level Server (ELS) is depicted in **Figure 20**.



**FIGURE 20. Desired JTLS System Links to Entity-Level Simulations**

Currently the ELS publishes information to the EODA, which operates identically to the JTLS aggregate-level data server (JODA). The EODA is the same software as the JODA it only uses a different object model definition. Other than that any organization that want to connect to the EODA can do so by following the same instructions for connecting to the JODA and requesting the desired information.

In this version of JTLS, we have experimented with having the ELS directly feed the HLA RTI vice developing another JTLS process to handle the communication between the ELS and the RTI. Given

that the Government has not officially published their desired RTI FOM object structure, we have not decided which method will be included in the final ELS configuration.

The ELS Users Guide is a new document designed to explain how to use and setup the new ELS.

## 2.25 JTLS-0540 Magic Replenish Air Mission

### 2.25.1 Summary of Model Change Request

This ECP has implemented a capability to replenish JTLS Air Missions with fuel and weapons during the execution of their mission. This is intended to be a Magic replenishment similar to other JTLS Magic orders that are executed immediately.

### 2.25.2 Design Summary

A new order was created to allow a Controller or "Trusted Player" to instantly or "magically" replenish an Air Mission with fuel and weapons. A Trusted Player is a Side Player assigned permission to send a Magic Replenishment order. The elements of the order and its logistics implications are discussed below.

#### 2.25.2.1 Order Components

Fuel and Weapons are the major components of the Magic Replenish order. The Player is provided two options to replenish either fuel or weapons. These options are:

- fill to capacity ("Top Off") or
- add a specified quantity.

#### 2.25.2.2 Logistics Draw Options

For the implementation of this MCR, three options are available to model the drawing of the requested fuel or weapons supplies:

- Magically extract these supplies with no logistics and resupply implications.
- Requisition these supplies from the designated supplying unit, e.g. squadron or airbase. Then, the Player must decide to requisition the appropriate Supply Categories either from those Available for Issue or Available as Supplies.
- Requisition these supplies from another unit on the same Side as the Air Mission. The Player must then make the same requisitioning decision.

Although the magic draw of supplies is implemented, it can create a game artificiality and is inconsistent with the fidelity with which JTLS models logistics. Supplies requisitioned from the mission's supplying unit, are drawn from Available as Supplies. If requisitioned from another unit,

the supplies are drawn from Available for Issue. This decision model is consistent with existing JTLS conventions for managing supplies drawn from designated supply units or other units.

### 2.25.3 Order Changes

A new MAGIC REPLENISH AIR MISSION order has been created, which includes these fields:

- **Mission Name:** This Mandatory field contains the name of the mission to be replenished.
- **Fuel (Requested Quantity or “Top Off”):** This Optional field displays selection buttons for each choice. If Top Off is selected, a flag is sent to the CEP to refuel the mission to its maximum capacity. If a Requested Quantity is selected, a field appear to allow the user to enter a specific quantity of fuel.
- **Weapons (Requested Quantity or “Top Off”):** This Optional field displays selection buttons for each choice. If Top Off is selected, a flag is sent to the CEP to resupply the weapon load to its maximum capacity with an appropriate weapon type. If Requested Quantity is selected, a Utility window appears to allow the user to enter the weapon name and quantity.
- **Draw from Unit (Designated Supplying Unit or Another Unit):** This Mandatory field appears if either Fuel or Weapons is selected. This field displays selection buttons for each choice. If Draw From Unit is selected, a flag is sent to the CEP indicating that the requested supplies are to be drawn from the designated supply unit. If Another Unit is selected, a field appears to allow the user to enter a unit name.

## 2.26 JTLS-0554 Multiple Units of Measure

### 2.26.1 Summary of Model Change Request

The WHIP now has a consistent unit of measure selection capability over all information components: the IMT Component, Message Browser, and Sitrep tools. In addition the order panels make use of units of measure defined in the database. This allow users to convert supply category values in order panels. Finally, unit of measure settings are saved to the Synapse when a player logs out of the WHIP.

### 2.26.2 Design Summary

The WHIP provides a panel where the player may specify the preferred unit of measure for basic units of measure categories, such as distance, speed, and wet weight. The unit of measure specification panel also allows the selection of the desired unit of measure for each supply category. The supply category capability allows users to view information on the WHIP is terms of items and not just weight. Given a properly built database that includes information such as 1 AIM.9 weapon weighs 0.89 short tons, the user can not ask to view the supply category from which AIM.9 weapons are drawn in a unit of measure called AIM.9. In this manner the user can determine that a unit has 15 AIM.9 weapons available, which is easier to assimilate than 13.35 short tons.

These settings are used by the IMT, Message Browser, and Sitrep tools. The panel has been integrated with other user preferences in the Tools -> Preferences panel.

Figure 21 depicts the preferences panel for the basic units of measure. There are settings for Air Distance, Distance, Dry Weight, Wet Weight, Speed, and Naval Speed. Each draws the possible values from units of measure defined in the database.

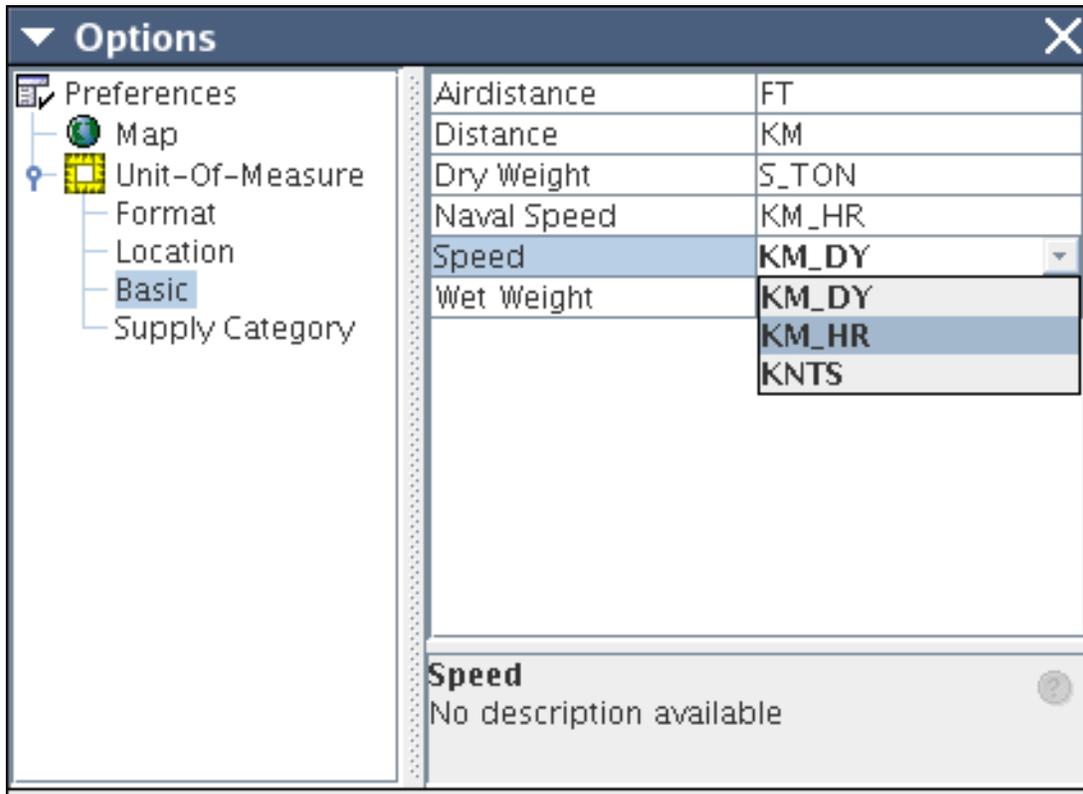
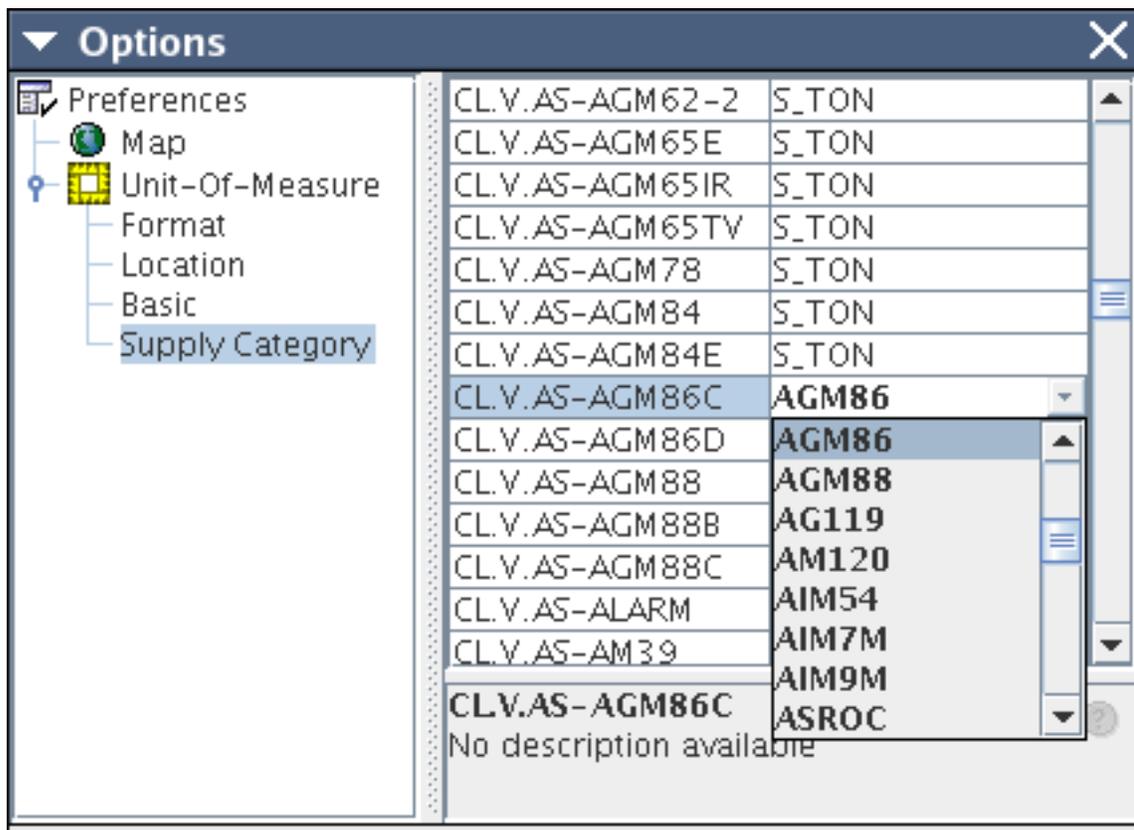


FIGURE 21. Example Unit of Measure Preference Panel

Figure 22 depicts settings for each supply category. If the database defines a unit of measure for a supply category, it is useful to set that unit of measure for the applicable supply categories.

Order panels also make use of database defined units of measure when displaying order fields which have a unit of measure. These fields allow the user to select the unit of measure for the data entered in the field. This will be very useful for order fields that hold amounts of supplies.



**FIGURE 22. Unit of Measure Supply Category Assignment Panel**

## 2.27 JTLS-2005-1409 Link JTLS To MDST

### 2.27.1 Summary of Model Change Request

The Missile Defense Space Tools (MDST) program office has been tasked to supply missile fly-out data to the Joint Multi-Resolution Model (JMRM) High Level Architecture (HLA) federation. MDST will be used to provide this information, and to simulate Defense Support Program (DSP) sensor collection, ground station processing, and data communications. The task objective is to develop and support the capability for MDST to broadcast simulated, but realistic, Tactical Data Link (TDL-J) and Integrated Broadcast Service (IBS) messages for Theater Ballistic Missiles (TBMs) to the warfighter during JMRM exercises.

This ECP implemented the modifications necessary to integrate MDST into the JTLS-centric JMRM federation.

2.27.2 Design Summary

MDST’s role in the JMRM federation is to detect and report the eminent impact of a ballistic missile within the combat operations theater. The following discussion illustrates the elements of this interaction with JTLS as an example:

1. The interaction process begins when a JTLS Player launches a missile within JTLS by entering a Fire Missile order. If the launcher is in its “hiding” position, JTLS changes this launcher status and initiates the missile setup procedure. The amount of time required is based on database information and the status of the launching unit with respect to the current environment and unit training.

Information pertaining to whether a missile launcher is “hiding” (NOT\_PREPARED), setting up (PREPARING), or set up (PREPARED) is held by the Target\_Status attribute of the HLA Target object that represents the missile launcher. If necessary, the missile launcher proceeds through the status changes from NOT\_PREPARED, to PREPARING, to PREPARED. Once the launcher achieves a PREPARED status, the JTLS model ensures that the target is within range, that the unit has the supplies necessary to fire the selected missile, and that the missile launcher is still completely functional.

2. When JTLS determines that the missile can be fired, the model creates a Missile object. When the missile is successfully interdicted or impacts on the ground, JTLS publishes an interaction explaining status of the missile (this process is described in further detail below), then delete the object.
3. Immediately after the Missile object is published, JTLS publishes a Direct\_Fire\_Engagement interaction. The attributes of this interaction are described in **Table 28**. (The parameter highlighted green is new and has been added to the previous interaction definition.)

**Table 28. Direct Fire Engagement Interaction**

PARAMETER NAME	MEANING
Client_Name	The name of the client
Sending_Federate	The federation handle for the federate sending this interaction.
Reference	Unique reference name for this interaction. This reference must be retained as the key value in a local table within the HIP for future missile lookups. If the MDST model sends an Order_Reply containing this reference, the HIP can determine which missile the reply pertains to.
Firing Unit	The object reference to the JTLS unit that owned the fired Surface-to-Surface missile. This Firing Unit can be either a Unit object or a High Resolution object.
Firing Unit Location	Latitude and longitude from which the missile was fired.
Targeted Object	The object at which the missile was aimed. When this interaction is sent due to the firing of a missile, the Targeted Object can be a Unit object, Target object, or DMPI object. This field may be empty if the Player did not aim at a specific object, but instead entered the latitude and longitude of the desired impact point.
Aim Point	The latitude and longitude of the aim point. When JTLS fires the missile, it aims the missile at the location specified by the Player or at the most recent known location (perceived location) of the targeted object. This interaction field is always specified and should be treated as the JTLS Player’s desired point of impact for the missile.

**Table 28. Direct Fire Engagement Interaction (Continued)**

PARAMETER NAME	MEANING
Weapon Type	<p>The name of the type of weapon that was fired. Two methods are available to provide MDST with the information necessary to understand this field of the interaction.</p> <p>1. For every program that is a part of the JTLS suite of models, JTLS creates a unique interface file that contains the database information required by the connecting model. The connecting model can then use this information to link the JTLS data to its own internal data.</p> <p>2. The JMIRM program has begun the development of a federation data correlation tool. It is possible that this tool could be modified to provide MDST with the data necessary to correlate the JTLS missile name information with its own internal database. The Government has decided that both of these options should be developed simultaneously. Option 1 is discussed in this design, and can be easily and quickly implemented. Option 2 can be developed in the future, but the JTLS team is not responsible for the design of this interface option. We recommend that the Correlation Tool project team and the MDST design team coordinate and manage the details of this option separately.</p>
Fire Detonate	This flag indicates whether the interaction is the result of a missile being fired or a missile impact. At this point in the process, MDST will receive this interaction with an enumerated value of FIRE.
Preferred Targets	This attribute holds an array of the types of sub-target elements that the user wants to hit. Typically, this field would be meaningful only if an aircraft fires at a specific tank, APC, or truck within a unit. Although this field could be specified for the firing of a missile, we believe that this attribute is not useful to MDST.
Fired Object	This attribute is the object reference to the fired missile object, and is the indication to MDST that it is responsible for updating the missile flight parameters. If this field is empty, the missile object is handled internally by JTLS. Although passing control of the Missile object to MDST would be more efficient, the reason for not choosing this implementation is explained further in this design.

4. From this interaction the MDST Federate can calculate the future positions for the missile being fired. If the MDST model determines that it is not capable of flying this missile for any reason, the MDST federate sends an Order\_Reply interaction indicating it will not be sending updates for this missile as expected.

**TABLE 29. Order Reply Interaction**

PARAMETER NAME	MEANING
Reference	The reference name from the corresponding Direct_Fire_Engagement interaction. This is the reference key in the HIP's local table for the missile.
Status	Enumerated rejection/acceptance value indicating that MDST will or will not be able to fly the JTLS fired missile. Possible values are "ACCEPTED_BY_MODEL" or "REJECTED_BY_MODEL"
Error_Message	The plain english reason why a fired missile can not be flown by MDST. Some examples are: range too short, range too long, or unknown missile. The text of this error will be contained within the JTLS Controller and Player messages and should also include the name of the sending federate i.e. "MDST".

5. After the Direct Fire interaction, MDST obtains the missile object information and begins sending Missile\_Update interactions. JTLS receives these interactions and updates the information within JTLS. The JTLS and MDST project teams each acknowledge that this HLA design is atypical. In a more typical federation, ownership of the missile object would be passed to MDST, and this model would directly update the missile's attribute information. This approach is problematic because we are uncertain whether MDST will always be executing in an HLA time constrained or unconstrained mode.

**Table 30. Missile\_Update Interaction**

PARAMETER	ATTRIBUTE TYPE	MEANING OF PARAMETER
External Object Reference	Object_Reference	The HLA object reference of the TBM for which MDST has some location and flight parameter update information.
Locations	location_2D_Struct	The new latitude and longitude of the missile.
Altitude	long (feet)	The new altitude of the missile.
Azimuth	float (degrees)	The new course of the missile.
Speed	float (kilometers per hour)	The new speed of the missile.
Flight Path Angle	float (degrees)	The new flight path angle for the missile.
Boost Flag	boolean	This new flag indicates that the TBM is or is not in its boost phase. We expect that only one of these updates will be passed to JTLS. The JTLS model will assume that the boost phase begins when the missile launches. When MDST determines that the boost phase is terminated, it will pass a value of No for this boolean attribute.
Reference Time	unsigned long (seconds)	The number of seconds after launch when missile information should be published. JTLS will monitor the exact launch time of the missile. When this interaction is received by the model, the model will determine if the time specified in this interaction is past or future. In the unlikely situation that this time is exactly the same as the current JTLS time, the update will be considered as a past event time.  If the update represents a past time, the model will pass this information to the JTLS Object Data Authority (JODA) Data Server (JDS) and the JTLS HLA Interface Program (JHIP).  If the update represents a future time, JTLS will schedule an event to update the missile information at the appropriate event time.

As the missile location is updated within JTLS, the model handles the interdiction of the missile by all applicable assets available within JTLS. These include, but are not limited to, air defense site interdiction, air mission interdiction (such as the advanced laser capability), or mechanical malfunctions. If the missile is killed, JTLS publish a Missile\_Kill interaction with an appropriate explanation. This interaction is immediately followed by a Delete Object notification to remove the killed Missile object.

6. Finally JTLS knows the missile has impacted when the Missile\_Update interaction reports an altitude of zero feet. When this occurs, JTLS sends a Missile\_Kill interaction with a designated string appropriately indicating that the missile is “dead” due to its impact with the ground. This interaction is immediately followed by a Delete Object notification to remove the impacting Missile object.

Since MDST is concerned only with the flight profile of TBMs, the Scenario Verification Procedure (SVP) within the Scenario Initialization Program (SIP) must verify that the SSM EXTERNAL FLIGHT FLAG is set for only those SSM types that fire ballistic missiles. Ballistic missiles are distinguished from cruise missiles in JTLS by a positive value for the attribute TW BOOST PHASE TIME. Therefore, the SVP has added a warning to the verification procedure to indicate that the database developer has set the SSM EXTERNAL FLIGHT FLAG to YES for an SSM that fires a Targetable Weapon which has a zero TW BOOST PHASE TIME. This warning simply indicates inconsistent results, not a potential system failure. If this database inconsistency exists, the weapon will represent a cruise missile if MDST is not linked to JTLS, or will represent a TBM if MDST is playing as a federation member.

It is possible for the JTLS Controller to alter the SSM EXTERNAL FLIGHT FLAG during game play. **Table 31** outlines the possible data modifications and describes the logic implemented within JTLS which determines whether this database parameter change will be allowed. This logic is intended to prevent a Controller’s modification of this flag from causing MDST to update flight parameters for a missile that was not in its original interface file.

**Table 31. Data Changes Possible During a JTLS Game**

TYPE CHANGE	LOGIC DESCRIPTION
Yes to No	When the Controller changes the flag from Yes to No, this change is automatically executed. All missiles currently flying will continue to be the responsibility of MDST. All future Fire Missile orders may still have the Direct Fire Engagement interaction sent, depending on which other models are attached to the federation, but the interaction will not contain a reference to the TBM object. This is the indication that MDST is not responsible for flight parameter updates for the fired missile.
No to Yes	When the Controller changes the flag from No to Yes, the order may be rejected. The model will review the current scenario_name.mds file. If the Targetable Weapon associated with the changed SSM prototype is in this file, the Controller order will be accepted. Otherwise, the order will be rejected and an appropriate rejection message will be sent to the Controller. Once changed, any future Fire Missile orders from the designated SSM types will be processed according to the interaction logic discussed throughout this design. MDST has indicated that they must re-initialize their system to add a new Targetable Weapon to their database. If a Targetable Weapon is omitted from the scenario_name.mds file due to a database problem, the Controller will be required to manually edit the scenario_name.mds file, add the missing Targetable Weapon, restart MDST, then use the Controller order to set the required SSM prototype SSM EXTERNAL FLIGHT FLAG from No to Yes.

### 2.27.3 Data Changes

This design requires a new database parameter: SSM EXTERNAL FLIGHT FLAG

## 2.28 JTLS-2005-1480 Lifeboat Representation

### 2.28.1 Summary of Model Change Request

As a result of the implemented ECP **JTLS-2005-1538 Improved Naval Damage**, which provides the foundation necessary to represent the deployment of lifeboats, ships no longer sink instantaneously. The purpose of the current ECP is to deploy personnel onto lifeboats while a ship is sinking in a manner similar to the method used to represent a downed aircrew. Other ships or aircraft can then move to the area and rescue these personnel. Although personnel could be “rescued” by enemy or suspect assets, this is not possible as a result of implementing this ECP. That capability must be postponed until a JTLS capture-and-surrender model is implemented. The same limitation exists for the current representation of downed aircrews.

### 2.28.2 Design Summary

A new attribute has been added to the Ship Unit Prototype (SUP) definition. This attribute, SUP LIFEBOAT HUP, holds the reference ID to the HUP that should be used to represent all lifeboats deployed when a ship begins to sink.

No limitations is imposed on the HUP selection, but the Scenario Verification Program (SVP) ensures that the specified lifeboat HUP has a designated small boat. The concept of “small boat” is not limited to a literal boat. Within JTLS, the Small Boat object can represent a boat, a raft, or even a life preserver if the database builder so chooses. In the latter case, it is possible to represent only the life preservers onboard a specific ship. Finally, the database builder may leave this parameter empty, which indicates that the sinking ship will have no lifeboat survivors.

After assigning a Lifeboat HUP to a SUP, the database builder must provide the assets necessary to create the HRUs in case of an emergency. This means that if you want to deploy 15 HRUs when a specific ship sinks, you must provide the SUP with enough small boats to create the 15 HRUs.

The time required to deploy each lifeboat is another required data parameter. For simplicity, the model assumes that only one lifeboat can deploy at a time. This data parameter, SUP LIFEBOAT MEAN DEPLOY TIME, is also a SUP attribute and is used to compute the random deployment time for each lifeboat. Some lifeboats deploy more quickly than this specified mean and some deploy more slowly. The number of lifeboats deployed is therefore a function of this data parameter and the time elapsed while the ship sinks. The details regarding this portion of the algorithm are provided in the remainder of this design discussion.

#### 2.28.2.1 Algorithm Details

When deploying lifeboats, the model follows this sequence of logic steps:

1. The process begins when the ship receives its final hull hit and is determined to be severely damaged and destined to sink. At this time, a random variate is drawn from an exponential

distribution with a mean equal to the data parameter SUP AVERAGE TIME TO SINK, which is then used to schedule the sinking event.

2. If the ship's SUP LIFEBOAT HUP is null, the following computation sequence is omitted and no lifeboats are deployed. If this HUP is specified, the sequence continues. For all equations, assume that the HUP is the specified lifeboat HUP and that the SUP is the sinking ship's prototype.
3. The time to execute the abandon ship order is determined. The time to begin the abandon ship process is based on the expected time to sink and the expected time required to abandon the ship. This design assumes that the ship's Captain determines these expected values and makes decisions accordingly. Therefore, the following sequence of computations is performed to determine the start time for the abandon ship process.

$$\text{Boats}_{\text{Deployed}} = \text{Min}(\text{Boats}_{\text{Available}}, \text{Personnel}_{\text{Ship}} / \text{Personnel}_{\text{HUP}})$$

The personnel count includes the personnel from the ship, all embarked squadrons, and any embarked units.

$$\text{Time Until Abandon Ship Starts} = (\text{Avg Sink Time}_{\text{SUP}} - \text{Full Deployment Time})$$

It is possible that the computed abandon ship process start time is less than zero; this indicates that the process starts immediately. If the computed parameter value is positive, an event is scheduled to begin the process when the computed period of time elapses.

4. When the abandon ship process is started, the model creates the needed HRUs, which are automatically named by combining the ship name and a unique identifying number. For example, the first lifeboat HRU from ship ALPHA is called ALPHA\_S\_1, which signifies ship Alpha's first surviving lifeboat. The second lifeboat HRU is named ALPHA\_S\_2, and others are named in ordinal sequence.
5. The specified personnel are taken from the ship's personnel and the lifeboat is automatically deployed. The small boat is also removed from the inventory.

Removing specified personnel from the ship's personnel is not a simple process. Personnel onboard the ship will likely be represented among several Combat Systems. The lifeboat HUP will specify a typical load-out capacity. As more lifeboats are deployed, it is possible that the HUP's personnel count does not match the ship's personnel count. The model assumes that each personnel Combat System is equivalent to all other personnel systems. The HUP load-out is considered the preferred load for the HUP, but when the specified personnel Combat Systems are not available, other personnel are substituted.

For example, assume that the HUP indicates that 5 Infantry, 10 women, and 15 children are allowed in each lifeboat. Also assume that the ship has 50 Infantry, 50 women, and 50 children on board. **Table 32** summarizes the number and type of personnel that are assigned to the five lifeboats needed by the 150 people onboard the sinking ship.

**Table 32. Example Lifeboat Personnel Assignment**

BOAT	LOAD	REMAINING		
		INFANTRY	WOMEN	CHILDREN
Start		50	50	50
1	5 Infantry 10 women 15 children	45	40	35
2	5 Infantry 10 women 15 children	40	30	20
3	5 Infantry 10 women 15 children	35	20	5
4	5 Infantry 20 women 5 children	30	0	0
5	30 Infantry	0	0	0

Note that the example gives priority to women over Infantry after all of the children onboard the ship have been placed in lifeboats. This determination was made according to the number of personnel of each type specified in the typical lifeboat load-out. Since the women were the next greater number after children, they were given priority in the loading process, despite the fact that more Infantry than women were onboard the ship. Although we tend to not recommend implied priorities, this rule was simpler to implement for this specific purpose than adding data to indicate personnel evacuation priority. Each SUP can establish its own priority based on its lifeboat HUP specification.

6. The lifeboat can be launched after personnel have been loaded. Its position in the water is determined randomly. Each ship has a unit radius; a random location within this circular ship area is computed. This ensures that a unique location for each lifeboat is computed and each is found in a realistic area surrounding the sinking ship.
7. After each lifeboat is deployed, a random variate is generated from an exponential distribution with a mean equal to the SUP MEAN LIFEBOAT DEPLOY TIME. The next lifeboat deploy event is scheduled and the process continues. If the ship sinks prior to evacuating all of the personnel, the personnel remaining onboard are considered casualties.

Lifeboats can travel independently after they are deployed. Four methods to rescue these lifeboats are possible:

- The user can send Move orders if the lifeboat HRUs are near land. When landed, they are considered rescued.
- If another ship approaches, the user can send the lifeboat HRUs a Coalition Support order. They will be placed onboard the ship and considered rescued.

- An Insert/Extract mission can be sent to pick up the lifeboat HRUs and move them to a rescue location. When onboard the air mission, they are considered rescued.
- The lifeboat HRUs can remain in the water indefinitely, and will not affect the game.

### 2.28.2.2 Stopping the Sinking Process

The sinking process can be halted. Either the Controller can stop the ship from sinking or the crew can repair the hull hit that caused the ship to sink. In either case, the lifeboats deployed since the sinking event began must be restored to their parent ship unit. The method to accomplish this depends on which event stopped the sinking process:

- If the Controller stops the sinking, the model automatically rejoins the lifeboat HRUs to their parent unit. The user is not required to enter the orders.
- If the ship stops sinking due to normal repairs, the lifeboats remain in the water. The player can submit the orders to rejoin the deployed lifeboats to their parent unit.

One remaining rule must be enforced to support the logic required for a lifeboats to rejoin its parent under these conditions. When a lifeboat is created, only one unit's personnel are allowed onboard a specific HRU. Thus, personnel from an embarked squadron cannot be combined with personnel from the ship, nor with the personnel from an carried unit. This rule is required to properly rejoin the unit to its parent when the ship stops sinking.

Loading personnel on ships is accomplished according to this priority:

1. Carried units
2. Embarked units, such as squadrons and other HRUs
3. Ship personnel

No loading order is established within each group, except that an entire unit is placed on lifeboats before the next unit is loaded.

### 2.28.3 Data Changes

Two new data elements are created to implement this design: SUP LIFEBOAT HUP, SUP LIFEBOAT MEAN DEPLOY TIME.

### 2.28.4 Order Changes

The SUP Set order was modified to allow the new attributes to be set.

## 2.29 JTLS-2005-1484 Tanker Stay On Orbit

### 2.29.1 Design Summary

The purpose of this ECP is to later the logic used by a tanker to determine when it should go home. When a tanker reaches its end orbit time, the model automatically looks at the Refuel Chits that the tanker owns and finds new available tankers to take on the responsibility. This sometimes led to problem in that the select tankers may not be in the proper position to meet all of the receiving mission requirements.

The decision was to alter the logic used by the tanker when determining whether it should go home. If the tanker has any remaining Refuel Chits to fill, the tanker will not leave. It will notify the player that it is time to go home, but it is waiting for the designated missions. The player can then decide whether to submit a change to the current Refuel Chits for the mission or continue to extend the tanker mission's orbit time.

## 2.30 JTLS-2005-1535 WHIP Icon Size Selection

### 2.30.1 Summary of Model Change Request

In JTLS 3.1.0.0, the WHIP now has the ability to select the size of all map icons. Each JTLS object type can be assigned its own icon size specification.

### 2.30.2 Design Summary

This improvement required the development of a new symbol specification for the WHIP that permits the user to define an augmented unit symbol set, and also provides the capability to define new unit symbols. We selected to implement the object icon symbols as TrueType fonts, which is a standard Windows font format and universally available on Unix. These fonts provide excellent rendering performance.

One of the major advantages of this new methodology is the ability to create and define your own JTLS icon symbols. The definition of the JTLS symbol set consists of two parts—a TrueType font and a symbol composition file:

- The TrueType font contains glyphs, or graphical building blocks. These are used to build a JTLS symbol.
- The symbol composition file links the JTLS object symbol number with a list of the glyphs used to render a symbol. A JTLS symbol is constructed from glyphs representing the background, strength indicator, unit size indicator, and symbol. When building the complete object symbol, the user is free to choose any available glyphs. This mapping is not limited to the static JTLS Symbol enumeration, but it also includes user-defined symbols that can be specified. In previous versions of JTLS, when assigning a JTLS symbol to a unit object as part of the database build process, the database builder chooses symbols from a non-

changeable list. For some objects, such as air missions, targets, and convoys, the database builder could not choose a desired symbol. The symbol assignment was hard-coded into the JTLS software.

With the implementation of this design, the database developer is now able to define a new symbol, name the symbol, indicate the glyphs used to compile the symbol, and assign that symbol to the prototypes in the database which are used to create the object while the game executes.

### 2.30.2.1 Tools for Symbol Set Management

Two tools are provided to configure JTLS symbols—a font editor and a new program that views and configures the symbol composition file:

- We use an open-source font editor to edit and add symbol glyphs to the TrueType symbol font. This font editor is provided within the bin\_support directory for both Solaris and Linux platforms, and is accessible from the JTLS database menu program. Using the open source font editor, the database developer or user can add symbol glyphs to the TrueType symbol font.
- The new JTLS Symbol Management System (JSYMS) program provides a composed view of the symbol as it appear on the map, and an interface that allow a user to compose the symbol from the set of glyphs available in the TrueType font. This allows the database developer to compose, name, and access a new symbol using glyphs that were added to the TrueType symbol font.

### 2.30.2.2 Example of Symbol Creation

Assume that the glyphs shown in [Table 33](#) have been developed with the open-source font editor provided with the JTLS system.

**Table 33. Example TrueType Font Set With Available Glyphs**

GLYPHS NAME	GLYPH FONT
Rectangle	
Rectangle Background	
Right Line	

**Table 33. Example TrueType Font Set With Available Glyphs**

GLYPHS NAME	GLYPH FONT
Left Line	
Mechanized	

Using this set of glyph elements, a database developer will be able to use the JSYMS program to build a symbol composition table. **Table 34** is a sample composition table that defines three symbols.

**Table 34. Example Symbol Composition Table**

SYMBOL NAME	SYMBOL NUMERIC ID	GLYPH COMPOSITION LIST	RESULTING SYMBOL
Cavalry	1	Rectangle Background, Rectangle, Right Line	
Mechanized or Armored Cavalry	2	Rectangle Background, Rectangle, Mechanized, Right Line	
Mechanized Infantry	3	Rectangle Background, Rectangle, Mechanized, Right Line, Left Line	

Once built, the symbol font can be resized like letter fonts in any word processing application. Selecting a greater font size value in the application displays a larger letter font. For any WHIP icon, the user may select any icon font size value from 1 point (extremely small) to more than 100 points (extremely large); a typical text font size is 10 to 12 points. This approach is desirable because it is flexible, familiar, and easy to use.

With JTLS 3.1.0.0 and all future versions of JTLS, we deliver a TrueType Font glyph set and a Symbol Composition Table that matches the current JTLS graphics symbols.

**2.30.2.3 WHIP Interface Changes**

The Map Component required modification to permit the user to adjust the symbol size and the name text size. This new capability allow a WHIP user to independently select symbol size and text size, as well as select these independent size settings for each type of displayed object. The types of objects

that can be displayed are listed in **Table 35** with the corresponding level at which the graphics symbol will be defined. In this table, a row highlighted yellow indicates that the method used to define the objects icon was changed for this improvement.

**Table 35. Independent Icon Size Selection by Object Type Definition**

OBJECT TYPE	SYMBOL DEFINITION STRUCTURE
Ground	Tactical Unit Prototype
Support	Tactical Unit Prototype
Airbase	Tactical Unit Prototype
Squadron	Tactical Unit Prototype
Forward Arming and Refuel Point (FARP)	Tactical Unit Prototype
Naval	Ship Unit Prototype
HRU	High Resolution Prototype
Convoy	Sustainment Logistics Prototype
Air Mission	Air Mission Type
Track	Aircraft Target Class
Cruise Missile	Aircraft Target Class
Target	Target Category / Subcategory
DMPI	Global
Unidentified Unit	Global
Unidentified Target	Global

The new WHIP interface has a single tabbed pane to change the symbol and text size, as well as determine whether the name text, speed leader, or size indicator should be displayed. Symbol Size and Decoration Map Filter Tabbed Pane.

#### 2.30.2.4 Unit Size Problem

This design solves one of the more persistent problems that has existed in JTLS for several years—the concept of unit size. In previous versions of JTLS, every JTLS unit in a game has an Unit Size attribute, which is used for two purposes:

- Determine the command level of the unit. For ground units, the attribute is used to place the proper command level decoration on the unit icon.
- Determine the ability to detect a unit. All of the detection modifier data are dimensioned by unit size, and the size of the unit determines which detection modifier should be used by the detection algorithm.

The problem with the old scheme was that a Brigade Headquarters unit should display the Brigade Command Level decoration, but for detection purposes should be represented only as a Company-

sized unit. Thus, the database builder was faced with a dilemma when assigning the headquarter's Unit Size attribute value.

Other problems arose from the dual functionality of this attribute when units attach or detach. For example in the past, users could specify the new Unit Size of a recently detached unit. A Player could inappropriately detach a Battalion and name it a Squad to make it difficult to detect by the enemy. From the design perspective, this was not significant because the unit symbol reflected the size change and an observant Senior Controller could manage the situation appropriately.

We have made a model change in an attempt to resolve each of these problems. This portion of the consists of these elements:

- A new Command Level attribute for a unit has been created. This is a unit attribute in the database and replaces the Unit Size attribute currently specified for the unit. In previous versions, all units, including Naval units, had a Unit Size attribute specified as part of the initialization data. The new command attribute does not apply to naval units, but does apply to all other units; therefore, the Unit Size attribute has been removed from the naval unit definition and has been renamed for all other unit types. Command Level was made a unit attribute instead of a Tactical Unit Prototype attribute, since database builders typically use a generic headquarters TUP to simultaneously represent a Battalion, Regimental, and Brigade Headquarters unit.
- The Command Level of a High Resolution Unit, unlike an Aggregate Resolution Unit, can be placed on the High Resolution Unit Prototype (HUP), and a new HUP COMMAND LEVEL attribute was added to the HUP structure. All HRUs using the HUP assume the Command Level of their associated HUP. The HRUs' Command Level is also be published to the JODA and the RTI.
- When a user accomplishes an Attach for task organization purposes, the order panel requires the user to input the new Command Level of the resulting unit. The order does not allow the user to change the Command Level of the resulting unit if the Attach is accomplished for purposes of Reconstitution.
- A Player has the ability to detach a unit by means of one of four possible detachment algorithms:
  - a. Detach specific combat systems.
  - b. Detach a percentage of the original unit.
  - c. Detach a Tactical Unit Prototype.
  - d. Detach a previously attached unit.

When a user accomplishes a detachment using the latter method, the unit will automatically inherit its Command Level from its previous attached status. If the detachment is accomplished by any of the other three methods, the user has an option to assign the new unit's Command Level. If the user does not select this option, the model will automatically assign a Command Level as one level below the attached unit's level. If the detachment is

taken from a Squad—a highly unlikely circumstance—the newly detached unit will also be assigned a Command Level of Squad. No other consistency checks are performed by the model. The player may assign any desired Command Level as part of the Detach order.

The remaining portion of the original unit may also require a Command Level modification as a result of the detachment. This new field has also been added to the Detach order as an optional field. If the field is empty, the model does not change the Command Level of the original unit. If the Player enters an appropriate value, the remaining portion of the original unit assumes the user-specified Command Level.

- The remaining changes had to do with determining the size of the object for detection purposes. Since Command Level has replaced the concept of Unit Size, it was necessary to alter the unit detection algorithm. We selected personnel as a convenient and consistent measurement of unit size. The Unit Size structure was changed from the hard-coded structure to a definable database structure that has the attributes listed in [Table 36](#). The database conversion process automatically creates these objects as shown in [Table 36](#).

**Table 36. Default Unit Size Table Created By 3.1 Database Conversion**

UNIT SIZE NAME	UNIT SIZE MINIMUM PERSONNEL
Squad	0
Section	10
Platoon	25
Company	50
Battalion	125
Regiment	250
Brigade	300
Division	1750
Corps Headquarters	6000
Army Headquarters	12000
Army Group	60000

[Table 36](#) shows the data that will be automatically added to JTLS through the database conversion process, but the database developer is free to change the new Unit Size table and define unit sizes in other terms besides the default table values. For example, a database developer may choose to define unit sizes more generically, as shown in [Table 37](#). The default table was established to allow consistency with the JTLS principle of maintaining the current database structure as much as feasible when upgrading the database within the database conversion process.

**Table 37. New Unit Size Structure**

US NAME	US MINIMUM PERSONNEL
VERY SMALL	0
SMALL	100
MEDIUM	250
LARGE	1000
METROPOLIS	250000

Note that in **Table 36** the old Unit Sizes for Submarine and Unknown have been removed. In earlier versions of JTLS, special detection data for submarines was needed. A few years ago, JTLS Ships were altered to access their detection multiplier information according to their Ship Unit Prototype, but the older unused data was not removed from the model. This design presented the needed opportunity to remove this data.

2.30.2.5 Database Parameters

The following new database parameters must be added to the DDS: SLP CONVOY SYMBOL, ATC TRACK SYMBOL, AD ICON SYMBOL, BC ICON SYMBOL, TUC ICON SYMBOL, ST ICON SYMBOL, RT ICON SYMBOL, IPT ICON SYMBOL, SSA ICON SYMBOL, SSM ICON SYMBOL, FAT ICON SYMBOL, AST ICON SYMBOL, MH ICON SYMBOL, MFT ICON SYMBOL, PS ICON SYMBOL, JT ICON SYMBOL, CC ICON SYMBOL, CAT ICON SYMBOL, TC ICON SYMBOL, SB ICON SYMBOL, SUT ICON SYMBOL, ACP MT ICON SYMBOL, ICON DMPI SYMBOL, ICON GENERAL UNIT SYMBOL, ICON GENERAL TARGET SYMBOL, US NAME, US MINIMUM PERSONNEL, IIP TUT US DETECTION MULTIPLIER, IIP US SOF DETECTION RATE

2.30.3 Order Changes

During game execution, the Controller is allowed to change the symbol used to display each of the objects that can be represented on the Map Component.

2.31 JTLS-2005-1536 Model Runway Direction

2.31.1 Summary of Model Change Request

The Multiple Unified Simulated Environment/Air Force Synthetic Environment for Reconnaissance and Surveillance (MUSE/AFSERS) program has become a full member of the Joint Multi-Resolution Model (JMIRM). Its primary task within the JMIRM is to provide detailed Unmanned Aerial Vehicle (UAV) video-rendered representation of the simulated battlefield.

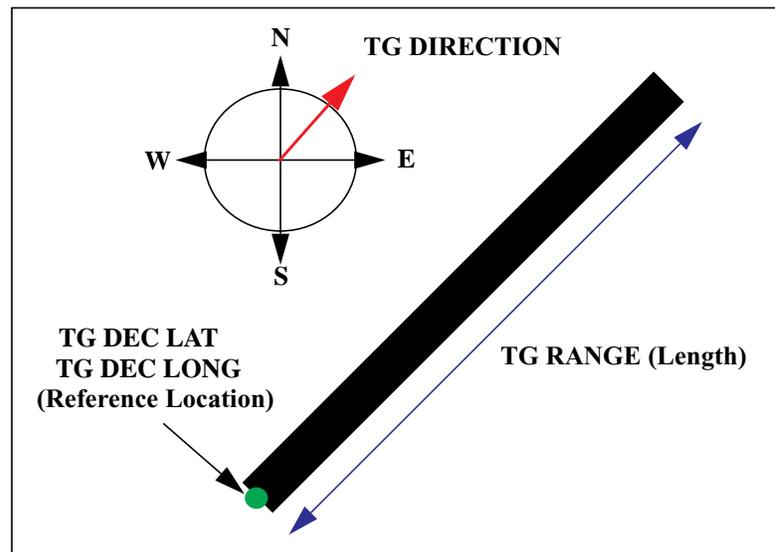
JTLS is responsible for providing details required by MUSE/AFSERS regarding the types, location, and condition of entities on the battlefield. This is a large-scale task, which also involves additional JTLS functional enhancements. The entire JTLS Entity Level Server design addresses a wide range of issues related to providing detailed entity level information to MUSE/AFSERS.

Some of the data MUSE/AFSERS requires to properly render the battlefield is currently available from the JTLS aggregate-level data server, and can be obtained either from the JTLS Object Distribution Authority (JODA) or the JMRM High Level Architecture (HLA) data feed. The existence and status of runways is a representative example of previously available JODA or HLA data required by MUSE/AFSERS.

Although basic runway data was available to MUSE/AFSERS, the program developers requested additional detailed runway information, including craters or runway cuts placed by enemy activity. The purpose of this ECP was to add more detailed runway information so JTLS could meet the MUSE/AFSERS runway detail requirement.

#### 2.31.1.1 Runway Direction Information

The JTLS database was altered to include the direction that the runway is aligned. As illustrated in [Figure 23](#), this is defined as the compass direction originating from the target's reference latitude and longitude location to the terminal end of the runway. This direction is specified in integer degrees to be consistent with data that is readily available for existing runways throughout the world. Considering a runway's reference point, direction, and length, JTLS is able to compute a precise latitude and longitude for any position of the runway.

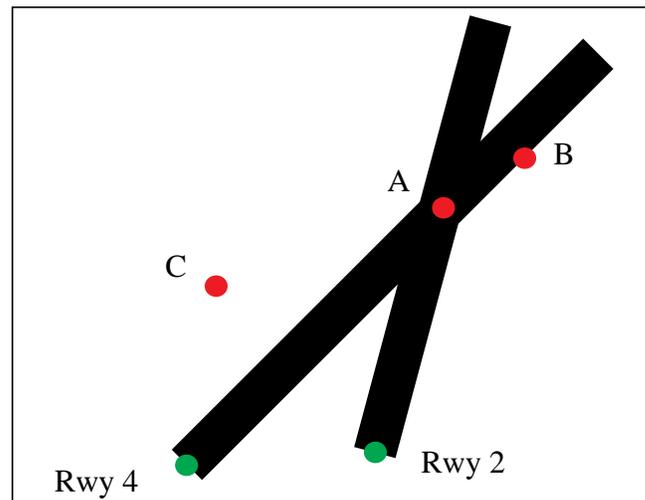


**FIGURE 23. Runway Data Definitions**

### 2.31.1.2 Runway Cut Exact Position Information

When the CEP determines that a runway cut exists, the model continues to use the existing convention of computing the fractional distance of the cut along the runway. Using this fractional location, the target reference point (a runway endpoint), and the direction of the runway, the model computes the latitude and longitude of the runway cut and outputs this information to the JODA.

A potential database inconsistency exists related to the association of Desired Mean Points of Impact (DMPIs) and the computation of runway cut information. If the database includes the creation and association of DMPIs with database runways, the database developer will experience difficulty entering consistent data. Consider the situation shown in [Figure 24](#). The red circles represent DMPIs associated with the runways. The DMPI data includes a latitude, a longitude, and the fractional damage location on the runway with which it is associated. It is important that the DMPI location falls on the runway for a consistent picture to appear on a MUSE/AFSERS rendered video of the airbase.



**FIGURE 24. Relationship Between Runways and Runway DMPIs**

An SVP error message was specifically developed to indicate the correct data that should be entered in the database to result in a consistent placement of the DMPI with respect to the runway. Four variables can be changed in the database to correct an inconsistency: DMPI location, DMPI runway fractional location, runway location, and runway direction. We assume that the DMPI location and runway location cannot be modified, since these data are typically provided by the exercise audience targeting cell. Therefore, only two types of error messages are generated under the following conditions:

- The DMPI falls on the runway, but the fractional link is incorrect. This error message indicates the correct fractional damage value that should be placed on the DMPI.

DMPI B is an example of this error. Note that DMPI B does not fall directly on the runway center. This must be considered by the error reporting algorithm. Although we strive to avoid hard-coded data in the model, for the verification process we propose that a default value of 50 feet from the center line be used by the SVP to determine whether the DMPI is or is not on the runway. Creating a runway width data parameter simply to ensure that the verification procedure is sufficiently accurate for video rendering of the crater location is not justified.

The DMPI B warning message reads: "WARNING XXX: DMPI B's location does not match fractional location on Runway RWY.4. Set frac loc to 0.80."

- If the DMPI does not fall on the runway, the second error message indicates the runway direction required to locate the DMPI on the runway.

DMPI C is an example of this error. Note that two runways are within close proximity to the DMPI, but the DMPI indicates the runway with which it is associated. The warning message reflects the assumption that the DMPI is intended for the runway specified within its data structure.

The DMPI C warning message reads: "WARNING XXX: DMPI C is not located on its associated runway RWY.4. Change runway direction to 010."

The design team is aware that if the user changes the direction of RWY 4 in the previous example, new error messages are generated for DMPI A and DMPI B. Considering the assumption that DMPI and runway locations cannot be changed, this design cannot influence or simplify the process of coordinating DMPI locations, associated runway locations, and the runway directional information for the database building process. The database building team must conduct an evaluation to create a consistent DMPI and runway representation for a particular scenario.

### 2.31.2 Publishing Supply Commitment Information

We now publish an indicator used to determine whether the supplies needed to repair the runway cut have already been committed. A runway cut can have committed supplies, but no scheduled repair time. If the crew has been relocated to repair a more critical runway cut, supplies committed to repair a specific runway cut are not available to support other cuts. This information is used by MUSE/AFSERS to determine whether they should display supplies next to the runway cut indicating that work to repair the cut can be started.

### 2.31.3 Data Changes

The TG.DIRECTION data parameter was added to the target definition for all runway targets in the DDS.

#### 2.31.4 Order Changes

These order changes were implement as part of this design:

- The Controller has the capability to alter the direction of an existing runway target by using the SET TARGET PARAMETER order.
- The Controller has the ability to specify the facing direction for a new target. This required a modification to the CREATE RUNWAY order.

#### 2.32 JTLS-2005-1537 Template Creation Tool

##### 2.32.1 Summary of Model Change Request

The Template Creation Tool provides an efficient method for users to build the Tactical Unit Prototype, Command Object, and Combat System templates. Templates are required for the Entity Level Server to describe the relationship between the Tactical Unit Prototypes, Command Objects, and Combat Systems for each game scenario. This includes, but is not limited to, ranking the Command Objects, locations of Command Objects and Combat Systems, and posture for the Command Objects. The Template Creation Tool is intended to allow users to design the templates quickly and with flexibility.

The Entity Level Server User's Guide has complete instructions on how to use the new Template Building Tool.

#### 2.33 JTLS-2005-1538 Improved Naval Damage

##### 2.33.1 Summary of Model Change Request

JTLS ships and the objects embarked on them can be damaged both by Controller action and also as a result of Player-generated tactical operations. JTLS models the reduced operational capabilities of damaged ships. If the damage is sufficient, these ships may be sunk and removed from the game. The fundamental problem was that the sinking event was instantaneous. One moment the naval unit was in the game and the next moment it had been removed. If a UAV was overhead, the video image rendered by MUSE/AFSERS was unrealistic, due to the immediate disappearance of the naval asset.

When JTLS determines that a ship has been "killed", the model places the ship in a posture of INCAPABLE. Then, a random variate is drawn from an exponential distribution with a mean equal to the ship's prototype SUP AVERAGE TIME TO SINK data parameter. After that specified duration of time, the ship sinks and is removed from the game board. While in an INCAPABLE posture, the ship accepts no orders other than request for a report, such as a Situation Report or a Logistics Report.

When the ship assumes the INCAPABLE posture, it sends a MAYDAY message. This message notifies Players that the ship is disabled and is requesting assistance, and that it cannot accept tactical orders. The message also includes an estimated time before the ship sinks. The ship does not know

this time precisely, so the estimated time to sink is the result of a different random draw using the SUP AVERAGE TIME TO SINK as the mean.

If one or more of hull breaches are repaired while the ship is in the INCAPABLE posture, the ship is no longer be INCAPABLE and the future event scheduled to remove it from the game is deleted. It assumes a DEFEND posture if the ship is not in a formation. If the ship is in a formation, it assumes a FORMATION posture. The hull repair could result from the automatic repair process that the model executes based on the ship's class, or from Controller orders, such as Change Unit or Set Unit Parameters.

Sinking ships may require reevaluation of Naval Formation operations by Players. Naval Formations move at the speed of their slowest ship. Since a sinking ship stops its own movement and becomes Dead In the Water (DIW), any formation to which the ship belongs also stops movement.

When a formation has stopped because one of its ships is sinking, the Player must make tactical decisions about continuing formation operations. The Player can choose to either take no further action, or detach the sinking ship from the formation. If the Player opts to take no action, the formation retains its zero maximum speed capability until the ship actually sinks or is repaired. As soon as either of these events occurs, the formation automatically resume movement, with a recalculated maximum attainable speed capability.

Alternatively, the Player can use the Split Formation order to detach the sinking ship, and possibly one or more "rescue" ships, from the existing formation. Once the detachment of the sinking ship formation is complete, the original formation automatically resumes movement, with a speed capability based, as always, on the maximum speed of the slowest of the remaining ships.

If a sinking ship is detached from a formation as a new formation, the Player can opt to either retain the new formation (awaiting ship repair), or use the Cancel Formation order to dissolve it as a Naval Formation entity, thereby allowing any ships in it to operate independently.

The remainder of the ship damage design is summarized in [Table 38](#).

**Table 38. Summary of Ship Damage States**

DAMAGE CHARACTERISTICS	EXPLANATION OF STATE CHANGES
Riding Low 0: Not Riding Low 1: Down by the Bow 2: Down by the Stern 3: Uniformly Low	Each instance a ship experiences a new hull hit, JTLS currently determines whether a watertight compartment has been damaged. This depends on the number of watertight compartments designated for the ship and the number of hull hits required to sink the ship. Each instance a watertight compartment is determined to be destroyed, the model determines how it should represent the ship as riding low in the water. If the number of remaining compartments is even, the model indicates that the ship is riding Uniformly Low. If the number of remaining compartments is odd, the model draws a random variate to determine whether the ship is riding low Down by the Bow or Down by the Stern. Finally, a ship riding low in the water does not solely indicate damage. This state, excluding any damage, is also an indication of a "full load". If a ship carries embarked assets and is loaded to maximum capacity, the model set the Riding Low flag to a value of Uniformly Low.

**Table 38. Summary of Ship Damage States (Continued)**

DAMAGE CHARACTERISTICS	EXPLANATION OF STATE CHANGES
Listing Direction 0: Not Listing 1: To Port 2: To Starboard	When the determination is made to kill the ship, the model selects whether the ship is listing Port or Starboard. Once selected, this value does not change unless the Controller repairs the ship.
Listing Position 0: Uniformly 1: Forward 2: Aft	When the determination is made to kill the ship, the model selects whether the ship is listing forward, aft, or at the middle. If the number of hull hits incurred to sink the ship is an even number, the model sets the listing position to Uniformly. If the number of hull hits is an odd number, the model randomly selects a value of either Forward or Aft. Once selected, this value does not change unless the Controller repairs the ship.
Fire Type 0: None 1: Smoke 2: Fire 3: Both	The actual sinking time is divided into four equal periods. For example, assume that the model determines that a naval unit will sink in four hours. Each period will be one hour. During the first period, the ship assumes a Smoke state for the Fire Type attribute; during the second period, a Fire state; during the third, a Both state. During the fourth and final period, the ship will revert to the Smoke state.
Fire Size 0: None 1: Small 2: Medium 3: Large	The size of the fire is based on the relationship of the remaining time until the ship sinks and the average time for the ship to sink. As the time to sink approaches, the extent of fire damage increases. If the remaining time until the ship sinks is greater than the average, the model sets the Fire Size attribute value to Small. If the remaining time is between one-half of the average time and the average time, the value is set to Medium. Finally, if the remaining time is less than half of the average time to sink, the value is set to Large.
Oil Slick 0: None 1: Slick With Debris 2: Slick With No Debris	The oil slick is displayed even if the ship has not been completely damaged. When a compartment is killed, combat systems and supplies for the naval unit are destroyed. These combat systems and supplies can belong to the naval unit itself, to an embarked unit, or as part of a supply load being carried as part of a strategic or tactical lift. If either CLASS III GROUND or CLASS III AVIATION supplies are destroyed when a compartment is killed, the model is set the Oil Slick flag. If other supplies are killed with the POL, the Debris state is selected. When the ship sinking process is started, and the Oil Slick flag is not already set, it is set to the No Debris state. The Oil Slick flag is removed from the ship’s characteristics after a database-specified period of time. The existing database parameter SUP REPAIR TIME is used to determine the time period required to repair a ship target. These targets are seldom, if ever, represented in the database; thus, no apparent problem is created by sharing the use of this database parameter. After a hull hit is recorded, and the hit produces an oil slick due to the release of CLASS III GROUND or CLASS II AVIATION, the model determines when the oil will stop flowing from the ship and dissipate. This time is a random variate drawn from an exponential distribution with a mean equal to the SUP REPAIR TIME parameter. After that random time period, the model determine whether any other hull hits are actively “feeding” the oil slick. If not, the Oil Slick flag for the naval unit is set to None.
Oil Slick Location 0: Around Ship 1: Trailing	If a ship assumes a MOVING posture after losing a compartment, the Oil Slick flag is set to Trailing. When the naval unit stops movement, the oil slick location is set to Around Ship.

The remaining problem is representing an oil slick and/or debris field that does not belong to a naval unit, but remains after the ship has sunk. The resolution of this problem is related to the JTLS representation of Catastrophic Kills. When a tank is killed in JTLS, the model creates an object that

represents the remains of the Combat System. The HLA FOM represents these Catastrophic Kills as Wreckage objects. The object attributes include a pointer to the object that owned the wreckage, the time the wreckage was created, and the numerical identifier for the Combat System that the wreckage represents.

When a JTLS ship sinks, a Wreckage object representing the oil slick and debris field is created. After the random sinking time has elapsed, the model removes the ship from the game. At that instant in time, the model generates the Wreckage object, which holds the identifier of the ship that it represents and the time the ship actually sunk. No Combat system is specified in this Wreckage object, which MUSE/AFSERS should interpret to represent an oil slick with debris.

Wreckage objects are automatically removed from the game after a set period of time represented by the database parameter CATASTROPHIC KILL TIME. Admittedly, this is not the best representation for the removal of the oil slick representation, since the actual time period is most likely a function of weather, sea state, size of the ship that sunk, and the cargo that the ship was carrying. Each of these factors could eventually be built into the JTLS oil slick dispersal model. However, for consistency we currently remove the oil slick from the game board in the same manner as all other Wreckage objects within JTLS.

**Table 39** provides a detailed numerical example of the changing ship damage status characteristics. The subject of this example is a ship with a SUP that has a SUP AVERAGE TIME TO SINK set to five hours and a SUP REPAIR TIME of one hour. Also, assume that the CATASTROPHIC KILL TIME is set to six hours. A cell highlighted green indicates a change to the damage state characteristic. A cell highlighted yellow indicates a change in the meaning of the state value due to status dependencies.

**Table 39. Numerical Example of Ship Damage Status**

TIME	EXPLANATION	NEW CHARACTERISTIC VALUES						
		LOW	LISTD IR	LISTP OS	FIRE TYPE	FIRE SIZE	OIL TYPE	OIL LOC
0800	The ship arrives in theater and is undamaged. A random draw determines it will require 3 hull hits to sink. The ship has 2 watertight compartments.	0	0	0	0	0	0	0
0830	The ship loads supplies from a port. The ship is determined to be loaded to 50% capacity. No status change occurs. The ship is still fully capable.	0	0	0	0	0	0	0
1000	The ship completes loading supplies at the next port. The ship is loaded to 100% of its carry capacity. The ship will now appear to be riding low in the water. Its Riding Low flag is set to a value of 3, indicating that the ship is riding Uniformly Low.	3	0	0	0	0	0	0

**Table 39. Numerical Example of Ship Damage Status (Continued)**

TIME	EXPLANATION	NEW CHARACTERISTIC VALUES						
		LOW	LISTD IR	LISTP OS	FIRE TYPE	FIRE SIZE	OIL TYPE	OIL LOC
1030	The ship is hit by a torpedo and a hull hit occurs. Each compartment has a 33% (1.0/3.0) probability of being hit, since a maximum of 3 hull hits can occur. Assume that one compartment is damaged and contains no POL. The ship now has an odd number of compartments (1) remaining. The model now draws a random variate and determines the ship is riding Down by the Stern.	2	0	0	0	0	0	0
1032	The Player sets the ship's speed to zero, which causes no change to the ship's damage characteristics.	2	0	0	0	0	0	0
1034	The ship is hit by a second torpedo and a hull hit occurs. The remaining compartment has a 50% (1.0/2.0) probability of being hit. Assume that the compartment is damaged and CLASS III GROUND is stored with other supplies. The ship now has an even number of compartments (zero) remaining. The ship reverts to riding Uniformly Low. Additionally, the Oil Slick flag is set to Debris. An exponential random variate with a mean of one hour is drawn, representing the time to stop the oil slick. Assume the time determined is 56 minutes.	3	0	0	0	0	1	0
1100	The ship starts to return to its home port. The oil slick position is set to Trailing the ship.	3	0	0	0	0	1	1
1130	The oil slick dissipates and is removed from the ship's damage characteristics.	3	0	0	0	0	0	0
1145	The ship is hit by an air attack and the remaining hull hit occurs. The ship incurred all possible hull hits and will now start to sink. The ship's posture is set to INCAPABLE and a random number is drawn indicating that the ship will sink in 4 hours. Since the ship is now sinking, a random listing direction is selected. Assume that the random decision was that the ship is listing to the port side. Additionally, since an odd number of hull hits (3) was required to sink the ship, a random listing position is determined. Assume that this random position is Aft. Note that the ship is no longer riding low in the water. The Smoke flag is set and the Fire Size is set to Medium because the current time is between 2.5 hours and 5 hours or the average time to sink. Finally, the Oil Slick flag is set to Debris and the position of the oil slick is set to Around Ship.	0	1	2	1	2	1	0

**Table 39. Numerical Example of Ship Damage Status (Continued)**

TIME	EXPLANATION	NEW CHARACTERISTIC VALUES						
		LOW	LISTD IR	LISTP OS	FIRE TYPE	FIRE SIZE	OIL TYPE	OIL LOC
1245	The ship is in the second of its four sinking damage states. Fire is now visible.	0	1	2	2	2	1	0
1315	The ship is now within 2.5 hours of sinking, and the Fire Size is set to Large.	0	1	2	2	3	1	0
1345	The ship is in the third of its four sinking damage states. Fire and smoke are now visible.	0	1	2	3	3	1	0
1445	The ship is in the fourth and final sinking damage state. Smoke is now visible.	0	1	2	1	3	1	0
1545	The ship sinks. The ship's posture is set to WIPED OUT and the ship is removed from the game. The model creates a Catastrophic Kill entity with the ship as the object and no Combat System object is identified. This is the indication that only an oil slick should be displayed.	0	0	0	0	0	0	0
2145	The Catastrophic Kill entity is removed from the game board. No oil slick is displayed by MUSE/AFSERS.	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Considering that a ship does not sink immediately, it is possible that an enemy will fire upon and hit a sinking ship. For this situation, the model must determine whether to modify the sinking time of the ship and represent the hull hit that was created. The following logic is used:

1. First, the model draws a new sinking time random variate. If the new computed sinking time is later than the existing sinking time, the damage is ignored and the ship will sink as originally scheduled. If the new sinking time is earlier than the existing sinking time, the model calculates new attribute change event times and reschedule the events as required. This means that at the time of a new hit to a sinking ship, it is possible for one or more of the ship damage model attributes to change instantaneously. For example, the ship state can instantaneously progress from Small Fire to Large Fire due to the newly-computed sinking time.
2. JTLS maintains a tally of the number of hull hits required to sink a ship. When this parameter is set to zero, the ship starts its sinking procedure. If the ship is hit while sinking, the number of hull hits remaining would become negative unless the code is modified. This situation can cause several undesirable effects, and the following logic prevents its occurrence: For each hull hit, a repair event is scheduled. The first (soonest) hull hit repair event is accessed and a new repair time random variate drawn. If the new random variate is earlier than this existing sinking time, the hull hit repair event will execute as originally scheduled. If the newly drawn repair time is later than the selected repair event, the event is rescheduled to execute at the later time. Thus, the model assumes the worst possible outcome. The new damage affects the hull hit scheduled to be repaired first.

The user is not able to alter the Naval Damage attributes, but is allowed to view the current status of these attributes via the Information Management Tool.

### 2.33.2 Data Changes

This design required adding the SUP AVERAGE TIME TO SINK parameter to the Ship Unit Prototype (SUP) entity.

### 2.33.3 Order Changes

The Set order for Ship Unit Prototypes must be modified to allow the Controller to alter the SUP AVERAGE TIME TO SINK parameter.

## 2.34 JTLS-2005-1539 Improve Fuel Required Decision

### 2.34.1 Summary of Model Change Request

A new decision rule used to determine when and where to obtain fuel was implemented. The improved logic is primarily used for orbiting air missions that are operating at long distances from home. Basically, an orbiting air mission in this situation usually has an abundance of fuel available, but it believes that it determines that it needs fuel to complete its mission and make it home. The result is that the mission decides it needs fuel and gets fuel too often. For example, assume that an aircraft can hold 1000 lbs of fuel and needs 950 lbs of fuel to get home. If it burns fuel at a rate of 5 lbs per minute, after ten minutes the mission decides it needs fuel. It see a tanker in close proximity, loads the fuel it can take, which is 50 lbs. It goes back on orbit and ten minutes later it decides that it needs fuel again and the process continues throughout the mission's assigned orbit time.

The new rule is a two step process. When the mission decides that it needs fuel, it selects an appropriate tanker. Once selected the mission is given knowledge of the tanker's location and the model now asks how much fuel do I need to get to the tanker. Continuing the numerical example above, the mission decides it only needs 50 lbs of fuel to get to the tanker and still have its database specified reserve. Given this the mission decides it does not need fuel and stays orbiting, a tanker is selected based on the parameters of fuel availability, the ability of the needing mission to reach the tanker, and the proximity of the tanker to the orbit location. Once a tanker is assigned, the mission no longer heads for the tanker immediately. Instead, the air mission is now given the ability to use the newly selected tanker as its next refuel location. The mission can now continue orbiting for just over 3 hours before heading for fuel.

## 2.35 JTLS-2005-1540 IMT Search Capability

### 2.35.1 Summary of Model Change Request

The IMT was enhanced to include a search capability for all screens with a Unique Name column. These screens display a new Search option in the right-click menu of the Name column (**Figure 25**)

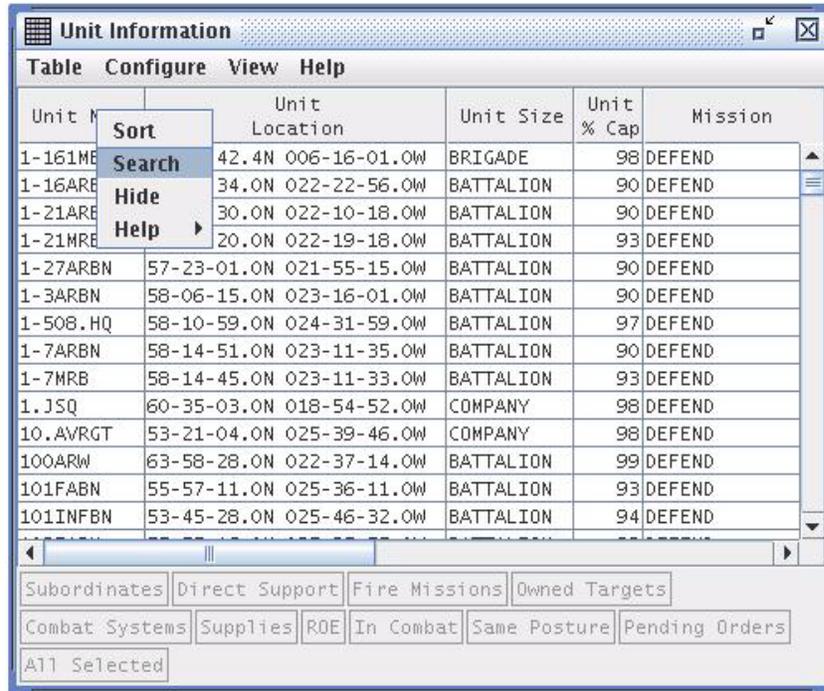


FIGURE 25. Name Column Menu Search Option

When the Search option is selected, the search interface is displayed within the IMT window (Figure 26). This interface has a Close button to hide the search interface when it is not in use.

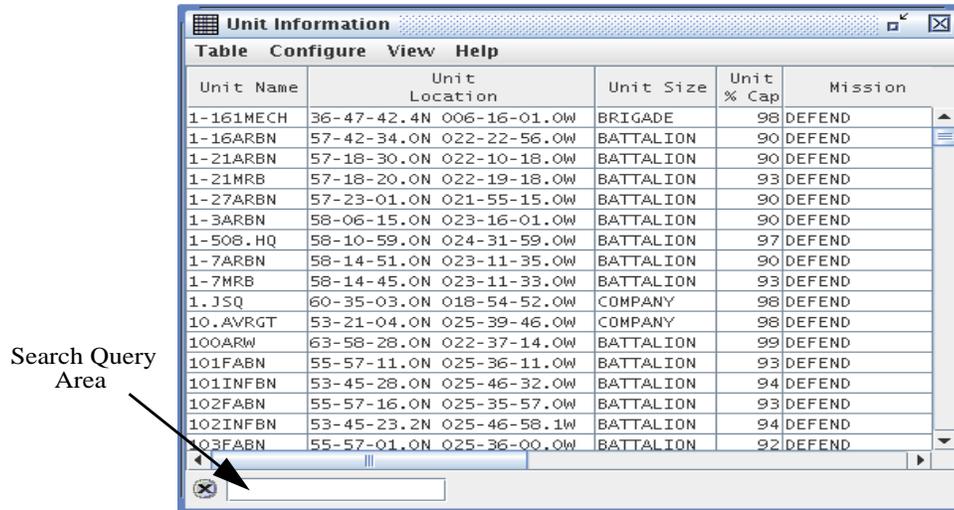
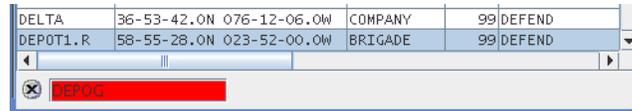


FIGURE 26. IMT Search Interface

This search interface provides a single text field in which the user enters a search query. As the user types the query key, the IMT finds the most closely matching row, scrolls the data table so that the row is visible, and highlights the row.

If the user has typed a query that cannot be exactly matched in the IMT, the row containing the most closely matching name field is highlighted. Additionally, a red colored highlight is applied to the search field (**Figure 27**).



**FIGURE 27. IMT User Query Not Found**

The user can then use the backspace key to add, erase, or replace characters until a match is found. Since the searchable Unique Name items are uppercase only, the search query feature is case-insensitive.

### 2.36 JTLS-2005-1549 JTLS-RTM Integration

#### 2.36.1 Summary of Model Change Request

The Run Time Manager (RTM) program provides simulation data to various C4I systems in an exercise environment. The same simulation data used within a JTLS exercise is currently available to the RTM via two JTLS services—the RTI feed from the JTLS High Level Architecture Interface program (HIP) and a direct connection to the JTLS JODA. Either service would sufficiently serve as a data link between JTLS and the RTM. Therefore, the objective of this link is to provide a specific set of JTLS simulation data to the PACOM RTM, from which the RTM will satisfy its data requirements to any connected C4I system. These C4I systems include the Global Command and Control System (GCCS), the Advanced Field Artillery Tactical Data System (AFATDS), and the Air Defense System Integrator (ADSI).

From a JTLS perspective, this ECP describes the implementation necessary to provide a data link to the RTM from the JTLS HIP/RTI feed and JODA services.

#### 2.36.2 Design Summary

Currently, the planned role of the RTM in a JTLS exercise is to supply data to each of the participating C4I systems. The RTM accomplishes this requirement by receiving JTLS simulation data during the exercise and using its own internal translation tables as necessary to reformat the data and provide it to the connected C4I systems. An internal translation table is typically required when RTM requires access to data that are not available through either of the JTLS data services. The RTM acquires this special data by obtaining a one-time generated ASCII file at the start of the exercise. JTLS generates this data file which contains a count of all available Combat Systems, Supply Categories, and Targetable Weapons, as well as records of all Units and High Resolution Units in the

game. From the data contained in this initialization file, as well as the initialization data gathered from other sources, the RTM can build its internal translation tables.

### 2.36.2.1 Special Object Attributes

The recent development of the JODA data server and the WHIP graphical user interface has required the modification of two object attributes in the JTLS Data System Protocol (JDSP) to more clearly describe an object's display status. These two attributes are: `Display_On_Map` and `Is_Active`.

`Display_On_Map` is intended to be used by the WHIP only. The attribute indicates when it is reasonable to display the object on the WHIP map. This attribute is set to false when an air mission is flying and out of radar detection range. At all other times this, including when the air mission is on the ground, the attribute is set to true. This allows the JTLS player to display missions on the map when the model feels it is reasonable that the player would know the location of the mission.

These rules are not suitable for C<sup>4</sup>I systems. A C<sup>4</sup>I system and thus RTM are only interested in displaying missions that are flying and for which the system holds a detection. The attribute `Is_Active` is used for this purpose.

## 2.37 JTLS-2005-1551 TBMCS Improvements

### 2.37.1 Design Summary

This is the second ECP that was implemented to improve the performance of the link between JTLS and the real-world C<sup>4</sup>I system known as the Theater Battle Management Core System (TBMCS). This ECP consists of four required improvements, which are presented separately.

#### 2.37.1.1 Correct ATO Identification

The previous version of JTLS supported the publication of the ATO in which an air mission is airborne. This was accomplished by using the JTLS ATO order to create an ATO period. When an air mission order was entered, the model attempted to find the ATO to which it belongs. For example, assume that ATO A is scheduled from 1000Z12AUG to 0959Z13AUG, and ATO B covers the period of 1000Z13AUG to 0959Z14AUG. If the user inputs an order to start a CAP mission at 1400Z13AUG, the model automatically determines that the mission belongs to ATO B and assigns an appropriate ATO identifier.

This methodology presented two basic issues:

- If a mission is ordered to start near the beginning of an ATO period, the model can incorrectly identify the ATO period to which it belongs due to round-off errors. As an example, 1000Z is the start of the ATO period. This is the numerical equivalent of 0.4166... decimal days. For a CAP mission ordered to start orbiting at 1000Z13AUG, the model may

determine that the mission start time is prior to the ATO period start time and assign the mission to ATO A instead of ATO B.

- If a user forgets to create the ATO period prior to submitting a mission order, the mission cannot be assigned an ATO identifier (ID). For example, assume that a user submitted the order for the CAP mission to occur at 1400Z14AUG. The model would not find an applicable ATO, the mission would not be assigned to the ATO period, and the TBMCS Adaptor would not be able to locate and update the proper TBMCS record.

Three improvements were implemented to ensure that all possible occurrences and combinations of these problems were addressed:

- We originally proposed that the model determine the ATO period to which a mission belongs to minimize the time required to create an air mission, and to reduce the size of the air mission order panels. Since the determination of the ATO period can be troublesome and not completely accurate, we added the ATO period as a silent field to each of the air mission orders. This allows the ATO-Translator to directly fill the ATO period for the mission without requiring the user to do so while manually entering an order. Thus, the mission parameter is always accurate for ATO-generated missions.
- It is still possible that manually created orders can be assigned to incorrect ATO periods. We added the ATO ID to the Change Air Mission Parameter order. Thus, this problem can be solved easily if the incorrect period is assigned.
- The ATO ID has also be made available on the Information Management Tool (IMT). Thus, problems to be solved can be easily identified.

#### 2.37.1.2 ATO Change ID

When an air mission is included in an ATO change, a new record for that air mission is created in TBMCS. The TBMCS Adaptor must update the new record, not the original record that existed when the mission was first planned. To accomplish this, the TBMCS Adaptor must know the ATO Change to which the mission currently belongs, which means that JTLS must publish this information. Typically, ATO periods are identified alphabetically and changes are identified numerically. For example, B3 means that the mission belongs to the third change for ATO Bravo. The ATO period identification may contain more than one character. For example ATO AB is followed by ATO AC, and ATO AZ is followed by ATO BA.

Within the ATO, this message is transmitted from TBMCS to the TBMCS Adaptor and within JTLS the message is identified by its MSGID record. This record has the following format: MSGID/ATO/CENTAF CAOC/ATOK/NOV/CHG//

The ATO name in this example is Kilo (K), and no Change Number is associated with this message. A Change Number would appear in the last field labeled "CHG".

To properly convey the information needed TBMCS to update the proper user record, we have made the following changes:

- A new attribute was added to the ATO period structure in the CEP. This attribute is the number of the most recently published ATO change during the period. To set this new attribute, the ATO Period order has been upgraded to allow the user to alter the most recent ATO Change number. The ATO-T submits this order each time it process an ATO Change order.
- The ATO-T sets both the ATO ID and the ATO Change number for each air mission order that it submits to the game.
- The model automatically assigns the proper ATO ID to an air mission, according to the period in which the mission is placed and the most recent ATO Change number for that ATO period. If the model's automatically assigned value is incorrect, the user will have the ability to change the ATO ID or ATO Change number via the Change Air Mission Parameter order. This order perform the necessary checks to ensure that only proper ATO IDs and ATO Change numbers are accepted.
- In addition to the existing ATO\_ID air mission attribute, a new JODA attribute, ATO\_Change, is assigned to this number.
- The same changes were made to the FOM.
- Two IMT Air Mission screen columns are available to display the ATO ID and ATO Change Number if the user selects the fields for display.

### 2.37.1.3 Mission Success Flag

Each mission within TBMCS has a flag to indicate whether it is successful or not. This improvement will create a similar JTLS capability and pass that information to the TBMCS Adaptor to properly update the mission's TBMCS record. The concept of success is well-defined for Air-to-Ground Attack missions. Missions that deliver their weapons on the intended target, regardless of the damage caused, are considered successful. The criteria of success for other mission types are not as clear.

**Table 40** outlines rules for setting the Success Flag for each mission type currently modeled within JTLS. These rules define when and why the mission's success flag is set. Since the flag is reported only when the final mission message is sent to TBMCS, how frequently or why the setting occurs is insignificant. TBMCS is notified regarding success or failure when the mission is complete.

**Table 40. Rules to Determine Air Mission Success or Failure**

MISSION TYPE	RULES
AIRLIFT	A mission that starts the pickup of the assigned unit is marked as successful. A mission that waits for the arrival of the unit and never begins the pickup is marked as unsuccessful
TRANSPORT	A mission that begins its assigned flight profile is marked as successful. Whether it starts to pickup supplies or not is not considered. This rule is selected because it is not unusual to use the transport mission to represent VIP and other flights, and we want them to show up as successful just for starting.

**Table 40. Rules to Determine Air Mission Success or Failure (Continued)**

MISSION TYPE	RULES
AWACS	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert.
AIRREF	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert.
CAS	A CAS mission begins as an Orbiting OAS mission. As described below, an Orbiting OAS mission is considered successful if it reaches its orbit location or if it goes on alert. If the mission is assigned to fulfill a CAS request, the success flag is re-set to No. When the mission then delivers its weapons, the mission's success flag is set to Yes. If the mission is never sent to fulfill a CAS request, the mission (an Orbiting OAS mission) is considered successful simply by reaching its orbit area or going on alert.
ESCORT	A mission that reaches the rendezvous point and becomes an active member of the package is considered successful.
RECCE	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert.
ARMED RECCE	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert. Unlike an Attack mission, it is not required to deliver its weapons to be considered successful.
EC	If the mission reaches its orbit location, it is considered successful. A mission using the Alert profile is considered successful if it goes on alert.
AIR ATTACK	A mission can be assigned the Air Attack type from its beginning by means of the air Attack order. Several other mission types, including the Orbiting OAS and Armed Recce missions, can be assigned a specific target by means of the Assign Target order. In both cases, the current mission success flag is set to No. When the mission delivers its weapons, the flag is re-set to Yes.
WILD WEASEL	An independent Wild Weasel mission applies the rules for other orbiting missions, such as the EC mission. A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert. A package Wild Weasel mission applies the same rules assigned to the Escort mission, and is labeled as successful if it reaches the rendezvous point and becomes an active member of the package.
TRANSFER	A mission that takes off is labeled as successful. This mission type is labeled as unsuccessful if the mission is prevented from taking off for any reason.
CAP	A mission that reaches its orbit location is considered successful. A mission that uses the Alert profile is considered successful if it goes on alert.
MINE WARFARE (Laying)	A mission that delivers any of the mines it was designated to lay is marked as successful.
MINE WARFARE (Clearing)	If the mission reaches its orbit location and mines are available at that location to clear, the mission is marked as successful. It is possible to assign a mine-clearing mission several consecutive clearing locations. Once set, the mission's success flag is not reset. Thus, if the mission finds mines at its first assigned location, but not at the second location, the mission would still be considered a success. A mission placed on alert is considered successful if it goes on alert. If it is subsequently assigned to clear mines and takes off, the mission's success flag is re-set to No, and the mission must reach its assigned clearing location and locate mines there to be considered successful.

**Table 40. Rules to Determine Air Mission Success or Failure (Continued)**

MISSION TYPE	RULES
ORBITING OAS	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert. An Orbiting OAS mission can become a CAS mission if used to fulfill a CAS request. When this is accomplished, the mission applies the CAS mission rules. Similarly, it can become an Air Attack mission if assigned a specific target by means of the Assign Target order. When this is accomplished, the mission applies the Air Attack mission rules.
PATROL	A mission that reaches its orbit location is considered successful. A mission using the Alert profile is considered successful if it goes on alert.
INSERT/EXTRACT	An Insert / Extract mission that fails to insert or extract any of the teams it has been assigned is marked as unsuccessful. The importance of inserting or extracting a covert team justifies the severity and restrictiveness of this rule.
STRATEGIC LIFT	The mission success flag is always set to Yes.

#### 2.37.1.4 Mission Divert Codes

If a mission diverts from its original plan for any reason, the AOC is notified by means of a divert code entry into the mission's TBMCS record. The TBMCS Adaptor requires a capability to simulate this divert code entry and alter the appropriate TBMCS mission record, based on the mission's situation within JTLS. To accomplish this task, a new Air\_Mission object attribute called Deviation\_Code was added. **Table 41** lists the divert codes that TBMCS recognizes. The table summarizes air mission situations or events for which JTLS will set the mission's deviation code to the indicated enumeration.

**Table 41. Divert Code Design Summary**

DIVERT CODE	DIVERT CODE EVENT
Airfield Limited	If an air mission enters a Runway Delay posture, the divert code is set. The divert code is cleared and set to Invalid (0) as soon as the mission is no longer in a Runway Delay posture. Note that the model does not automatically cancel missions in a Runway Delay posture. To cancel the mission, the user must enter a Cancel Air Mission order. After doing so, the divert code shown in TBMCS will indicate the reason provided with the order.
Base Weather	If an air mission cannot take off due to inclement weather, the divert code is set. The divert code is cleared and set to Invalid (0) as soon as the mission is no longer delayed by inclement weather. As with the Airfield Limited diversion, the model does not automatically cancel missions holding for a weather delay. To cancel the mission, the user must enter a Cancel Air Mission order and specify the Excessive Delay option, which will cause the model to not alter the mission's divert code. A user reviewing missions results on TBMCS will then be able to discern that the delay was due to the weather limitation.
Ground Defenses	If a mission is fired upon by enemy air defenses, the mission is given this divert code.
Ordinance or Weapon Systems	If an air mission enters a Weapons Delay posture, the divert code is set. The divert code is cleared and set to Invalid (0) as soon as the mission is no longer in a Weapons Delay posture. If the mission is automatically canceled by the model due to an excessive launch delay, the divert code will appropriately remain listed in TBMCS as Ordinance or Weapon Systems.

**Table 41. Divert Code Design Summary (Continued)**

DIVERT CODE	DIVERT CODE EVENT
Forward Air Controller	When a flying or On Alert mission receives an Assign Target order or is assigned to fulfill a CAS Request, the mission's divert code is changed to this code. JTLS does not consider an Assign Target Order received prior to a mission launch as a Forward Air Controller divert.
Higher Headquarters Canceled	A new mandatory field was added to the Cancel Air Mission order panel. The Player must decide whether the mission is canceled due to an order from Higher Headquarters, an ATO problem, an excessive launch delay, or because the operation is canceled. If the user specifies canceled from Higher Headquarters, the mission's divert code is set to this enumeration.
Airborne Defenses	If an air mission enters the JTLS Runaway mode, the mission's divert code is set to Airborne Defenses. Once it leaves the Runaway mode, the divert code is cleared and set to Invalid (0). If an air mission delivers its air-to-ground weapons because of an airborne defense encounter and automatically cancels its mission due to this situation, the mission's divert code is set to this enumeration.
ATO Problems	A new mandatory field is added to the Cancel Air Mission Order panel. The Player must decide whether the mission is canceled due to an order from Higher Headquarters, an ATO problem, an excessive launch delay, or because the operation is canceled. If the user specifies an ATO Problem, the mission's divert code is set to this enumeration.
Aircraft Loss	When an air mission heads for home due to aircraft loss, the mission's divert code is set to this enumeration.
Maintenance	If an air mission enters an Aircraft Delay posture, the divert code is set to this enumeration. The divert code is cleared and set to Invalid (0) as soon as the mission is no longer in an Aircraft Delay posture. If the mission is automatically canceled by the model due to an excessive launch delay, the divert code will appropriately remain listed in TBMCS as Maintenance.
Not Launched or Tasked	The Combat Events Program (CEP) does not support this divert code directly. The JHIP already receives information from the CEP, as part of the mission complete interaction, an indicator whether the mission ever flew. If the mission has never flown, as indicated on the interaction, the JHIP will set the Deviation_Code for the mission to this enumerated value.
Operations Canceled	A new mandatory field is added to the Cancel Air Mission Order panel. The Player must decide whether the mission is canceled due to an order from Higher Headquarters, an ATO problem, an excessive launch delay, or because the operation is canceled. If the user specifies Operation Canceled, the mission's divert code is set to this enumeration.
No Air Space or ATC Clearance	If an air mission cancels because it cannot find a optimal route, JTLS attempts to determine the reason that the mission could not find the optimal route. If the mission does not find an optimal path due to OPAREA restrictions or National Boundary restrictions, the divert code is set to this enumeration.
Fuel or Refueling	When a mission starts heading for fuel, whether it be tanker fuel or base fuel, the mission's divert code is set this to enumeration. In addition if the mission enters a launch delay because of a lack of fuel availability at its home base, the divert code is set to this enumeration. As soon as the refueling procedure has been completed or the problem has been corrected, the mission's divert code is cleared and set to Invalid (0). If the mission is automatically canceled by the model due to an excessive launch delay, the divert code appropriately remains listed in TBMCS as Fuel or Refueling.
Supply Problems	If an air mission is delayed due to supply problems other than fuel or weapons, the mission's divert code is set to this enumeration. As soon as the supply problem is corrected, the mission's divert code is cleared and set to Invalid (0). If the mission is automatically canceled by the model due to an excessive launch delay, the divert code appropriately remains listed in TBMCS as Supply Problem.

**Table 41. Divert Code Design Summary (Continued)**

DIVERT CODE	DIVERT CODE EVENT
Target Missed	Within JTLS, an Air Ground Attack is assigned a primary target and a secondary target. The mission heads for its primary target and will deliver all assigned air-to-ground weapons on that target if three conditions are met: the target must be at its assigned location, the mission must detect the target, and the target must still be alive. If the assigned primary target does not satisfy all requirements, the mission will cancel its attack on the primary target and head for the secondary target. For this situation, the model sets the mission's divert code to this enumeration. The air mission repeats these checks when it reaches the secondary target. If this target cannot be hit, the divert code remains set. If the secondary target can be hit, the divert code is cleared and set to Invalid (0).
Unknown	If an air mission cancels because it cannot find a optimal route, JTLS attempts to determine the reason. If due to Target Weather or No Air Space or ATC Clearance, those divert codes are appropriately set. If the problem is due to altitude limitations or another unknown cause, the divert code is set to this enumeration.
Target Weather	If an air mission cancels because it cannot find a optimal route, JTLS attempts to determine the reason. If due to weather along the route, the divert code is set to this enumeration.
Other	If a mission is delayed because of combat in the area or because the model determines that the selected aircraft cannot accomplish the prescribed mission, the mission's divert code is set to this enumeration.
Sympathetic Abort	A JTLS air mission package must have a specified number of assets available at the rendezvous point prior to allowing the mission to be released for entry into the assigned target area. If a package mission does not arrive at the rendezvous point, it is assumed that the reason has already been submitted to TBMCS as one of the other Divert codes previously discussed. All other missions that have reached the rendezvous location, are automatically canceled by the model if the requisite number of assets are not available. The missions canceled due to this problem are assigned a divert code of Sympathetic Abort.

### 2.37.2 Order Changes

The Cancel Air Mission order was modified. A new Mandatory field named Reason was added to the order panel. The user must select from the list of reason codes shown in [Table 42](#). This change is needed so a proper deviation code can be sent to TBMCS.

**Table 42. Cancel Air Mission Reason Codes**

REASON CODE	MEANING
Higher Headquarters	TBMCS will set the divert code of the mission to the Higher Headquarters enumeration, then proceed to cancel the mission. The mission may be removed from the game.
ATO Problem	TBMCS will set the divert code of the mission to the ATO Problem enumeration, then proceed to cancel the mission. The mission may be removed from the game. When the ATO-T creates an order to cancel a mission based on the information in a change to an ATO, it always use this reason code.
Operation Canceled	TBMCS will set the divert code of the mission to the Operation Canceled enumeration, then proceed to cancel the mission. The mission may be removed from the game.
Excessive Delay	This reason code is reserved for delays, such as runway delays or weather delays, which do not automatically cancel within JTLS. These delayed missions must be canceled by user action. When a user decides to cancel these missions, the Excessive Delay code should be used, because the result is to simply cancel the mission and not notify TBMCS why the cancellation occurred. As a result, TBMCS will continue to show the divert code established when the delay condition was first encountered.

Each Air Mission order was modified to include a new silent field for the ATO Change Number under which the air mission is covered.

The Change Air Mission Parameter order was modified to allow the user to change the ATO ID or the ATO Change Number for the mission.

## 2.38 JTLS-2005-1552 Reduce Lanchester Data

### 2.38.1 Summary of Model Change Request

### 2.38.2 Design Summary

#### 2.38.2.1 Previous JTLS Force-on-Force Combat Data

Within JTLS, two data structures previously held the Lanchester coefficients (the data used to determine the results of force-on-force combat):

- Lanchester Coefficient Data Sets. The user can define as many of these sets as desired. Each set was an array dimensioned by the number of Combat Systems (CS) by CS. Within the previous SDB version, each Lanchester Data Set was an array dimensioned 43 by 43. With the new standard 100 Combat System definition, the Lanchester Data Set became an array dimensioned 100 by 100. Each set was assigned a number from 1 to the total number of sets defined by the database builder.
- Combat Index Array. This data structure had four dimensions:
  - Fire Lethality Prototype (FLP)
  - Survivability Prototype (SP)
  - Killer Unit's Posture ( $UP_K$ )
  - Victim Unit's Posture ( $UP_V$ )

This array held the numeric identifier of the Lanchester Data Set that was to be used under the specified combat conditions. For example, assume that the Combat Index Array (1, 2, 3, 4) contains the value 5. This means that when a unit assigned FLP number 1 and a Posture of 3 (Delay) engages in combat with a unit assigned SP 2 and a Posture of 4 (Withdraw), the model was suppose to use Lanchester Data Set number 5 to compute the number of Combat Systems the first unit will kill in the second unit during one hour of combat.

#### 2.38.2.2 New Force-on-Force Combat Data

The new Combat Index Array was changed from a four-dimensional array to a two-dimensional array dimensioned by Killer Posture and Victim Posture. To maintain consistency in the JTLS data naming convention, the data name of the new Combat Index Array has been changed to UP UP LANCHESTER DATA SET. This data name indicates an array dimensioned by the number of Unit

Posture (UP) by number of Unit Posture (UP) and contains the identifier for a Lanchester Data Set (LANCHESTER DATA SET).

The differences in killing capability of the killer unit, survivability capability of the victim unit, and the differences in Combat System effectiveness is represented by modifying the baseline Lanchester Coefficient Data Set. To accomplish this modification task, these four new data arrays were added to the model:

- CSP CS KILLER FWL MODIFIER ( $FWLM_K$ ). This modifier data set is an array dimensioned by the number of Combat System Prototypes (CSP) and by the number of CS in the scenario. The array contents represent a modifier that will increase or decrease the Lanchester kill rates for that Combat System as a killer against *all* victim Combat Systems.
- CSP CS VICTIM FWL MODIFIER ( $FWLM_V$ ). This modifier data set is also an array dimensioned by the number of Combat System Prototypes (CSP) and by the number of CS in the scenario. The array contents represent a modifier that will increase or decrease the Lanchester kill rates for *all* killer Combat Systems against that victim Combat System.
- FLP FWL KILLER MODIFIER ( $FLPM_K$ ). This modifier data set is a one-dimensional array dimensioned the number of FLPs. The array contents represent a modifier that will increase or decrease the Lanchester kill rates for *every* killer Combat System.
- SP FWL VICTIM MODIFIER ( $SPM_V$ ). This modifier data set is also a one-dimensional array, but it is dimensioned by the number of SPs. The array contents represent a modifier that will increase or decrease the Lanchester kill rates for *every* victim Combat System.

It is easier to view this data change programmatically and mathematically. Previously, force-on-force combat results were computed using the following code logic:

```

Access Killer Unit's FLP
Access Victim Unit's SP
Access Killer Unit's  $UP_K$ 
Access Victim Unit's  $UP_V$ 
Access Lanchester Data Set FWL = COMBAT INDEX( $FLP$ ,  $SP$ ,  $UP_K$ ,  $UP_V$ )
For every Killer  $CS_K$ 
  For every Victim  $CS_V$ 
    Access Lanchester Coefficient  $C = FWL(CS_K, CS_V)$ 
    Compute kills using  $C$ 
  Loop
Loop

```

The new force-on-force combat results are computed using the following code logic:

```

Access Killer Unit's  $FLPM_K$ 
Access Victim Unit's  $SPM_V$ 

```

```

Access Killer Unit's CSP ( $CSP_K$ )
Access Victim Unit's CSP ( $CSP_V$ )
Access Killer Unit's  $UP_K$ 
Access Victim Unit's  $UP_V$ 
Access Lanchester Data Set  $FWL = UP\ UP\ LANCHESTER\ DATA\ SET(UP_K, UP_V)$ 
For every Killer  $CS_K$ 
  Access killer modifier  $FWLM_K = CSP.CS.KILLER.FWL.MODIFIER(CSP_K, CS_K)$ 
  For every Victim  $CS_V$ 
    Access Lanchester Coefficient  $C = FWL(CS_K, CS_V)$ 
    Access victim modifier  $FWLM_V$ 
    Modify  $C_M = C * FWLM_K * FWLM_V * FLPM_K * SPM_V$ 
    Compute kills using  $C_M$ 
  Loop
Loop

```

Although this computation algorithm is more complex, it reduces the number of Lanchester cases. An additional benefit of this design is that the  $FLPM_K$  and  $SPM_V$  data sets can be used as convenient tuning parameters to adjust the kills obtained from Lanchestrian force-on-force combat. An entire Faction or Side could be made more or less effective by modifying a single  $FLPM_K$  or  $SPM_V$  data parameter.

### 2.38.2.3 Additional Force-on-Force Combat Refinements

We also improved this algorithm with respect to representing a combat unit's ability to operate under night conditions. Previously, every JTLS unit has a unit effectiveness (UT EFFECTIVENESS) value. This data parameter represents the unit's ability to conduct combat operations. It is designed to represent the unit's readiness level, and also their training and the reliability of their equipment. However, this singular number does not account for the critical factor of light conditions during the time of the operation. It is desirable to represent a unit as a well-trained and effective combat force (high UT EFFECTIVENESS value) during the day, but also as ineffective at night due to lack of training and general support equipment (low UT EFFECTIVENESS value).

A new unit effectiveness parameter for night conditions, UT NIGHT EFFECTIVENESS, was added to the database. For every instance the model currently accesses UT EFFECTIVENESS, additional code would determine whether the combat operation is taking place during daylight or night. If the light condition is daylight, the UT EFFECTIVENESS parameter would be used to modify the results of the combat action. For night conditions, UT NIGHT EFFECTIVENESS would be used to modify the combat action results.

The new CSP-CS, FLP and SP data fields, in conjunction with the new unit effectiveness parameters, greatly increase the model's flexibility to represent various scenarios. Factions and Sides can be made as robust or as weak in Lanchester combat as the scenario requires without directly adjusting the Lanchester table rates—always a difficult recourse.

#### 2.38.2.4 Combat System Density Data

Previously, the Combat System density array contains 6880 data entries for each of the three CCPs in SDB. To support 100 Combat Systems, this will increase to 160,000 entries per array. The structure of the density array was also changed.

Previously, Combat System density data is held in an array that has four dimensions:

- Command Control Prototype (CCP)
- Combat System (CS)
- Unit Posture (UP)
- Terrain Type (TT)

When the model needed the density of a specific Combat System within a given unit, it accessed the CSP CS UP TT DENSITY array using the unit's CCP, the Combat System index CS, the unit's Posture (UP), and the type of Terrain (TT) in which the unit is currently located.

To reduce the quantity of data, we replaced this four-dimensional array with to these dimensioned arrays:

- CCP CS BASE DENSITY. The value held in this array is the square meters each Combat System of type CS occupies in a unit that has a Command Control Prototype of CCP. The database builder will choose which Posture and Terrain type represent the base case, and enter a value in the array that represents the desired density of the Combat System under the base case conditions.
- CCP CS UP DENSITY MODIFIER. The value held in this array is the multiplicative modifier that should be applied to the base case density value when the unit is in a specified Posture. For example, assume that the database builder selected the DEFEND Posture as the base Posture for density. The CCP CS UP DENSITY MODIFIER array for the Posture DEFEND would then be expected to have a value of 1.0. If the database builder intended the Combat Systems in the WITHDRAW Posture to be positioned in a less dense configuration, the WITHDRAW positions in the array should hold a modification value greater than 1.0. Considering that this modifier is also dimensioned by CS, the database builder can represent one Combat System type as more dense than the base density under these conditions and another Combat System as less densely positioned under a specific unit Posture.
- CCP CS TT DENSITY MODIFIER. The value held in this array is the multiplicative modifier that should be applied to the base case density value when the unit is located in a specified Terrain. If the database builder selected OPEN terrain as the baseline case for Combat System density, then the expected value of the CCP CS TT DENSITY MODIFIER in the OPEN Terrain position in the array would be 1.0. If the database builder intended the Combat Systems to be in a highly dense configuration in Terrain MOUNTAIN, the MOUNTAIN position in the array should hold a modification value less than 1.0.

Considering that this modifier is also dimensioned by CS, the database builder can represent one Combat System type as more densely positioned than the base density under these conditions and another Combat System as less densely positioned in a specific Terrain Type.

Thus, a unit's Combat System density is no longer be a simple table lookup, but is computed according to the following equation:

$$\text{Density}_{CS} = \text{Base Density}_{CCP, CS} \times \text{Modifier}_{CCP, CS, UP} \times \text{Modifier}_{CCP, CS, TT}$$

The total number of Combat System density entries in each CCP is reduced to 2700 from the 160,000 required by the previous structure. This is a reduction of approximately 83%.

### 2.38.3 Data Changes

These data parameters were removed from the database and the documentation: COMBAT INDEX ARRAY, CCP CS UP TT DENSITY.

The following data was added to the JTLS initialization database. Each new parameter has notes concerning the conversion rules that are used by the DDS when converting your JTLS 3.0 database to the JTLS 3.1 database format.

- UP UP LANCHESTER DATA SET - Conversion Rule:Retrieve all Combat Index Array records for the selected FLP and SP combination. Delete the FLP and SP attributes from the record and place the remaining attributes in a new record within the UP UP Table. Several unused Lanchester Data Sets will be created. Alterdata tools accessible from the DDS Menu will be added to remove any unused Lanchester Data Sets. *Note: Users converting their existing database to the 100 Combat System standard must apply these tools prior to using the converted database.*
- CSP CS KILLER FWL MODIFIER - Conversion Rule:No conversion is necessary. JTLS will apply the default value of 1.0 unless it is modified by a database record.
- CSP CS VICTIM FWL MODIFIER - Conversion Rule:No conversion is necessary. JTLS will assume that the value is 1.0 unless modified by a database record.
- FLP FWL KILLER MODIFIER - Conversion Rule:Set the value to the default of 1.0. We considered creating an algorithm to compare the old data with the new data, but the model typically uses only a few FLP objects. The SDB represents only three FLPs; therefore, saving fewer than ten data parameters is not justified.
- SP FWL VICTIM MODIFIER - Conversion Rule:Set the value to the default of 1.0. We considered creating an algorithm to compare the old data with the new data, but the model typically uses only a few SP objects. The SDB represents only three SPs; therefore, saving fewer than ten data parameters is not justified.

- **UT NIGHT EFFECTIVENESS - Conversion Rule:**The conversion procedure will copy the value of UT EFFECTIVENESS into the new attribute UT NIGHT EFFECTIVENESS.
- **CCP CS BASE DENSITY - Conversion Rule:**The conversion procedure will select all of the records currently held in the CCP CS UP TT table as the selected standard UP and TT. The retrieved records will become the new records for the CCP CS table, but the attributes that specify the UP and TT will be removed.
- **CCP CS UP DENSITY MODIFIER - Conversion Rule:**Set the value to the default of 1.0. We considered creating an algorithm to compare the old data with the new data, but JTLS represents only ten unit Postures; therefore, the effort to save these ten data parameters is not justified.
- **CCP CS TT DENSITY MODIFIER - Conversion Rule:**Set the value to the default of 1.0. We considered creating an algorithm to compare the old data with the new data, but JTLS represents only 16 Terrain Types; therefore, the effort to save these 16 data parameters is not justified.

### 2.39 JTLS-2005-1556 Weapon Load Recognition

JTLS supports three separate methods to specify the Mission Load that should be placed on a specific air mission, identified as Model Determined, Player Altered, and Player Specified.

- **Model Determined Load.** This method allows the model to determine the most appropriate load to place on an air mission while considering the aircraft type and the mission's tasking.
- **Player Altered Load.** This method provides the Player the ability to specify a list of desired weapons as part of the mission order. Provided with the Aircraft Class and Mission Task information used for the previous method, the model selects the BEST weapon load and replaces this load with the listed weapons specified by the Player.
- **Player Specified Load.** This recently-developed capability allows the JTLS Player to specify a named load to assign to an air mission. If this method is selected, the specified load (weapons, sensors, jammers, extra fuel, and supplies) is placed on the mission and the LOAD ASSIGNMENT array is not accessed. However, the ATO-T was not adapted to use this new method to specify the desired mission load.

The Air Tasking Order Translator (ATO-T) has been improved to use the Player Specified Load capability built into JTLS. The ATO-T receives a list of all JTLS loads held in the initialization database. If the weapon load name provided in the Air Tasking Order matches one of the JTLS defined loads, the ATO-T uses the Player Specified Load option when creating the order that should be sent to JTLS.

## 2.40 JTLS-2005-1557 Maintain Federation If CEP Goes Down

When the JMIRM federation initializes, the CEP begins to execute. After reading its initialization database, the CEP downloads data to the JODA. During a data download, all of the information currently held in the JODA is discarded and the CEP passes to the JODA all required information for all objects represented in the scenario. After this download is complete, the JODA performs a download to all of its clients, including the JHIP.

The JHIP, in a similar manner, clears all objects from its internal database when it receives notice that a JODA download is pending. After this download is complete, JHIP passes the received information to the HLA RTI, using the HLA protocol to publish the objects and object attributes. All federates linked to the RTI will receive this information. Thus, the transfer of information from the JTLS CEP to the JMIRM federates is complete.

A major distinction between the JODA and JHIP download methods should be noted. When the JODA receives notification that a download of data from the CEP is pending, it clears all objects held within its internal database, but it does not pass that information to its clients. After the CEP download is complete, the JODA then delivers a “Start Download” notification to its clients. Each client then determines how to process the download and whether to update its currently held internal database.

Previously, the JHIP interprets a JODA download as an indication to initialize the game and re-initialize the federation. Therefore, if it receives a “Start Download” notification while executing, the JHIP use to halt and wait for the JHIP operator and Technical Control to bring down the entire federation and prepare for the re-initialization procedure. Unfortunately, it was possible for the JODA to send a “Start Download” notification even when the game is not re-initialized. The impact of this action during an exercise is obvious.

### 2.40.1 Design Summary

Precisely describing the internal logic of a program such as the JHIP is difficult. Thus, the newly designed JHIP logic is depicted by high-level flowchart. Following a discussion of this flowchart, representative situations are described that illustrate how the new logic allows the JHIP and the JMIRM federation to continue executing in a hold mode until the CEP is ready to resume execution in represented time.

**Figure 28** depicts the new expanded logic for the JHIP. Instead of halting when it receives a new “Start Download” notification from the JODA, the JHIP determines how to handle each object received from the JODA. Execution of the expanded logic, shown in **Figure 29** and **Figure 30**, enables the JHIP to maintain a federation connection whether a JODA download command is unintentionally sent, or sent concurrently with a CEP or JODA restart.

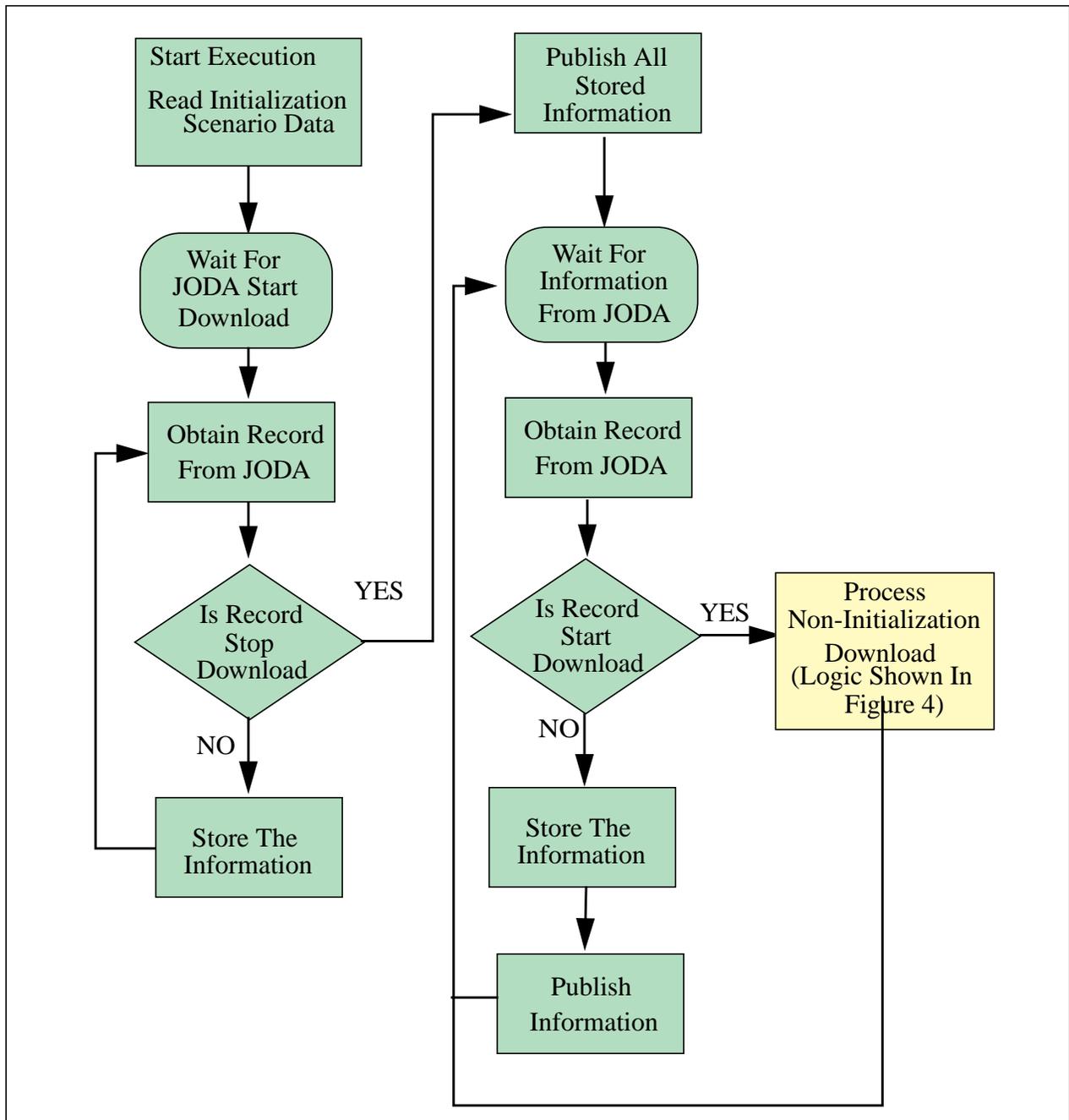


FIGURE 28. New Expanded JHIP Logic

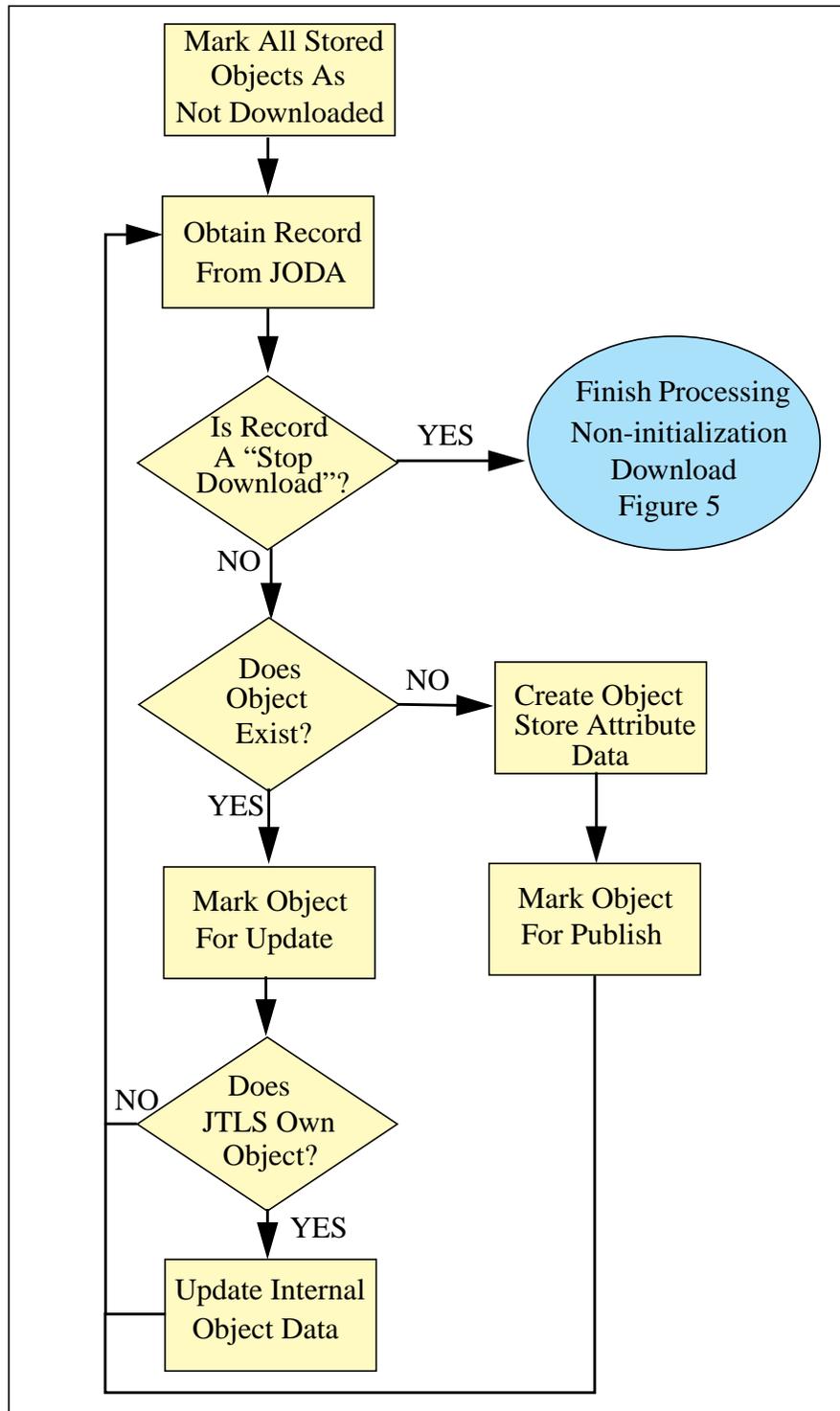


FIGURE 29. Non-Initialization JODA Download Logic

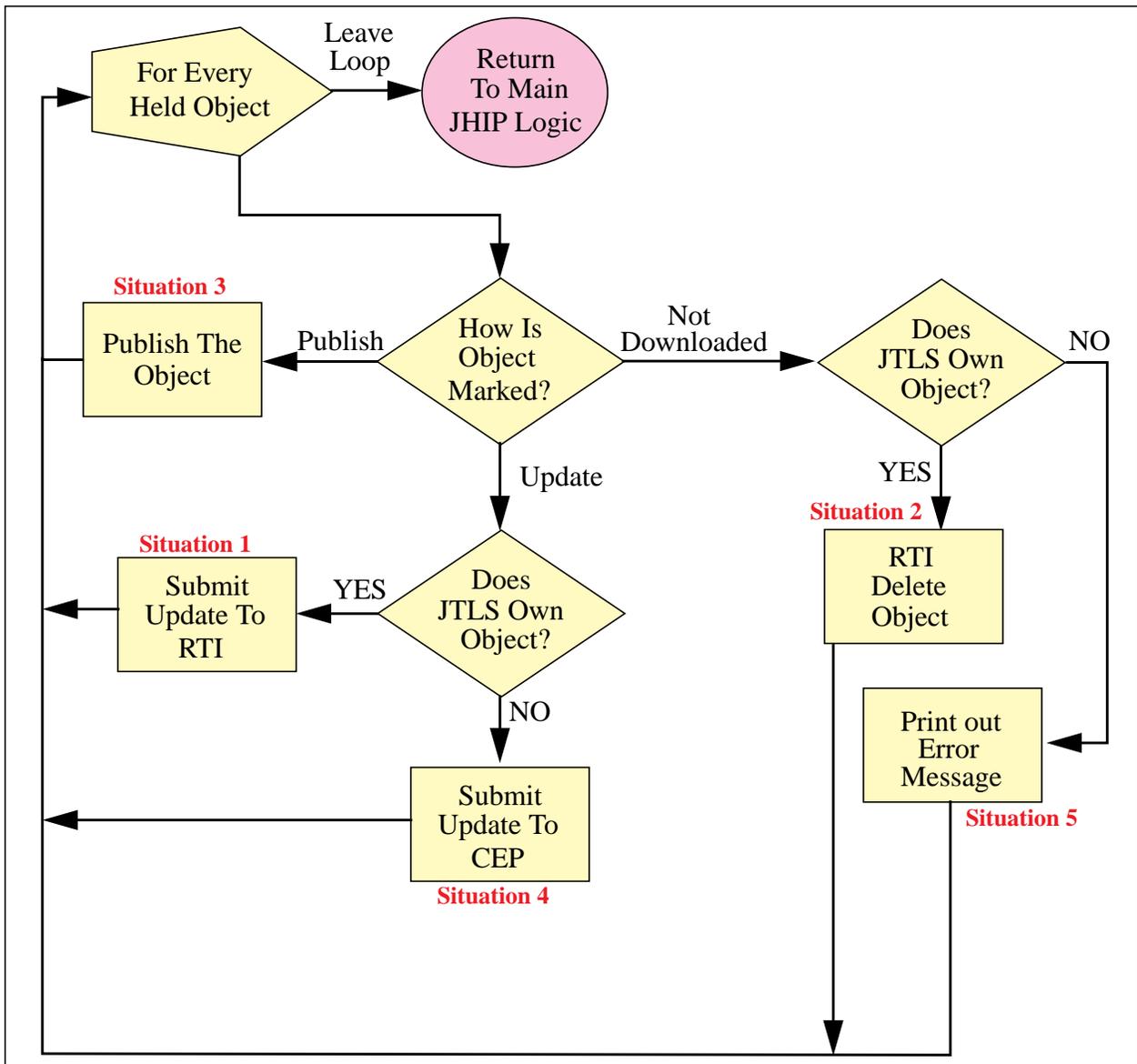


FIGURE 30. Non-Initialization JODA Download Completed Logic

The underlying requirement of this logic is that the JHIP must intelligently process information received from the JODA when its download starts during JHIP execution. Consequently, the JHIP must determine how to manage this new information. When a download is received as part of the initialization, the JHIP decision is relatively simple. If JTLS owns the object, the JHIP publishes the data. If JTLS does not own the object, the JHIP holds the data and waits for the appropriate federate to publish the required information.

Problems are indicated if the JHIP obtains a JODA download during execution. **Table 43** summarizes some of the possible situations that could result in a non-initialization JODA download to the JHIP and plausible reasons that the JODA data and JHIP data may not be identical.

**Table 43. JHIP Logic Alternatives**

REASON FOR DOWNLOAD	LIKELY DATA CONSISTENCY PROBLEMS
<p>An operator starts a JODA download. This could be done by an unintentional JODA command line entry or as a deliberate attempt to correct a problem such as missing or incorrect data in the JODA.</p>	<p>Assume that a JODA error occurs and the data held in the CEP do not match the data served by the JODA. Although no cause has been specifically identified, this contingency is considered in this design. As a corrective action, Technical Control can force a CEP download to the JODA. After obtaining the download, the JODA will re-create all of its internal database structures, then initiate a download to all clients, including the JHIP. The JHIP will receive this information, presumably with new data for some objects, and publish updates on all objects to the RTI. In <b>Figure 30</b>, this is identified as <b>Situation 1</b>.</p>
<p>The CEP halts due to a logic error or hardware error.</p>	<p>Assume that the CEP halts due to a logic error involving an air mission. A technique available to the JTLS team to quickly resume model execution involves manually editing the logic error checkpoint file and removing the offending mission. The model is then restarted from the modified checkpoint file without any loss of game time. In this case, the JHIP would continue executing, but would not obtain a download for the object. After the download, the deleted air mission would represent <b>Situation 2</b> identified in <b>Figure 30</b>, and the delete would be passed on to the federation.</p>
<p>The JODA halts due to a logic error or hardware error.</p>	<p>Assume that the JODA halts while processing a create object message from the CEP. When the JODA is restarted, it obtains a new download from the CEP, which includes the new object. After the download is complete, the mid-execution download will be passed to the JHIP. This download will include an object that the JHIP does not perceive, since the JODA stopped executing prior to notifying the JHIP that the object exists. In this case, when the JHIP receives the new object, it will publish the object to the remainder of the federation. This is identified as <b>Situation 3</b> in <b>Figure 30</b>.</p>
<p>The network connection is lost between the CEP and JODA or between the JODA and JHIP.</p>	<p>Assume that the network connection between JODA and the CEP is lost. Prior to this event, the JHIP passed an External Update to a federate owned object. The JODA could not send this update to the CEP. When the network connection is re-established, the CEP conducts a download to the JODA and the JODA sends a mid-execution download to the JHIP. For JHIP, the non-JTLS owned object has one set of attribute values. For JTLS, the object has a different set of attribute values because it did not receive the External Update. For this reason, the JHIP will discard the CEP-delivered attributes and will return an update to the CEP containing the current value of all attributes for the federation owned object. This is identified as <b>Situation 4</b> in <b>Figure 30</b>.</p>

The remaining error condition depicted in **Figure 30** is identified as **Situation 5**. In this situation, JTLS loses contact with a federation object. The federation and the JHIP perceive that the object exists, but the CEP perceives that it does not exist. Currently, a design to adequately manage this error condition has not been developed. Therefore, we generate an error message into the JHIP log file, and recommend that operators review this file immediately after a non-initialization JODA download occurs. If any resultant problems are identified, completely stopping and re-starting the federation is the only available recourse.

Another problem may result from restarting the CEP, such as from a previous checkpoint. If the CEP is restarted at a game time different from its previous connection with the JODA, those objects that are different from the previous run will begin to assume object ID numbers that previously belonged to different objects. This is called object ID number reuse and occurs because object ID numbers are assigned sequentially as they are created.

## 2.41 JTLS-2005-1578 Passing Control of Problematic ARUs

### 2.41.1 Summary of Model Change Request

The High Level Architecture (HLA) and Joint Multi-Resolution Model (JMRM) federation currently allows model control of game objects to pass between participating federates. With this capability, a joined federate can acquire the necessary permission to control attributes of a passed object, such as Location, Destination Location, and Posture. When the receiving federate assumes control of an attribute, it is allowed to change the attribute to a value that is appropriate for the simulation model it is feeding. The federate that previously controlled the object will relinquish control of these passed attributes and can only reflect external updates to these attributes. When this occurs, the simulation model associated with the previous owning federate will attempt to reflect these attribute updates as it is capable.

Several conditional problems were discovered within JTLS when control of a particular type and state of Aggregate Resolution Unit (ARU) is passed among the JMRM federation models. The problem becomes apparent in several cases as described below. In certain cases, having control of an object's attributes can cause logic problems within other federated simulations attempting to model the object. This Enhancement Change Proposal (ECP) describes the modifications that were necessary to identify and manage specific ARUs by type and unit state that could potentially cause JTLS logic errors.

### 2.41.2 Design Summary

**Table 44** lists the combinations of unit types and specific unit states that would likely contradict CEP assumptions about the units involved and cause a logic error. These errors can occur after the receiving model accepts control of the unit and updates its attributes.

**Table 44. New Unit/Problem State Rejection Criteria**  
TABLE 45.

OBJECT TYPE	OBJECT STATE	REJECTION METHOD
Any ARU	A unit of this type is not currently in the game.	Disallow by Order Filtering
	A unit of this type is in combat.	Disallow by CEP Logic
Ground-based ARU	A unit of this type is a member of a Tactical Ground Formation.	Disallow by CEP Logic
	A unit of this type is involved in an amphibious pickup or assault operation.	Disallow by Order Filtering
	A unit of this type is being sealifted, airlifted, or transported.	Disallow by CEP Logic
	A unit of this type is the node operator of a supply line.	Disallow by CEP Logic
Naval Unit	A unit of this type is in a Naval Formation and the formation is conducting an amphibious pickup or assault, or a sealift operation. Any of these operations require the unit to carry partial units.	Disallow by Order Filtering
	A unit of this type has embarked squadrons.	Disallow by CEP Logic
Squadron	A unit of this type has any air missions currently assigned.	Either disallow or cancel by CEP Logic
Airbase	A unit of this type has squadrons.	Disallow by CEP Logic

For each situation, a specific CEP rejection message was implemented which allows the JTLS Player to manually prepare the unit before attempting again to pass control to the receiving model. The Player could also decide not to pass the ARU due to the preparation that may be required. The rejection message describing the problem is sent from the CEP to the JTLS Player. This message provides the JTLS Player all information required to:

- change the state of the unit and attempt the pass again if the pass was refused,
- decide to not pass the unit to JCATS under its current state, or
- receive a report regarding the new state of the unit if any changes are made.

If a pass refusal is required, the HLA Interface Program (HIP) is not prompted to send an Offer Object interaction. The CEP simply generates a message to the requesting Player or Controller that describes the rejection and the reason. This level of checking incurs additional processing overhead within JTLS, but is a necessary procedure which avoids potential error conditions.

## 2.42 JTLS-2005-1596 Correct USMTF Air Mission Reports

### 2.42.1 Summary of Model Change Request

External United States Message Text Format (USMTF) programs and reports required an additional data element to identify Air Defense objects that are members of the AIR DEFENSE CLASS entity. These identifiers are needed to pass Mission Report (MISREP) data among external programs, including members of the JMIRM federation.

### 2.42.2 Design Summary

The SAFIRE set of the MISREP message requires that the type of Air Defense asset that fired at the mission must be specified and the asset type must exist in a specific USMTF table. A new data parameter was added to the model to solve this problem, but this solution does not resolve the issue for future systems. For example, the JWFC scenario used to test the MISREP contains an enemy Air Defense site for which the USMTF table has no entry. Listing the asset type as UNK or Unknown is the only available option.

Although a user-specified name for the AIR DEFENSE CLASS entity may be stored in the AD NAME attribute, the AD USMTF NAME attribute provides the specific USMTF name by which all external USMTF programs and reports will reference the Air Defense object defined by this entity.

### 2.42.3 Data Changes

To support this design, a new attribute, AD USMTF NAME, was added to the Air Defense Class permanent entity.

## 2.43 JTLS-0011 Default Status for HRU: Covert Unit Report

This ECP requests that the covert status of an HRU be available on the GIAC SITREP, and was duplicated by the model functionality requested by [JTLS-2005-1715 SITREP Provides Covert HRU Information](#).

The GIAC and GENIS have been removed from the JTLS system. However, the WHIP includes a SITREP component that performs the same function as the GIAC SITREP. When his ECP was submitted, the HRU IMT screen provided the only means to determine the covert status of an HRU.

The WHIP SITREP definition file for HRUs was modified to include the HRU Covert status.

**Table 46. HRU Definition File for WHIP SITREP**

ATTRIBUTE	DESCRIPTION
Name	Name of the unit
Object Class	Object Class of the unit
Location	The last known location of the unit

**Table 46. HRU Definition File for WHIP SITREP (Continued)**

ATTRIBUTE	DESCRIPTION
Strength	The last known unit strength
Speed	Current speed of the HRU
Destination	Current destination of the HRU
Mission	Current Mission of the HRU
Posture	Current posture of the HRU
Side	Side to which the HRU belongs
Faction	Faction of the HRU
In Combat	Indicates whether the HRU is in combat
Covert status	Indicates whether the HRU is covert
Service	Service of the HRU
HHQ	HRU Higher headquarters
Next Report Time	Next scheduled report time for unit
Off Station Time	Time HRU will go off station

**2.44 JTLS-0065 Include Whether Station is TRUE or RELATIVE**

This ECP requests that the station method for Naval units be included on the Naval Units IMT screen.

The Naval Units IMT screen has been augmented to include the station method for naval units that are in a formation.

**2.45 JTLS-0122 Search MPP Message Text For Strings**

This ECP requests the capability to search messages for user-specified text. This capability has been satisfied by Message Browser improvements for JTLS 3.1.0.0.

**2.46 JTLS-0146 Setting Desert Color**

This ECP requests the capability for setting the desert terrain color on the GIAC.

Development of the WHIP for JTLS 3.1.0.0 has satisfied this ECP. Color definitions for each of the JTLS Terrain and Barrier types, including the Desert terrain type, may be configured in the WHIP color definition file (\$JTLSSHOME/game/data/whip.colors).

**2.47 JTLS-0164 Variables and JTLS Restricted Terrain Colors**

This ECP requests the capability to set the Restricted Area, Moderately Restricted Area, and Highly Restricted Area barrier colors on the GIAC.

Development of the WHIP for JTLS 3.1.0.0 has satisfied this ECP. Color definitions for each of the JTLS Terrain and Barrier types, including the Restricted Area barrier type, may be configured in the WHIP color definition file (\$JTLSHOME/game/data/whip.colors).

#### 2.48 JTLS-0183 GENIS Client Report Host Name Report

This ECP is a request for a GENIS improvement. The GIAC and GENIS have been removed from the JTLS system. However, the intent of this ECP was addressed during the implementation of the JTLS Data System Protocol (JDSP) and the JDS Object Distribution Authority (JODA). The JODA implements a *show peers* command that lists the connected peers, previously known as GENIS clients. This listing includes the peer name, peer class, routing socket, and the name of the host that is executing the peer. From the Web Services Manager, simply open a telnet session to the JODA. On the telnet session screen, enter the command "show peers". A list of lists is then provided.

#### 2.49 JTLS-0188 Provide MPP Error Messages for Bad Strings

This ECP requests a Message Processor Program improvement to display an error message to the user when an error is encountered while transforming a message. Previously, no error indication was displayed and the previous message remained in the message display.

The implementation of the WHIP Message Viewer and the XML Message Service (XMS), has overcome problem identified in this ECP. The XMS and Message Viewer are designed to display indications when an error is encountered while a message is transformed from XML format to the desired displayed form (currently English or MTF).

#### 2.50 JTLS-0292 Expand Command Authority Report

This ECP requests that the Command Authority report be modified to provide additional capability for the user to view which WHIPs have Command Authority over units, including the WHIP that issues the report.

The Command Authority data in JTLS 3.1.0.0 is defined in the JDSP protocol as persistent data. The Command Authority information is therefore available for display from an IMT screen.

A IMT screen was created to permit the Player to view the current Command Authority for units on the Player's side. The IMT screen has three *Quick* buttons that display the Command Authority for the same Unit, Side, and WHIP. The Controller as well as the side Player has access to the Command Authority IMT screen.

#### 2.51 JTLS-0303 Allow Model to Refuse Client Connections

This ECP requests a Generic Data System (GDS) protocol and GENIS capability to allow the model to refuse a connection request from a client. The GDS and GENIS have been removed from the JTLS system.

The intent of this ECP is incorporated in the design of the JTLS Data System Protocol. The JDSP defines a client as a peer. The model can refuse a peer's registration and the peer will be notified that its registration has been denied.

#### 2.52 JTLS-0319 JTLS Playbox Outline

This ECP requests that an outline of the JTLS terrain be rendered on the map when the WHIP Map is set to a scale that does not show the terrain hexes. This capability provide a user reference to the edge of the map when zoomed out to large scales.

The requested capability was delivered with JTLS 3.0.0.0.

#### 2.53 JTLS-0444 UOM Distance Option

This ECP requests corrections to the GIAC UOM selection and data entry. The Unit Of Measure button for the Radius field on the GIAC Fire Artillery order template can select kilometers, nautical miles, feet, meters, and miles. This filed allowed a minimum value of 10, which is appropriate only for feet and meters. Selecting the other optional units would specify a large fire mission radius that permitted virtually no damage. In this case, and probably in others, another distance selection is required that only includes feet and meters.

This ECP has been satisfied by implementing [JTLS-0554 Multiple Units of Measure](#).

#### 2.54 JTLS-2005-1639 Add Speed To HRU IMT Panel

This ECP requests that the current speed of an HRU be added the HRU SITREP. This capability was delivered with JTLS 3.0.0.0.

## 3.0 SOFTWARE TROUBLE REPORTS

### 3.1 INTRODUCTION

This chapter of the *JTLS Version Description Document* Version 3.1.0.0 describes the software error corrections implemented in this release.

### 3.2 ERRORS CORRECTED FOR THIS RELEASE

The Software Trouble Reports (STRs) included in this section describe code errors that were discovered and corrected for this release. STRs that are still outstanding are listed and described in Chapter 4.

#### 3.2.1 JTLS-0951 Air Missions Flying Backwards

*CAP and Intercepting air missions appeared to be flying backwards. The GIAC update indicated a different direction than the course vector pointed. The course is likely not updated when the mission is searching for fuel.*

Solution: All aircraft now use a different algorithm to determine the direction in which they are flying.

**Table 3.1: New Direction Logic**

Mission Posture	
Intercepting	Determine the location of the mission being intercepted. Compute the direction to that latitude and longitude.
Tanker Fuel	Determine the location of the tanker from which the mission will obtain fuel. Compute the direction to that latitude and longitude.
Base Fuel	Determine the location of the unit from which the mission will obtain fuel. Compute the direction to that latitude and longitude.
All other postures	Determine the location of the next directed hex. Compute the direction to that hex.

### 3.2.2 JTLS-2006-1641 Unable To Cancel Holding Posture Missions

*An Insert/Extract mission was ordered to pick up an HRU and wait at the pickup point until a specified time. Prior to the departure time, the Player canceled the mission. The mission assumed a Heading Home posture, but remained on the ground. Additionally, the Load Offload Complete event associated with the original departure time was not modified. At the original departure time, the original event executed, but could not handle the new posture of Heading Home, and an error message was printed. The mission remained on the ground at its original pickup point with a posture of Heading Home. Due to this posture, other attempts to cancel the mission were ignored.*

Solution: Code was added to find, reschedule, and immediately execute the associated Load Offload Complete event for an Insert/Extract mission in a Holding posture. This causes the mission to lift off, and assume the proper posture of Heading Home. Additionally, the code that produced the error message was modified to access the Logic Error module, which is the current methodology for handling such situations.

### 3.2.3 JTLS-2006-1663 NFS-Mounted File System Makefile Errors

*The makefiles for the \$JSOURCE/wej/jds\_protocol, \$JSOURCE/wej/cpp\_util, and the \$JSOURCE/wej/jds\_cpp directories contained errors when the directory was held on an NFS-mounted file system. This occurred when the source directories were held on a Linux file system and NFS-mounted to a Sparc machine, on which a compile was performed. The makefiles move the header files to the \$JTLSHOME/include directory when a push of the headers is performed. A makefile command that changed permissions on the original files caused the makefile to fail.*

Solution: The makefiles were modified by removing the offending command, which was not necessary to accomplish the operation.

### 3.2.4 JTLS-2006-1684 Crash Changing Air Mission Package Ingress Route

*A segmentation violation occurred when a JTLS 3.1 air mission package Ingress Route was changed, which indicated a corrupted stack. The stack was corrupted by passing an integer to a subroutine that expected a double variable. The error existed in JTLS 3.0, but did not manifesting itself as a crash. However, other unnoticed JTLS 3.0 problems may have occurred due to this error.*

Solution: The code was modified to apply the proper mode to variables used in the subroutine calls.

### 3.2.5 JTLS-2006-1687 Incorrect Associated Unit On Air-Ground Attack Mission

*An Air-Ground Attack mission instructed to attack an enemy unit listed its homebase as the associated unit within the IMT Air Mission screen. The Help text for this field clearly stated that the enemy unit should be listed.*

Solution: The Help text did not reflect changes to the manner in which an air mission's associated unit is currently used within JTLS. For an Air Ground Attack mission, the value of associated unit will be determined by the following criteria: (1) the alternate airbase/emergency refuel unit if specified on the order, (2) the mission's home base, if one exists, and (3) the mission's squadron. The IMT screen Help text was updated to reflect this new convention.

### 3.2.6 JTLS-2006-1688 Inconsistent Track ID Between JODA And GENIS

*An inconsistency existed in the method that Track IDs, which are derived from the Force Side relationship, were handled between the packets sent to the JODA and the GENIS. The JODA and GENIS interface codes received the same packets from the CEP. When the GENIS received a track ID update, it expected the CEP to also send a Side relationship, which it translated to a Track ID. The JODA expected the CEP to send a translated Track ID. Therefore, one of these programs would perform an incorrect translation. In some cases, the CEP sent these data correctly for the JODA; in other cases they were correct for the GENIS.*

Solution: The CEP code was modified to send the Side relationship to both the GENIS and JODA interface codes. The JODA interface code was modified to perform the translation from the Side relationship to track ID. This problem existed only in JTLS 3.0, due to the introduction of the JODA. This error was not evident in JTLS 3.1 versions because the interface code was redesigned.

### 3.2.7 JTLS-2006-1689 Aircraft Maintenance Records Not Deleted From IMT

*Owning Side aircraft maintenance records were not deleted from the WHIP IMT, and Controller records were deleted. Thus, the owning Side perceived all aircraft maintenance records since game start, including those records for which the aircraft had already left maintenance.*

Solution: When the JODA Interface encodes a packet for the JODA, it also encodes the perception (which Sides should receive the packet). The perception was set after the delete packet was encoded. Thus, the perception was omitted from the packet and defaulted to Controller Only. The code was modified to set the perception before the packet was encoded.

### 3.2.8 JTLS-2006-1690 Unable To Extend Aircraft Maintenance Times

*An order was sent to extend the maintenance time of aircraft in maintenance. The order was accepted, but the IMT did not reflect the change. The aircraft were removed from maintenance at the original End Maintenance time.*

Solution: The underlying logic of the routine that adjusts the maintenance times was correct. Use of the event global variable caused this error. This variable can be changed by the system when the attributes of an event are accessed. The code used the global variable to schedule an event, access an attribute of another event (which could reset the variable), then initialize the event for the JODA. This code was modified to use local variables.

### 3.2.9 JTLS-2006-1691 Missing Spaces In Message Strings

*Query Delivery List and HRU Logistics Report orders generated a bad message for the Player. Due to the error in the message string, the message was not delivered to the Player, but was written to a debug file and included the error message.*

Solution: Both messages were due to missing spaces between data items within the message string. The code was corrected to properly format the message string.

### 3.2.10 JTLS-2006-1692 Unable To Change Transfer Aircraft Egress Route

*A Transfer Mission order can specify an Egress Route for the mission. This is the route that the mission follows to its new home squadron. A Change Air Mission Parameter order that changed the Egress Route was ignored. Also, changing the mission's Ingress Route, which is not specified on the order, deleted the original Egress Route, and the new Ingress Route was used to return to the new home squadron.*

Solution: The Egress Route specified on the order is used by the code as an Ingress Route, which causes Player confusion. The Transfer Mission order panel was modified to identify this route as an Ingress Route. Although this convention does not match real-world terminology for this mission type, preventing Player confusion is a priority.

### 3.2.11 JTLS-2006-1693 Situation Report Truncated Location Coordinates

*The English language version of the Situation Report message truncated location coordinates to 20 characters. Locations are expressed to the nearest tenth of a second, which requires 24 characters in the JTLS format.*

Solution: The English message definition file was modified to use 24 characters for the location. The header for the message and the formatting of the other columns were modified to limit each line to 80 characters.

### 3.2.12 JTLS-2006-1694 Missing Convoy Problem Report Stylesheet

*The XMS generated an error indicating a missing stylesheet for Message 4110, a Convoy Problem Report. This report is generated to indicate problems moving a unit by truck convoy.*

Solution: The message was defined in the English message definition file, but not in the MTF message definition file. The stylesheets used by the XMS to format a message are derived from the MTF message definition file. The message was added to the MTF version.

### 3.2.13 JTLS-2006-1695 JODA Version SDC Used Modified Table Names

*JTLS 3.0 supports two Scenario Data Clients (SDCs). One version obtains data from the JODA, the other from the GENIS. This allowed users to maintain functionality during the transition from the GENIS to the JODA. However, to maintain these versions and execute them simultaneously, the JODA version was written with modified Oracle table names (such as railroad\_jds\_data instead of the GENIS version railroad\_data). To facilitate the transition to JTLS 3.1, the JODA version should use the historical names.*

Solution: The table names were changed to historical names. Simultaneously running both versions of the SDC on the same Oracle tablespace is unnecessary and should be avoided.

### 3.2.14 JTLS-2006-1722 Improper Argument Modes In Routine Calls

*When a Simscript routine is called, the passed and yielded arguments are placed on a memory stack. The called routine accesses data from the stack based on its expected arguments. If the mode of an argument in the calling routine does not match the mode within the called routine, it is possible that other data within memory will be corrupted, which can cause a crash or improper logic sequences within the model. The Simscript compiler does not detect instances of this situation, and the number of calls within the CEP makes manual verification difficult. However, several instances of improper calling modes have been discovered within the CEP.*

Solution: The solution to this problem is twofold: the discovered errors have been fixed, and procedures are being developed to automatically check for this problem. We plan to incorporate these procedures into our pre-release checking. The problems were identified with a prototype version of this tool.



## 4.0 REMAINING ERRORS

### 4.1 INTRODUCTION

Every effort has been made to correct known errors in the model. All reproducible errors that resulted in a CEP catastrophic software failure (Crash) have been corrected. Other corrections were prioritized and completed according to their resource cost-to-benefit relationship.

Correction of the remaining STRs, however, must be postponed to a later version due to time and resource constraints. These problems may be corrected prior to the next release of JTLS. If an immediate need arises for a code correction to any of these outstanding STRs (i.e., for an exercise planned to occur before the next release), contact the JTLS Configuration Management Agent. (Refer to the Abstract of this document for the current address.)

Note that all STR tracking numbers reported with previous JTLS version deliveries have been replaced to reflect the JTLS Project ID numbers used by the JWFC Rational Unified Platform (RUP) database. This software change management system was implemented in June 2005, and contains records of functional enhancements and errors for JTLS versions 2.5 and later.

### 4.2 REMAINING ERRORS

The errors described in this section should be noted specifically because they affect the basic functionality of JTLS. Information is provided regarding the extent of the error, as well as suggestions to avoid or minimize the effects of the problem.

#### 4.2.1 JTLS-0639 Error Determining When Engineering Task Completed

When a Unit starts a directed Engineering Task, the time to complete the task is based on the Unit being at 100%. The time to complete a task is adjusted for the Unit's COMBINED EFFECTIVENESS. Stronger units complete tasks faster than do weaker units. The task completion event is then scheduled at the computed time. At this scheduled completion time, the code checks whether enough time has actually elapsed to complete the task. If the Unit was at more than 100% COMBINED EFFECTIVENESS when the task started (meaning the task completed earlier than if the Unit were at 100%), it appears to the model that not enough time has passed and the task is not credited as complete.

#### 4.2.2 JTLS-0695 Shadow Distance Of Zero Overriding Protection Radius

In the routine SEND INTERCEPTOR, the model is determining which interceptor to send. If this is a protection radius CAP mission, it gets the minimum of PROTECTION RADIUS and SHADOW DISTANCE. If this is zero, then the logic says there is really an infinite protection radius. This seems odd. If someone forgets to set SHADOW DISTANCE, then protection radius is ignored. As a

minimum, this needs to be either documented or changed so that a zero SHADOW DISTANCE means ignore shadow, not make protection radius infinite.

#### 4.2.3 JTLS-0696 Missions Ignoring Assigned Altitude on Egress

Why aren't missions observing their assigned altitudes on a egress path? Somewhere the posture of the mission was changed to HEADING HOME when it is on its egress route. This causes the mission to automatically set its altitude to avoid air defense.

#### 4.2.4 JTLS-0697 Missions On The Ground With Invalid Destination

Missions on strip alert report a next destination latitude/longitude on the IMT. The destination coordinates should be cleared for missions on strip alert.

#### 4.2.5 JTLS-0698 Cannot Re-Activate Destroyed Targets

Some facility targets are 0% capable and not displayed on the GIAC. They need to be reactivated for the ATO. Activation cannot be done with Controller Change Target because their GDS active flag is set to zero.

#### 4.2.6 JTLS-0699 Targets That Require An Owner Are Disassociated

Targets owned by an HRU that die in combat are disassociated from the HRU and from their associated unit. When a checkpoint is taken, both fields are written as NONE. On restart, this causes a crash for ADA targets.

#### 4.2.7 JTLS-0700 GIAC Not Displaying Current Runway Length

A runway has 21% strength, but the GIAC displays the maximum length and current length as equal to the maximum length. In the GENIS, the percent capable is reduced, but the range and current length values are the same. The model does not appear to update the current length to the GDS when it changes.

#### 4.2.8 JTLS-0701 Air Movement Report Does Not Consider Hold Points

When an air movement report is requested, it does not take into consideration scheduled delays in the delivery instructions. As a result, it indicates an earlier departure time at each point, and an earlier completion time for the mission.

#### 4.2.9 JTLS-0702 Mission Waiting For Delayed Mission

An air mission package had an attack mission that went into weapons delay. The user told another attack mission to join the package, but did not cancel the old mission. The new mission launched, dropped its weapons, and then turned into an Escort and waited for the old Attack mission that was still in Weapons Delay. The logic needs to be improved.

#### 4.2.10 JTLS-0703 Periodic Report Other Side Airbases Lists No Activity

The Periodic Report Other Side Airbase Summary lists all the airbases but for each one says there are no squadrons operating there. On the GIAC, you can click on the enemy airbase and see squadrons there. Click on the squadron and it says that the home base is the expected home base. Discrepancy is that the periodic report in BUILD FOREIGN BASE SQUADRON REPORT looks for squadrons at the airbase, and perceived combat system aircraft for that squadron. If no aircraft have been perceived, then it does not count as an operational squadron. There is no check whether the squadrons are actually perceived to be associated with the airbase; truth is used instead. This provides free intelligence. The discrepancy is that GIAC reports the home base but it does not show on the periodic report.

#### 4.2.11 JTLS-0704 Immediate Cancel Of Air Mission in Delay Status

During a recent exercise, the air cell sent an Air Transport Order in which the aircraft was directed to remain on the ground at its home base until a certain time. This was a error, and the controller cancelled the mission. The mission did not cancel immediately, but waited until the “holding posture” time was complete and then cancelled. The Controllers stated that the mission should have cancelled immediately.

#### 4.2.12 JTLS-0705 Missions Launching With Fewer Aircraft Than Available

A mission that cannot get its resources goes into the UT AWAITING LAUNCH SET CAN YOU LAUNCH looks only at missions in this set. If CAN YOU LAUNCH assigns enough aircraft to meet the acceptable launch fraction, the mission is removed from the UT AWAITING LAUNCH SET and a launch event is scheduled. Thus, once a mission gets the aircraft to launch, it will not fill up to its full complement even if aircraft become available.

#### 4.2.13 JTLS-0843 Error 427

When a ship and formation was in a dual capable hex, this error message appeared in the verify: “Error 427: Formation, <name>, has been placed at hex location ###,###. This location is not specified as water.” No error was recorded for the ship, which was located in a dual capable hex. An error message should not be generated if the ship and formation are in a water, dual capable, or small island hex.

#### 4.2.14 JTLS-0846 Naval Unit Distance Calculation

A Player ordered naval Unit A to arrive at a point due west 100 nautical miles away at a time 12 hours later with a speed of 10 knots. Naval Unit B was ordered at the same speed and direction to arrive 24 hours later at a destination 200 nautical miles away. Unit A arrived 1.5 hours late and Unit B arrived 3.0 hours late. The orders were repeated for both units to arrive at points 100 and 200 nautical miles due north. The units arrived within 15 minutes of their expected arrival time. Although a speed of 10 knots was ordered, the speed displayed for each unit in the SITREP window was 9.7 knots. The

model appears to not calculate the additional distance required when a unit follows an irregular path from hex center to center. The problem does not appear when a unit follows a direct path from hex center to center in any direction.

#### 4.2.15 JTLS-0865 Incorrect External Program Order

If a non-GIAC program sends an incorrect order to the CEP, the CEP attempts to detect the error and generate a Player message reporting it. The model crashed generating this message while executing an order generated by the JTLS HLA Interface Program (JHIP).

The CEP code was modified to be stable under this specific circumstance. This does not guarantee that another erroneous order sent to the model will not cause a different problem in another portion of the code. Processing an order through the Order Verification Tool before submitting it to the model is the only procedure which assures that such errors and crashes will not occur.

The JHIP condition which initially caused the problem was not a code error, but a mismatch between the JHIP version in use and the version of the External Update order used by the CEP. The order version was updated to match the JHIP version. This problem is not considered an STR because it was discovered in a delivered non-official interim release of JTLS.

#### 4.2.16 JTLS-0869 Continue Engage Determination

The A CONTINUE ENGAGE parameter is not used in JTLS 3.0. Due to the complete change of the air-to-air algorithm in this version, the determination of when and how an air mission decides to continue the engagement needed to be redone. This was not completed prior to the release of v3.0. It is the desire and intent of the design team to restore this capability to the model.

#### 4.2.17 JTLS-0870 Number of Air-to-Air Combat Kills Allowed

The code allows the weapons from a firing aircraft to kill only one enemy aircraft. A specific aircraft should be able to target and kill multiple enemy aircraft up to its weapon control capability. This is calculated as the number of weapons fired by the aircraft divided by the maximum number of weapons allowed per enemy.

#### 4.2.18 JTLS-0871 AC Mission Weapon Drop Determination

Currently, an air mission drops all of its air-to-ground weapons when an aircraft is killed in air-to-air combat if the AC Weapon Drop Flag is YES. This flag value should also allow a mission to drop non-precision guided weapons when it is fired upon in air-to-air combat.

#### 4.2.19 JTLS-0906 Change ADA pE To Per-Element pE

An Air Defense Class has a Probability of Engagement (pE) against each of the Aircraft Target Classes. If detection by a sensor on an IADS network is prompting the engagement, then the pE is

assumed to be 1. The following applies only to non-IADS detection and engagement attempts. Each time an air mission enters a hex within the SAM-AAA target altitude-range criteria, the SAM-AAA target attempts to detect the air mission with its fire control sensor. If the detection is successful then the SAM-AAA target makes a pE attempt. It doesn't matter how many elements are in the target, only one detection attempt and one pE attempt are made per hex. But each element, by definition, has an independent fire control ability.

Each fire control sensor in the multi-element target should conduct a detection attempt. For each successful attempt, a separate pE attempt should be made. Assuming there is some form of command and control within the elements of a specific SAM-AAA target, the actual firing can still be limited to one element.

#### 4.2.20 JTLS-0907 Scud-Like SSM Representation

It is difficult to represent the effects of long-range ballistic missiles. Different missile types have various levels of accuracy in the CEP. However, in JTLS the missile will always hit its aimpoint. To reflect the inaccuracy of these missiles, it is typical to assign them an unrealistically large TW Radius of Effects. This usually results in very low damage effects from these weapons.

A new measure of the missile's accuracy could be added to the CEP as a new database value, and used to randomly determine the impact point of the weapon in a region surrounding the aimpoint. Thus, the actual weapon impact effects could be properly represented within the model.

#### 4.2.21 JTLS-0908 Naval IADS Link Representation

The IADS network for ship units is computed during the exercise as needed, based on the current location of ships which have Comm Sites. In some cases this can be CPU-intensive. Currently, all ship-owned Comm Sites can serve as hubs, i.e., these sites can send and receive all information. In reality, only a few ships serve as hubs or air defense control centers for the Task Force. The other ships' Comm Sites are used only to pass detection information to the hubs, and receive detection information and fire guidance.

A new Comm Site data parameter should be added to designate that a Comm Site subcategory is a hub. A ship with a Comm Site target that is not hub-capable can link only to a ship with a Comm Site target that is hub-capable. A ship with a hub-capable Comm Site target can link to any other ship with any Comm Site target, within current side and distance restrictions.

#### 4.2.22 JTLS-0909 Display Moderate And Severe Attrition Level

There is no capability to query whether a unit is suffering Moderate or Severe Attrition Level effects. This capability should be added to the Unit Situation Report.

#### 4.2.23 JTLS-0910 HRU Patrol Intel Reports

Typically, many HRUs are conducting intelligence gathering patrols simultaneously during an exercise. Too frequently, they are collecting on “ANY UNIT”. These messages are all broadcast messages, controlled by the Intelligence selection of the Broadcast Options menu. A workstation operator has no capability to limit received intelligence reports to only those of interest. The HRU Patrol Intelligence message should be modified from a Broadcast message to a Sending Workstation message.

#### 4.2.24 JTLS-0911 Fire Artillery Wait Time Between Missions

Artillery can be fired continuously within the simulation. Ammo constraints can be played through supply category quantities, but frequently aren’t because logistics is not a training objective. Artillery cannot realistically fire continuously without a cool-down period and maintenance time. The crew also needs to eat and rest at some point. The overuse of artillery during exercises has been an issue for several years.

Enforcing a minimum time between fire missions is a recommended capability. This could be accomplished with a fixed database value, a database percent of the previous fire mission time, or a FLP value. As a fixed value, 10 minutes would mean no new fire mission could start until at least 10 minutes after the completion of the previous fire mission. As a percentage, 25% would mean waiting 2.5 minutes if the previous fire mission time was 10 minutes, or waiting 15 minutes if the previous fire mission time was one hour. Fire missions that are broken up because of the combat assess or the max fire mission time should not be subject to the wait time between the split parts of the mission. Priority Counter-battery missions should not be subject to the wait time because they are priority missions and very time-dependent. Just as the number of hours a day that a unit can move is limited, a similar limit could be put on the number of hours a day that a unit can fire.

#### 4.2.25 JTLS-0928 Weapons Selection By Aircraft

A P-3C, launched with MK 46 torpedoes and Harpoons, detected a submerged OPFOR sub and attacked with the Harpoon. No errors were noted in submarine unit characteristics and SUP. Hex depth was 9999 ft.

#### 4.2.26 JTLS-0929 Ship Changes Sides

A Thailand ship changed sides when a Mandatory Transfer order was given to a US ship. The ship (FFG-456) was ordered to join an AOE-2.f formation. The Mandatory Transfer order to AOE-2 to give FFG-456 50,000 gal of C1.III Navy was rejected for the reason that FFG-456 appeared to have changed sides.

#### 4.2.27 JTLS-0934 HRU Overwatch

An HRU was created and assigned overwatch of a flying squadron. The model refused the overwatch and reported “Unit is already in land combat, and not eligible for new overwatchers.” The flying squadron had been attacked by terrorist HRU, which was no longer present in the area, as shown on both U.S. and Controller views. Unit was at 84% strength. IMT showed flying squadron as being in combat. When HRU broke off, flying unit should have come out of “In Combat” posture. The HRU should have accepted overwatch responsibilities.

#### 4.2.28 JTLS-0942 Air Transport Cannot Combine Wet And Dry Supplies

When both wet and dry supply categories are included in the same Transport Instructions List for an Air Transport mission, they will not be transported at the same time. The first supply category shipment type will be loaded, but the second will not. If both are included in the same Supply List, the wet category is preferred. The aircraft go through the motions as if loading and delivering the denied category, including MISREP confirmation. No pickup or delivery is made, although an empty storage area may be created. There is no documentation to support this situation, and the user is not notified of the problem.

#### 4.2.29 JTLS-0948 Lanchester Double Kills

When two opposing units’ centers are within DECISIVELY ENGAGED DISTANCE of each other, 100% of the combat systems are eligible to kill each other. The combat power distribution of the units is used to determine which combat systems are eligible to kill units in the same or adjacent hexes that are not co-located. This can lead to some combat systems being allocated to kill twice in a single Assess Combat period.

#### 4.2.30 JTLS-0949 Destroyed Target SITREP Strength Incorrect

When a target is destroyed, such as a bridge or pumper station, the GIAC SITREP still has the strength of the target as 100. GENIS also displays strength as 100. Apparently, the percent capable is being updated in GENIS from JTLS, but not the strength which is used to fill the GIAC SITREP. This is a problem in both 1.85B and the 2.0 versions

#### 4.2.31 JTLS-0950 JTLS Radius Of Effects

The radius of effects for air missions is not being calculated correctly. The analyst guide states that the radius of effects is determined by the TW.RADIUS.OF.EFFECTS of the area weapons employed and the delivery altitude of the air mission. At the max altitude for the aircraft type, the covered area is the total area for all area weapons fired. Testing has shown that the max radius of effects occurs when the aircraft’s mission altitude is anywhere between one half the max aircraft altitude and max aircraft altitude. In the routine, Determine Covered Radius, the area overlap calculation statement shows the max altitude multiplied by 0.5. As such, the radius of effects is not calculated correctly.

#### 4.2.32 JTLS-0952 Air Report

JTLS 1.85 provided the ability to obtain the report for one squadron or all squadrons. JTLS 2.0 only provides capability to get one unit at a time.

#### 4.2.33 JTLS-0953 All Sides Informed About Supply Dump Error

Created a supply dump using the Cache Order. Looking at the GDS shows that all sides are informed about the dump; they show up on all sides IMT. Only the controller and the side that created the dump should be initially informed about the dump.

#### 4.2.34 JTLS-0954 Multiple Supply Storage Targets

A supply storage target should not be allowed to be created in the same hex as another one on the same side. A user was able to create several open storage supply targets right on top of each other.

#### 4.2.35 JTLS-0955 Air Lift Drop Report Message

The subject line of the message received when a player requests an air lift drop report for a mission that has completed the lift or drop, or is not conducting a lift or drop, reads "Air Order Received, <mission name>, Cannot Comply". It should be titled, "Air Lift/Drop Report Cannot Comply".

#### 4.2.36 JTLS-0956 MPP Messages For Canceled Missions In Error

If an airbase is magic moved with several squadrons on active missions that need to be canceled or with squadrons in the middle of a self lift, the subsequent message generated for the situation has several errors. The changes required are too risky during the exercise. The problem will not cause a crash, but will cause the MPP to incorrectly display the message contents.

#### 4.2.37 JTLS-0957 Can't Take Control Of Unowned Runways

It is impossible for anyone to take control of an unowned runway in the hex it is already in. To do this the controller must enter the order, but the order is not on the controller's menu. We have tested this on a sample menu, it doesn't crash but the runway's owner is not set.

#### 4.2.38 JTLS-0958 Withdrawing Units Cannot Destroy Supply Targets

There appears to be an error in the interface between the CEP routines DESTROY CACHES ON LEAVING and IS TARGET SAFE. The first calls for supply targets that are another side or BLACK, but the second always says BLACK targets are safe. This means that a unit withdrawing will never destroy BLACK SUPPLY TARGETS, even if they could do so. The code needs to be updated, a complicated fix.

#### 4.2.39 JTLS-0959 Logistics Report Problem

The Logistics Report will report amounts as single decimal points (e.g., “.”). This is caused by format D(8,0), and an amount smaller than 1 ton. To correct this situation, all of the Logrep files need to be checked to determine if it is feasible to change the D(N,0) format specifications to at least D(N,1).

#### 4.2.40 JTLS-0960 Can't Magic Move Airbase To Existing Airbase Location

One cannot Magic Move an airbase into a hex wherein there is a runway that is on the same side as the airbase, and is part of the initialization database. The airbase will not automatically assume control of the runway. If the runway is one that was created by Controller action, the airbase will assume control of it. If this error is causing problems for upcoming exercises, the Configuration Manager should be contacted for a code fix to solve this problem

#### 4.2.41 JTLS-0961 Group Ground Move Delayed To Lead Unit

There is a problem when a group ground move is sent. The directive is delayed to the lead unit. When the lead unit learns about the move, it immediately tells the units in the follow-on group. This could lead to directives being received out of order. Assume the user sends a directive at 0100 and the CEP determines the lead unit should receive the message at 0200. The lead unit cannot receive any other directives until after 0200. The CEP ensures that directive receipt is in the same order as the user sent the directives. This is not true for the follow-on units. If the user sent an order at 0115 directly to one of the follow-on units, the follow-on unit could receive the 0115 directive prior to the order sent at 0100. If this error is causing problems for upcoming exercises, the Configuration Manager should be contacted for a code fix to solve this problem.

#### 4.2.42 JTLS-0962 Pass Unit Intelligence Does Not Include Update Information

Pass Unit Intelligence does not follow any of the Update Information logic, so we are not going through routines such as Alter Launch New Information procedure. This can cause Air Missions to head toward old perceived information locations if they rely totally on the information obtained through Pass Unit and Pass Target Intelligence capability. If your scenario involves a side which depends solely on this intelligence collection methodology and the side will be sending attack missions, the Configuration Management Agent should be contacted immediately to obtain a proper fix to this problem prior to your exercise.

#### 4.2.43 JTLS-0963 IMT Supply Category Line Disappears When Value Is Zero

Recommend that a Unit's IMT On-Hand Supplies (OHS) specific category line remain when supplies are gone and no Due-Ins are established.

When a unit runs out of a supply category and no Due-Ins are scheduled, the unit's IMT On-Hand supply line for that specific category disappears from the menu. This makes it very difficult for a player who is controlling 40 or more unit icons and being overwhelmed at times with MPP messages

to keep track of exactly what supply categories need his attention or thwarts his attempts to troubleshoot a supply problem. The constant presence of the supply category line, even if empty, will save the Player wasted time either making early printed copies of all his unit OHS for later comparison or referring unnecessarily to the OPM TUP/SUP to determine what empty supply categories his units have that require resupply. Certain supplies (i.e. fuel/targetable weapons) are critical and unnecessarily impede game execution, if not maintained at required levels for play in an automated logistics scenario.

#### 4.2.44 JTLS-0964 Reporting Bridge Damage

When an aircraft conducts an air-to-ground mission against a highway bridge, damage reporting is not consistent. When the aircraft returns and the mission report says the bridge is at 0% capability, the IMT and SITREP still report the bridge capability as 100%. When another aircraft is sent against the bridge, it flies over and doesn't drop any munition because, according to the mission report, the target isn't there (it's destroyed). When this aircraft returns, the IMT and SITREP still report the bridge at 100%. Much later, although not consistently, the bridge status changes in the IMT and SITREP to 0%. If the bridge is destroyed, the IMT and SITREP should reflect the information provided in the Mission Report. The problem reported is being investigated. If this is causing a problem for an upcoming exercise, the Configuration Manager should be contacted to implement a fix to the problem as soon as possible.

#### 4.2.45 JTLS-0965 Error In Time Report For SET SP CONVOY DELAYS

When a time value of 2 hours 0 minutes is entered into any field of the SET SP CONVOY DELAYS window and then sent to the CEP, the MPP returns a message that shows a time of 1 hour 0 minutes instead. This is a known round-off error. A solution is being investigated.

#### 4.2.46 JTLS-0966 Incorrect Mission Report Locations

Some mission report locations appear to be incorrect. The ADA engagement location is an example. The problem is being investigated.

#### 4.2.47 JTLS-0967 Fire Mission Not Deleted From GENIS

It appears that, in some circumstances, an Artillery Fire Mission that has been reported to the IMT is deleted from the CEP without the GENIS being informed. This happened in the case of a unit that was moving when it was supposed to fire the mission. The Fire Mission still showed on the IMT several hours later.

#### 4.2.48 JTLS-0968 Inconsistency Between Regular Run And Pusher

There is a major inconsistency between a regular run and a run created using pusher. When an order with ASAP is sent, the READ KEYWORD routine sets the data parameter to TIME.V. When pusher reads in the order, TIME.V is much earlier than it was when the order arrived in the first place. For

orbiting missions and alert missions, this alters when they will go off alert by a great deal. This must be fixed and made consistent. It appears that both TIME.V and order receipt time must be saved to the ci1 file to accomplish this task.

#### 4.2.49 JTLS-0969 Changing Mission On Alert

When a ship moves, it changes the attributes of missions that are on alert. It also needs to change alert hex for those missions that are not currently on alert, but still have their alert hex pointing to the ship's location.

#### 4.2.50 JTLS-0970 Availability Of Aircraft

When a unit loses a fraction of an aircraft to Area Fire or Lanchester combat, the whole aircraft becomes unavailable for air missions. However, the report of Available Aircraft on the IMT is expressed in whole numbers. This may result in a unit incorrectly showing a damaged aircraft as available.

#### 4.2.51 JTLS-0971 Ship Continuous Tracking Not Working

The new unidentified object design indicates that ships which are continuously tracked will not have unidentified objects created. A continuously tracked Naval unit and all of its targets are creating unidentified objects. They should not be doing this.

#### 4.2.52 JTLS-0972 Air Mission Find In Middle Of Ocean

A user does a find on a pre-launched air mission that is home based on a moving Naval unit. The X marking the location of the pre-launch mission is where the Naval ship was when the order entered the system. As the ship is moving, the new location of the pre-launch mission is not being sent to GENIS and thus GIAC.

#### 4.2.53 JTLS-0973 Periodic Report Air Supplies And Fuel Not Correct

The arrays which hold air supply usage are not being maintained correctly given the new MISSION RESOURCE ALLOCATION event.

#### 4.2.54 JTLS-0974 Submarine Detection By Ground Sensors

A moving submarine does not get full credit for coverage time by sonars on board other ships or submarines. It gets full coverage time for airborne sensors but not ground based sensors.

#### 4.2.55 JTLS-0975 GDS Target Update Error

When the CEP accomplishes a GDS Target Update, the GENIS ends up knowing about the re-initialized target, but the GIAC does not.

#### 4.2.56 JTLS-0976 Manual Pairing And Protection Radius

The JTLS 2.1 Analyst's Guide, Section 8.4.8.2, second paragraph discusses the rules for manual pairing of CAP missions. The paragraph states that the manual pair order will only check to determine if the new interceptor has enough fuel and appropriate weapons before sending it.

In the model however, a manual paired mission will do the following if the intercepted mission is out of the protection radius of the interceptor. The interceptor will move one hex towards the intercepted mission, and then return to its orbit location.

#### 4.2.57 JTLS-0977 Slightly Inaccurate Runway Length Sometimes Used

When AIRCRAFT.CLASS data are read, the takeoff and landing lengths are read in integer format. These are then assigned to the double real attributes of AIRCRAFT.CLASS. However, sometimes the double attributes become values slightly larger than the actual version of the integer in the database.

#### 4.2.58 JTLS-0978 Air Missions Don't Completely Comply With Egress

Each assigned point on an air route has an associated altitude. The mission should climb (or descend) to that altitude upon reaching the point and attempt to maintain that altitude until another altitude is assigned. Air missions that have egress routes should fly from the last egress route point to home base at the altitude assigned for the last egress route point. They are not doing so. Instead, they fly from the last egress route point home at their Most Efficient altitude.

#### 4.2.59 JTLS-0979 Halted Helo Squadrons Show "Mission" As MOVING

A helicopter squadron can be ordered to conduct a ground move to a new location. A helicopter squadron that is moving will accept orders to launch aircraft. However, when it begins air operations, it stops. After the completion of air operations, the squadron does NOT resume its ordered movement. Its posture reverts to DEFEND, but its "Mission" remains "MOVING". Since the squadron does not resume its move, its "Mission" should also revert to "DEFEND".

#### 4.2.60 JTLS-0980 SVP Warning 22

SVP Warning 22 reports aircraft loads whose extra fuel exceeds the aircraft's wet carry capacity. I believe the check should be changed to see if the extra fuel (carried in pods/tanks) when added to the other weapons exceeds either the aircraft's dry carry capacity or total dry/wet carry capacity. Granted, there are other supply loads that might carry wet supplies, but in the case of extra fuel, I don't believe it should be considered wet weight.

#### 4.2.61 JTLS-0981 Formation With No Posture

The model crashed when a formation reached a Destination Two hex and the formation no longer had a posture. Therefore it did not know what to do. A Destination Two hex indicates that the Formation

should conduct its assigned Amphibious Operation, drop off its Sealifted supplies or clear mines from a minefield. The posture of the formation is used to tell the formation which of these three tasks should be accomplished.

When the formation reached its Destination Two hex, the posture of the formation was zero; therefore, the formation did not know which of the three tasks should be accomplished.

#### 4.2.62 JTLS-0982 GIAC Shows HRU Mission Moving After Move Complete

The GIAC Message Box Unit SITREP for an HRU continues to show a Mission of MOVING when movement is complete. Unit Posture changes to DEFEND. ARU SITREPs are displayed with both a Mission and Posture of DEFEND.

#### 4.2.63 JTLS-0983 IMT/GIAC Show Insert/Extract Mission Flying

IMT and GIAC show Insert/Extract Mission flying at zero feet from Insert/Extract to next Transit Point. Also between some Transit points. Radar detection reports correct altitude.

#### 4.2.64 JTLS-0984 IMT Doesn't Add Unit Names

IMT - Intelligence - Foreign Units will display the current list of identified Foreign Units and will update information about them while the Foreign Unit Information window remains open. However, if a new Foreign Unit is identified, that unit does not get added to the list in the open window. A new Foreign Unit Information Window must be selected to obtain the current list of identified units.

#### 4.2.65 JTLS-0985 PSYOP Results Multiplier

The PSYOP Results Multiplier was referred to as the PSYOP Effects Multiplier four times in the Data Requirements Manual (DRM) and three times in the Analyst's Guide. Although listed in the DRM, the PSYOP Results Multiplier could not be accessed in the DDS. It appeared to default to 1.0 in the game for all units. Controller - Set Individual Unit Parameters permitted entries from 0.00 to 1.00, but all entries below 0.50 were converted to 0.50. The DRM showed a UT.PSYOP.RESULTS.MULTIPLIER range from 0.001 to 999999.99.

#### 4.2.66 JTLS-0987 Set Periodic Report Times

The Controller has the ability to change both the frequency of Periodic Reports and the number of Periodic Reports between Summary Reports. However, there exists no ability to specify when the next Periodic Report should be, or which of the next reports should be a Summary Report. As an example, if the Controller wishes the blue side to receive Periodic Reports every 8 hours starting at 0600, and wants the Summary Report to be produced at 1400, then they must set the time between periodic reports to 6 hours, and reset it to 8 hours after the 0600 report. Additionally, the number of Periodic Reports between Summary Reports must be set to 2, and then reset to 3 after the 1400 reports. An easier method should exist to accomplish such a task.

#### 4.2.67 JTLS-0988 Can't Repair Naval Catapults

Naval Units cannot repair their catapults because they do not know they have a repair capability.

#### 4.2.68 JTLS-0989 Controller Damaged Aircraft Not In Periodic Reports

When a Controller kills an Aircraft, the model does not tally, therefore the current periodic report does not report the kill. The categories of kills do not logically cover the Controller killed aircraft. The Post Processor Reports do include the Controller killed aircraft. This improvement can be made in at least two ways. First the current Aircraft Kill Periodic and Summary Reports can be expanded to include a category for Controller killed aircraft. A second solution is to remove the Periodic and Summary Aircraft Kill Periodic and Summary reports, and get the data from the Post Processor.

#### 4.2.69 JTLS-0993 Weapons Report on Mission Report

When a Player uses the Change Air Mission Parameter order to modify a mission's weapon load prior to takeoff and the order is implemented, the Mission Report does not always reflect the change. In at least one case, when the final Mission Report was received, the only weapon listed was the new weapon that was added. The report also incorrectly showed that zero of those weapons were returned when none were actually fired. The mission fired several weapons from the original load, but none of those weapons were listed in the final report, even though they were fired.

#### 4.2.70 JTLS-0994 HRU Creation Target Requirements Assessed Incorrectly

If an HRU that is to be created and extract targets from its parent unit cannot find a target that is 100% capable, it will refuse creation, even if the parent has a 12-element target that is 97% capable and the HRU needs only one element.

#### 4.2.71 JTLS-0999 Cancel Naval Mission Fails When A Unit Is Specified

The Cancel Naval Mission order allows either a unit or a formation to be entered. However, if anything other than a formation is entered, the order is rejected on the grounds that the formation does not exist.

#### 4.2.72 JTLS-1006 Clearing Player Orders Also Clears User Lines

If orders are cleared while Starting a scenario, both private and shared user lines are cleared.

#### 4.2.73 JTLS-1010 Controller Cannot MM NEUTRAL Unit Onto Formation

The Controller cannot Magic Move a unit onto a Formation unless both FS FS RELATIONSHIPS are Friendly. A player can pick up a unit via AMPHIBIOUS PICKUP as long as the relationships are no worse than Neutral. The Controller should have the same capability. However, all implications must be considered before implementing this solution.

#### 4.2.74 JTLS-1017 Airlift Mission Problem

An airlift mission was created to pick up a NEO icon. The mission did not have the lift capacity to lift the entire icon, so a second mission was created to pick up the same icon. The second mission went into unit delay when it arrived at the pickup location. The first mission picked up then dropped off the first load, then returned for the second load. The second mission should not have gone into unit delay status.

#### 4.2.75 JTLS-1090 GIAC Fields Allow Spaces

Most GIAC fields are forbidden from having spaces in them. There are a few text fields that do have spaces, generally free format read fields. It is possible to cut text with spaces from one of these fields and place it in a field that does not permit spaces. The resulting order, if sent, is not recognized by the CEP and is rejected. An example of this is the Controller Kill Aircraft order which contains a REFERENCE field that should not have blank spaces and a REASON field that is permitted blank spaces. Cutting and pasting from the REASON field to the REFERENCE field will allow the introduction of blanks into the REFERENCE field.

#### 4.2.76 JTLS-1258 RECCE Mission Heading Off The Board

When a Player submitted a Change Mission Parameter for a RECCE Mission, and clicked the new or add on route button, but did not send a new or add on route or location, the Mission headed for Latitude/longitude 0.00, 0.00. The problem was caused by the Player error. Correcting the error requires changing the structure of the order, because the New-Add-on Flag is used for either a new search location or a new search route. A new flag will probably need to be added.

#### 4.2.77 JTLS-1260 EMCON Order Problem Subordinates of Embarked Units

If the primary Unit specified on an EMCON order is embarked on a ship, the CEP rejects the order, even if the order is supposed to apply to subordinates as well. A possible solution is to take the UNIT CHECKS off the order itself, and put them in the code that turns the emitter on and off. The only time that the order should be denied is for a unit that has been wiped out, and it has no subordinates, and is not in anyone's UT SUBORD SET. If this is done a possible problem is having the IMT show the sensor/jammer turned on while the unit is still not arrived, or is embarked on a formation. There appears to be no problem inside the CEP, but the IMT bit is the reason that it has not been fixed. The players have a work-around—Magic Move the unit ashore, send the order, and then MM back onto the formation.

#### 4.2.78 JTLS-1328 SAM/AAA Initial Issue

Currently, when a SAM/AAA target comes into the game, either at game start, TPFDD arrival after game start, or target create; the owning unit or associated unit sends the initial issue of ammo to the target site by an implicit resupply action. This implicit resupply convoy requires time to dispatch, time to travel, and time to receive. In Standard Database this means it is 2.5 to 3.5 hours after a SAM/

AAA target arrives in the game before it has any ammo and is able to engage an air object; even if it's in the same hex as the owning unit. There is no reason for this restriction. A SAM/AAA target should be given its initial issue of ammo instantaneously upon arrival in the game. The owning or associated unit should still have its supply levels decremented based on the supplies that it passes to the SAM/AAA target.

#### 4.2.79 JTLS-1341 Assign Multi Attack Order

An OAS mission was assigned a set of targets using Assign Multi Attack order. After the order was sent, that set of targets was deleted and a new set was assigned. The mission proceeded to the area where the old targets were located, then headed toward the new targets. and not drop on either set of targets. The mission should have headed toward new target area immediately after targets were assigned.

#### 4.2.80 JTLS-1351 Air Missions Refuel And Fly At Zero Altitude

When specifying ingress and egress routes for an air mission, it is possible to specify refuel points and transit points. A transit point requires an altitude. A refuel point does not have an associated altitude. However, both types of points are filed with the air mission with their associated altitudes, which is zero for the refuel point. After a mission reaches a refuel point, it will adopt the altitude of the point, zero feet, for its next leg.

When a refuel point is filed in the air mission's route set, the Player should assign it the same altitude as the previous Player-designated route point. This is only useful only if such a point exists. This is a partial solution only, and this STR should not be considered closed.

#### 4.2.81 JTLS-1364 ROE Setting Unstable

During exercise TF05, nine Navy P3C squadrons were set to an ROE of HOLD FIRE. The first nine missions returned and reported launching all of their Harpoon missiles. The Player observed that the ROE appeared to reset itself to FIRE. The opposite change occurred when the Player set the ROE to FIRE, and used the IMT to confirm the setting. Thus, several attacks were required to cause the aircraft to launch a Harpoon or torpedo.

#### 4.2.82 JTLS-1368 Orbiting OAS Assign Target

During exercise TF05, an Orbiting OAS mission was assigned to strike a SAM target. The Side perception was bad, and the SAM target was not in the hex indicated by the Blue side perception. Receiving an Assign Target order, the mission went to the hex and searched for the target. It remained in the hex until almost out of fuel, then went to a tanker. After refueling, the mission returned to the hex to search for the target again. This continued until the mission off-station time. The mission should have determined that the target was not in the hex and returned to its home squadron.

#### 4.2.83 JTLS-1375 Orbit Location In Ingress Route

If an air mission is tasked by the ATOT and flies toward an orbit point, the mission cannot be diverted to a new location until the aircraft reaches its ATOT-assigned orbit point. Assigning a new orbit location should be possible at any time and the mission should immediately comply.

#### 4.2.84 JTLS-1376 Fuel Chits

During exercise TF05, fuel chit data fields for individual receiver or supplier air missions were not populated. The fuel conversion factor is incorrect, and should be 6.5 pounds per gallon.

#### 4.2.85 JTLS-1377 Attack Posture Heading Home

In several instances during exercise TF05, an air mission displayed an Attack posture while the aircraft headed home. The aircraft received an Assign Target order, and either did not find the target and held its munitions, or released them and headed back to the base. The attack mission could not be re-flight planned, and should have displayed a Heading Home posture.

#### 4.2.86 JTLS-1378 Mission Refuel Chit Retrieval Button Does Not Work

Refuel chits do not appear when the Refuel Chit retrieval button on the IMT screen is used. However, they appear when the user requests a retrieval of all refuel chits.

#### 4.2.87 JTLS-1379 Improve Mission Splitting Capability

When the ATO-T splits missions automatically, the program changes the missions' Mode 2 and Mode 3 squawk, call sign number, and mission number. It is preferable to concatenate an alphabetic identifier to the original mission number. Also, we must develop a method to inform TBMCS that only a portion of the mission has returned to the base.

#### 4.2.88 JTLS-1380 Intercept Stopped for Refuel Chit Time

An intercepting mission will break off its intercept to refuel from a tanker on time according to its refuel plan.

#### 4.2.89 JTLS-1381 Mission Stops Moving After Break-off Intercept

An air mission stops moving after receiving a Break-off Intercept order. When a mission in this mode receives a change Orbit Location order, the missions bar points in the wrong direction.

#### 4.2.90 JTLS-1382 TBMCS ATO ID Problems

These problems arise from assigning an air mission a specific ATO ID. ATO time round-off results cause many missions designated to start immediately at the beginning of an ATO period to be assigned to the wrong ATO period. Additionally, the ATO periods were not continuous within the

model. For example, when an ATO period was designated to end at 1.333 days, the following period was started at 1.334 days. Any missions designated a mission time of 1.3335 days were not included in an ATO period.

#### 4.2.91 JTLS-1383 Alert Missions Display On COP

Alert missions displayed on the GIAC causes them to display on the COP, which is inappropriate. The missions were placed on the GIAC display to solve another problem, but the implemented solution caused these unacceptable consequences.

#### 4.2.92 JTLS-1384 Area, Target, And Unit Report Documentation

Some users have indicated that the documentation of Area Report, Unit Report, and Target Report similarities and differences are incomplete or inaccurate. A review of this documentation is needed.

#### 4.2.93 JTLS-1385 Update Detection Time Error

Users have indicated that they believe an object's detection time is not updated if the detected object or the perceived status of the object has not changed.

#### 4.2.94 JTLS-1386 Accept Ownership And Use For New Runway

If you create a new runway during the game, the runway cannot be assigned to an airbase and used by the airbase. The Controller must Magic Move the airbase in and out of the hex to accomplish the task.

#### 4.2.95 JTLS-1387 TBMCS Not Updating ATO Change Missions

If a mission exists in an ATO Change, the TBMCS Adaptor does not update the proper TBMCS record.

#### 4.2.96 JTLS-1390 Orbiting OAS

During a recent training class, an Orbiting OAS was sent to an orbit point. En route to the orbit point, the mission was assigned a target to strike. Instead of proceeding directly to the target, the mission went to the orbit first, then to the target. When an mission receives an Assign Target or Assign Multi-Target order, it should immediately head toward the target.

#### 4.2.97 JTLS-1395 External Fuel Tank Refueling

External Fuel Tanks loaded on aircraft in a default load, or any other weapon load, do not refill when the aircraft stops at a refueling point along a route. It is likely they also do not fill when tanking on an airborne tanker. Refill capability of external fuel tanks should be available for each instance an aircraft lands.

#### 4.2.98 JTLS-1402 HRU SAM/AAA Targets Remain When Unit Destroyed

When an HRU is destroyed and removed from the game, its targets are not properly processed to be removed from the game. For HRU SAM/AAA targets, their associated unit is the HRU parent, but the target is removed from its associated unit set. Unlike Aggregate Unit SAM/AAA targets, when the associated unit dies a new associated unit is found for the target. When a checkpoint is taken, the SAM/AAA targets of a destroyed HRU are not members of any unit's associated target set. Consequently, the CEP crashes when it attempts to initialize a SAM/AAA target which does not have an associated unit. Targets of destroyed HRUs should be modeled in the same manner as targets of destroyed ARUs.

#### 4.2.99 JTLS-1404 Crash While Computing WDC Impact

Subscript out of range, line 37, Compute WDC Impact. Attempted to send a Multi-Target Attack order for an off-board unit with a launch location on the board. Programmer note: The problem is in ASSES HEX DAMAGE lines 159-181. the code is using the off-board location of the home squadron instead of the launch location.

#### 4.2.100 JTLS-2005-1454 WSM Terminates When Xterm Closes

The WSM will terminate on startup from the JTLS Menu if the xterm is closed while the JTLS Menu is waiting for user input.

#### 4.2.101 JTLS-2005-1455 Changing Support Unit Via Naval Move Incorrect

A naval unit was ordered to move, and then ordered to change it's support unit to another boat. The orders were accepted and the boat moved, but the designated support unit did not change. If the same move and change-support orders were used, then it worked properly when the boat was ordered to use a ground unit as its new support unit.

#### 4.2.102 JTLS-2005-1456 Improper Formation Arrive Time Message

A naval formation was ordered to follow a route to a location, and to arrive at a future time. The following message was received in reply: "Formation NAV.FORM has been ordered to move. It will start this move at Time format { 15.926929 } is wrong it does not contain with 'T' separator in order to comply with the specified arrival time." The message should properly report the time that the formation will depart in order to arrive at the specified time. Some message output errors were corrected in the CEP, and the WHIP message now gives the proper time, but the title of the message states that the formation cannot comply.

#### 4.2.103 JTLS-2005-1457 Target Auto Assign Errors In Orbiting OAS

An Orbiting OAS mission was created with Auto Assigned allowed and search target category as SSM. An SSM was magic moved to the area of the orbit. Perception of the SSM was given to the

mission's side using the controller Target Report order. The mission saw the target and immediately attacked it. When the OAS mission returned, the Mission Report said it was assigned to attack target UI011816U but the target could not be found. It appears that mission was previously holding the target as unidentified and it was not found after it was assigned a specific target number.

#### 4.2.104 JTLS-2005-1458 CAS Damage Errors From Orbiting OAS

In this example, Ayland and Ceeland units were in combat. Ceeland attacked an Ayland Engineer unit. An order was sent for an Orbiting OAS mission with CAS allowed. This mission was ordered to support the engineer unit that was under attack. The mission immediately attacked, but it only damaged the Ayland unit and not the Ceeland unit. In the ACP prototype, the fratricide was set to 10 percent. The fratricide was changed to 1 percent and re-tested. In this instance, it produced the same results, but another iteration of this test resulted in damage to Ceeland, but not to Ayland.

#### 4.2.105 JTLS-2005-1459 Delay Order Not Executed Properly

A unit was given a delay order time of several days in the future and 70% strength. The unit delayed at contact with an attacking unit. Unit was still at 96% strength.

#### 4.2.106 JTLS-2005-1460 Ship Heading Inconsistency

The IMT reports an incorrect ship Heading. The SITREP heading always indicates a value of 000. The Map heading is never correct; it is usually 180 degrees off.

#### 4.2.107 JTLS-2005-1461 Intercepting Escort Mission Keeps Intercept Speed

An escort mission changed its speed to a faster intercept speed. After the intercept, the escort mission didn't return to its cruise speed. This is a CEP model problem, not associated with the WHIP.

#### 4.2.108 JTLS-2005-1462 Chemical Cloud Ring Not Shown

Chemical rounds were fired at a unit. A circle portraying the radius of the chemical cloud should be indicated. No circle is visible.

#### 4.2.109 JTLS-2005-1463 Units in Combat While Embarked

A ground unit was embarked on a naval formation via the database build. The IMT and Command Hierarchy lists this unit as "in combat". The naval formation was moved away from any enemy ground units, but the status still indicates "in combat". There are two issues: units embarked on naval formations cannot be "in combat", and the "in combat" status is never cleared when the unit is moved away from any enemy units. The "in combat" status can be forcibly changed by magic moving the unit into a legitimate "in combat" position, and then magic moving it back aboard the boat.

#### 4.2.110 JTLS-2005-1464 Location Fields Allow Invalid Location Formats

When sending or checking an order, the location fields allow invalid location formats. The user will click Send or Check and nothing will happen. The Lat/Lon class throws an error when parsing. This can be fixed by not allowing invalid formats or marking the order field as having an error.

#### 4.2.111 JTLS-2005-1466 Incoming Messages Not In Correct Order

Messages do not always appear on the message browser in the correct order. Example: a mission of two aircraft were engaged and killed by SAMs. The messages appears as follows: Aircraft from AREC-010007 Lost (ID: 359) Mission Report AREC-010007 - Completed (ID: 369) Mission Commander Trouble Report - Mission AREC-010007 (ID: 363) Aircraft from AREC-010007 Lost (ID: 359) Mission Commander Trouble Report - Mission AREC-010007 (ID: 363) The Mission Report should appear last in the sequence. In the same manner, a fire missile order responded with a “complied” message prior to the order acknowledgement. A secondary sort on the message identification number is required to resolve this issue.

#### 4.2.112 JTLS-2005-1467 Amphib Assault Attached Unit Listed As Detached

An amphibious assault was performed. The detachment was properly created as it went through combat assess prior to the entire unit coming ashore. Once the entire unit landed, it attached to the parent unit. However, on the Command Tree, the detached unit was listed with a mission and posture of attached. This unit should have been removed from the tree when it was reattached.

#### 4.2.113 JTLS-2005-1468 Perceived Aircraft Vectors Point In Wrong Direction

The speed leaders on perceived aircraft do not point in the direction they are heading. This is true for all sides. The controller WHIP shows all sides correctly.

#### 4.2.114 JTLS-2005-1469 Shooting Side Has No Perception Of Shot Missile

An SSM was fired by red at a blue boat, but it was never seen by the red (shooting) side. The blue side did have perception of it. All sides, based on sensor capability, should see SSMs.

#### 4.2.115 JTLS-2005-1470 Cannot Print From Solaris Machine

Attempts to print data on an IMT window from a Solaris machine failed. Based on all of the appropriate indicators, print jobs had been created and processed, but there was no output at the printer. Windows and a Linux machines appear to print properly.

#### 4.2.116 JTLS-2005-1471 Utilities Should Alter Group When Row Is Edited

When a row is selected, it is made available for editing in the utility fields. While the data is populated, the group configuration is not changed to match the row. For example, a row in an air route

may be a route or refuel point. The group configuration may be changed by hand, so this has been assigned a lower priority.

#### 4.2.117 JTLS-2005-1472 Wrong IMT Screen Appears On Right Click Of Unit

IMT screens appear when a right mouse click is performed on a unit. These screens are of specific interest to that unit type. However, when a right click is made on a foreign unit, access to IMT screens is given as if the unit is owned by the user. It is suggested that intel screens be created for foreign units and their targets.

#### 4.2.118 JTLS-2005-1473 Utilities Should Be Available For Deletion

An Assign Multi-Target order was created with the appropriate weapon assignment utility. The order was sent, and it executed properly. However, the order cannot be deleted because it did not appear on the pull-down list.

#### 4.2.119 JTLS-2005-1474 Weather Fronts Do Not Move

A weather front was created, but it never moved in accordance with its create order. Also, it will not disappear from GUI when time has expired. The earthquake objects (which include weather fronts) are sent from the CEP to the JODA. This must be a Map issue with rendering changes. After some modifications, the weather fronts now move, but they leave behind a trail. This is probably a CEP problem. Leaving this issue open.

#### 4.2.120 JTLS-2005-1475 Improper Depiction Of Unit Transported By Convoy

When a convoy reaches the location of a unit that it is going to ship to another location, the strength of the unit that is going to be lifted goes to zero. The SITREP window shows the lifted unit with a strength of 0%, a speed of 0 KPH and a destination of 00-00-00n 00-00-00e with a mission and posture of defend. The strength of a unit should not change, the destination of the unit should be the drop-off location of the convoy. It is suggested that an additional posture should be added to inform IC that the unit is being moved via air, rail, barge, or truck.

#### 4.2.121 JTLS-2005-1476 Aircraft Orders Allowed After JCATS Has Control

Control of an orbiting RECCE mission was transferred to JCATS. It was accepted by and was under the control of JCATS. The quick change orbit order was used to give the same mission a different orbit point after JCATS assumed control of it. JTLS accepted the order and the MPP delivered a message stating that the mission would optimize a route to the new location. The mission flew to its original orbit point and ignored the orbit point change. Also, missions transferred to JCATS still appeared in various pull-down lists. Authority should be removed from the controlling JTLS station once transferred and the IC should receive the same response as he does when he tries to give an order to a unit or mission he does not have authority over. When transferred back to JTLS, the sending JTLS station should be the one who gains authority over it.

#### 4.2.122 JTLS-2005-1477 WHIP Holds Open Socket Which Cannot Be Closed

When the Apache server and all other services are down, the attached WHIPs that cannot be closed. They hold a socket open while waiting for the receiving side to close it.

#### 4.2.123 JTLS-2005-1478 Order Lines Change Position on Map

When a route is built, the order lines will change position after the Player has added a new point. When a new point is added, the route erases itself and redraws all the points to where they should be, and then moves all the points again. This occurred on a Windows box, and has not been reproduced under Netbeans.

#### 4.2.124 JTLS-2005-1479 Messages Not Deleted on Start or Restart

The Javamenu does not delete the message files on a start or a restart. This includes the files with the “.ndx” and “.xms” name extensions. This can be very confusing and wastes disk space. It does cause errors in the message indexing since the XMS uses the “.ndx” file. This file only contains information that the CEP has output since it started. The JTLS Menu script works as it should.

#### 4.2.125 JTLS-2005-1582 OPFOR Planner

During the KE06 Event Test, it was noted that the OPM for a Side that used very few aircraft types displayed a large number of Aircraft Loads—many more than the number of loads used by the Side’s aircraft. This may or may not be an error. However, since aircraft loads can now be assigned by name, there is justification for printing more than only those used by the side at the time the Manuals were generated. This STR should remain open for the present time.

#### 4.2.126 JTLS-2005-1598 Strip Alert Missions Unusable In Quick Manual Pair

Request GIAC display of air tracks on the ground. This would allow the quick Manual Pair order to be used for strip alert missions, and include all launchable alert aircraft. Currently, a mission has a flag called the Active flag. This flag is set by the combat model and indicates to the GIAC whether the mission should be displayed on graphics or not. This flag is also used to inform the COP interface programs whether the mission is flying and should be displayed on the COP or not. Alert missions should not be displayed on the COP. This means that the single Active flag cannot be used. The Active flag should tell the COP whether the mission is flying or not. In addition, the user interface should be allowed to indicate whether Active missions and/or Alert missions should be displayed. This should be independent of the COP feed.



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## APPENDIX A. ABBREVIATIONS AND ACRONYMS

AAA	Anti-Aircraft Artillery
AADC	Area Air Defense Commander
AAL	Air-to-Air Lethality
A/C	Aircraft
ACP	Air Control Prototype
ADA	Air Defense Artillery
AEW	Airborne Early Warning
AFB	Air Force Base
AG	Air Ground (Air-to-Ground)
AI	Air Interdiction
AIM	Air Intercept Missile
AIREF	Air Refueling
AKL	Area Kill Lethality
AMMO	Ammunition
AO	Area of Operations
AOC	Air Operations Center
Apache	Open-source Web server used by Web Enabled JTLS.
APC	Armored Personnel Carrier
ARECCE	Armed Reconnaissance
ARTE	Air Route
ARTY	Artillery
ASCII	American Standard Code for Information Interchange
ASW	Anti-Submarine Warfare
ATC	Aircraft Target Category
ATGM	Antitank Guided Missile
ATK	Attack
ATO	Air Tasking Order
ATOG	Air Tasking Order Generator

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ATORET	Air Tasking Order Retrieve Program
ATOT	Air Tasking Order Translator
Attribute	Data item belonging to an entity, such as name, size, or number of subentities.
AWACS	Airborne Warning and Control System
AZ	Altitude Zone
BADGE	Bilateral Air Defense Ground Environment (Used by JDA)
BAI	Battlefield Air Interdiction
BDA	Battle Damage Assessment
BDE	Brigade
BN	Battalion
C3	Command, Control, & Communications
C3I	Command, Control, Communications, & Intelligence
C4I	Command, Control, Communications, Computers, & Intelligence
CA	Civil Affairs
CAP	Combat Air Patrol
CAS	Close Air Support
CAT	Category
CCF	Central Control Facility
CCP	Command Control Prototype
CCU	Controller Change Unit
CEP	Combat Events Program. The combat model in JTLS that simulates execution of ground, naval, air, logistics, and intelligence activities.
Checkpoint	A temporary halt in the game initiated either manually by the Controller or automatically by the CEP.
CMDR	Commander
CP	Combat Power
CS	Combat System
CSP	Combat System Prototype
CTAPS	Contingency Tactical Air Planning System
CTG	Commander Task Group
CTRL	Control. A keystroke as in "CTRL-C".

DCA	Defense Counter Air
DCL	Digital Command Language. The standard operating system user interface for DEC computer systems.
DDS	Database Development System
DEC	Digital Equipment Corporation. The manufacturer of VAX/VMS computers.
DEMSDB	Demonstration Standard Database. A 5-sided database delivered with the current JTLS release.
DISA	Defense Information Systems Agency
DIV	Division
DMA	Defense Mapping Agency
DoD	Department of Defense
DOS	Days of Supply
DPICM	Dual Purpose Improved Conventional Munitions
DS	Direct Support
DSA	Directed Search Area
DTG	Date Time Group
EC	Electronic Combat
ECM	Electronic Counter Measures
ECP	Engineering Change Proposal
ELINT	Electronic Intelligence
ELS	Entity Level Server
EODA	Entity Level JTLS Object Data Authority. Distributes data to ELS clients.
ETA	Estimated Time of Arrival
FARP	Forward Arming and Refueling Point
FLP	Fire Lethality Prototype
FOL	Forward Operating Location
FWL	Initials of Frederick W. Lanchester, generally credited with origination of the differential equation model of attrition, hence Lanchestrian attrition.
GAL	Gallon
GAWS	GIAC Analyst Workstation
GCCS	Global Command and Control System

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GDS	Generic Data System or G-Data System
GDP	Graphical Database Program
GENIS	Generic Information Server; data repository/server process. This data system has been replaced by the JTLS Object Distribution Authority (JODA)
GIAC	Graphical Input Aggregate Control. This interface between the Player or Controller and the CEP has been replaced by the Web Hosted Interface Program (WHIP).
GRTE	Ground Route
GS	General Support
GSR	General Support Reinforcing
GUI	Graphical User Interface
HARM	High-speed Anti-Radiation Missile
HE	High Explosive
Hectare	10,000 square meters
HELO	Helicopter
Hex	Hexagon
HMMWV	High Mobility Multipurpose Wheeled Vehicle
HQ	Headquarters
HRU	High Resolution Unit
HTML	Hypertext Markup Language
HUP	High Resolution Unit Prototype
ICM	Improved Conventional Munitions
ICP	Interface Configuration Program. An interactive program that allows the user to define the specifications for each game process that can be started for a particular scenario.
ICPLogin	Interface Login Program
ID	Identifier
IFF	Identification Friend or Foe
IIP	Intel/Information Prototype
IMT	Information Management Tool. The JTLS program that provides real-time tabular scenario information.
INFO	Information
Initialization	Phase of game during which data sets are read and the game is configured for Players.

INTEL	Intelligence
JDA	Japan Defense Agency
JDS	JTLS Data System
JMCIS	Joint Maritime Combat Information System
JMEM	Joint Munitions Effectiveness Manuals
JODA	JTLS Object Distribution Authority. Distributes data to JTLS Data System clients.
JPL	Jet Propulsion Laboratory
JSDF	Japanese Self-Defense Force
JTLS	Joint Theater Level Simulation
JWFC	Joint Warfighting Center
JXSR	JTLS XML Serial Repository. A Web service which obtains data from a JODA and provides it as XML to the Web Hosted Interface Program through the Apache Web Server.
KIA	Killed in Action (aka "Remains")
KM	Kilometer
KNOTS	Nautical miles per hour
LA	Lethal Area
LAN	Local Area Network
LAT	Latitude
LB	Login Build. A JTLS order type.
LDT	Lanchester Coefficient Development Tool. This program assists in the development of Lanchester coefficients, which are used to assess the results of force-on-force land combat in JTLS.
LOG	Logistics
LOGIN	Logistics Input. Arrival of supplies in the theater.
LOGREP	Logistics Report
LONG	Longitude
LOTS	Logistics Over The Shore
LR	Long Range
M&S	Modeling and Simulation
MAPP	Modern Aids to Planning Program

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MB	Megabyte
MCP	Mobility Counter; Mobility Prototype
MCR	Model Change Request. A form submitted by users and developers to report problems or desired enhancements to the JTLS model.
MG	Machine Gun
MHE	Materiel Handling Equipment
MIP	Model Interface Program. A generic term for GIAC, MPP, IMT, etc.
MOGAS	Motor gasoline
MOPP	Mission-Oriented Protective Posture
MOSAIC	NCSA user interface software
MOTIF	An X-Window System graphical interface
MP	Maneuver Prototype
MPP	Message Processor Program. This message processing and display utility has been replaced by the XML Message Service and the WHIP Message Browser.
MSC	Major Subordinate Command
MSG	Message
MTF	Message Text Formats
MUREP	Munitions Report
NCSA	National Center for Supercomputing Applications (University of Illinois)
NEO	Noncombatant Evacuation Operations
NFS	Network File Server
NM	Nautical Mile
NTSC	Naval Telecommunications System Center
OAS	Offensive Air Support
OCA	Offensive Counter-Air
OJCS	Organization of the Joint Chiefs of Staff
OMA	Order Management Authority. Provides an order verification and forwarding service to the WHIP.
ONC	Operational Navigation Chart
OPM	Online Players Manual
OPP	Order Preprocessing Program

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Oracle	A relational database management system and name of the company.
OTH	Over the Horizon
OTH Gold	OTH Message Specification
OTH-T	Over the Horizon-Targeting
pD	Probability of Detection
pE	Probability of Engage
pH	Probability of Hit
pK	Probability of Kill
PKL	Point Kill Lethality
POL	Petroleum, Oil, and Lubricants
POSIX	International operating system standard based on System V and BSD.
PP	Postprocessor Program (a JTLS component)
PSYOPS	Psychological Operations
QRA	Quick Reaction Alert
QRA.DCA	Quick Reaction Alert, Defensive Counter Air
QRA.OAS	Quick Reaction Alert, Offensive Air Support
RAM	Random Access Memory
RDMS	Relational Database Management System
RECCE	Reconnaissance. Usually refers to Air Missions.
RECON	Reconnaissance. Usually refers to Ground Missions.
REGT	Regiment
RNS	Random Number Seed
ROE	Rules of Engagement
RPT	Report
RSP	Reformat Spreadsheet Program
SAL	Surface-to-Air Lethality
SAM	Surface-to-Air Missile
SAM/AAA	Surface-to-Air Missile/Anti-Air Artillery
SC	Supply Category
SCP	Simulation Control Plan

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SDB	Standard Database
SEAD	Suppression of Enemy Air Defense
SIMSCRIPT	Computer programming language (product of CACI, Inc.). A multiple-pass compiler.
SIP	Scenario Initialization Program
SITREP	Situation Report
SLP	Sustainment Log Prototype
SOF	Special Operations Forces
Solaris	Sun Microsystems' proprietary operating system.
SP	Survivability Prototype
SQL	Structured Query Language
SR	Short Range
SRP	Start/Restart Program (a JTLS component)
SRTE	Sea Route
SSM	Surface-to-Surface Missile
STR	Software Trouble Report
SUN	Sun Microsystems, Inc.
SUP	Ship Unit Prototype
SVP	Scenario Verification Program. Verifies consistency of data entered for a given scenario.
SYNAPSE	Synchronized Authentication and Preferences Service. Provides a user data sharing service in a central location and allows a WHIP configuration to be independent of the local machine.
TADIL	Tactical Digital Interface Link
TCP/IP	Transmission Control Protocol/Internet Protocol. A set of computer networking standards that specify the protocol for two or more computers to communicate with each other. TCP/IP was developed by the Department of Defense to support its Defense Data Network.
TEL	Transporter Erector Launcher
TG	Prefix for Target Attributes.
TGT	Target
TMU	Terrain Modification Utility. A utility program used to modify JTLS hex-based terrain files.

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TOE	Table of Organization and Equipment
TOT	Time on Target
TOW	Tube-launched Optically-tracked Wire-guided missile
TPFDD	Time-Phased Force Deployment Data
TPS	Terrain Preparation System
TTG	Target Type Group
TTL	Target Types List
TUP	Tactical Unit Prototype
TW	Targetable Weapon
UBL	Unit Basic Load
UIM/X	GUI Builder Tool
UNIX	A computer operating system.
UNK	Unknown
UOM	Unit of Measure
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USMTF	U.S. Message Text Format
USN	United States Navy
UT	Prefix for Unit Attributes
UTM	Universal Transverse Mercator
VAX	A family of minicomputers developed by Digital Equipment Corporation.
VIFRED	Visual Forms Editor
VMS	Virtual Memory System
VTOL	Vertical Takeoff and Landing aircraft
WAN	Wide Area Network
WDRAW	Withdraw
WEJ	Web Enabled JTLS. Composed of several Web services which interface with the WHIP through an HTTP Web server.

WHIP	Web Hosted Interface Program. An integrated Web interface to JTLS.
WIA	Wounded in Action
WPC	Warrior Preparation Center
WPN	Weapon
WT	Weight
WW	Wild Weasel
XMS	XML Message Service. Provides a JTLS message indexing service.

## **APPENDIX B. COMBAT SYSTEM CATEGORY DEFINITIONS**

This Appendix provides definitions of the 100 Combat System categories used in the Standard Database.

### **INFANTRY**

(INFANTRY)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with pistols, rifles, submachine guns, 5.56mm squad automatic weapons, rifle grenade launchers, single round grenade launchers, LAWs, hand grenades, bayonets, hasty mines. Effective ranges 400m to 800m. These are soldiers primarily trained to fight dismounted or with a significant secondary mission of fighting as infantry. Includes dismount teams in mechanized infantry units. A significant portion (70%) of combat engineer units and a smaller portion (50%) of military police units should probably be counted as infantry. Artillery units might have a lesser portion (25%) counted as infantry. This is a personnel combat system.

### **ELITE INFANTRY**

(ELITE-INF)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with pistols, rifles, submachine guns, 5.56mm squad automatic weapons, rifle grenade launchers, LAWs, single round grenade launchers, hand grenades, bayonets, and hasty mines. Have more automatic weapons, grenade launchers and LAWs than INFANTRY. Effective ranges out to 400m to 800m. ELITE-INFANTRY are about 150 to 200% as effective in Lanchester combat as INFANTRY. These are well trained, highly motivated soldiers primarily trained to fight dismounted. These soldiers are primarily found in specialized units: SF, Ranger, Airborne, Commando, etc. This is a personnel combat system.

### **INFANTRY/ENGINEER SPECIAL WEAPONS**

(INFENG-SPWPN)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with a personal weapon such as pistols, rifles, submachine guns, hand grenades, and bayonets; but their primary lethality comes from the special weapon they operate. These weapons are primarily anti-fortification weapons although they may be used in the anti-armor role. These include SMAW, Wasp, Bunkerfaust, T67 and other flamethrowers, various short range recoilless rifles, 90mm M67 or TYPE 51; 82mm B10, M60A or M79; 89mm M69; 120mm M43; 107mm B11; 128mm M71, and satchel charges. Effective ranges out to 500m. These are soldiers primarily trained to fight using a special weapon. A portion (20%) of combat engineer units should probably be

counted as INFENG-SPWPN. HUPs which had explosives combat systems should replace an explosives combat system and a personnel combat system for one INFENG-SPWPN combat system. This is a personnel combat system.

## OTHER TROOPS

### (OTHER-TROOPS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with weapons similar to infantry, but not armed as extensively. OTHER-TROOPS are about 25 to 33% as effective in Lanchester combat as INFANTRY. These are soldiers whose primary role is other than fighting dismounted. Includes headquarters and support troops in infantry units. Generally all troops in units other than infantry, engineer or military police; however you may give any unit some percent of its troops as INFANTRY, based on your evaluation of the unit's ability (training) to engage in ground combat. This is a personnel combat system.

## SNIPER

### (SNIPER)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with sniper rifles of various caliber, up to 12.7mm. Effective ranges out to 1500m. More effective in Lanchester combat than INFANTRY against most soft and lightly armored combat systems. Especially lethal against C3I. More survivable than INFANTRY. These are soldiers specifically trained and armed as snipers. This is a personnel combat system.

## CREW

### (CREW)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms when not manning another combat system. Armed with weapons similar to infantry, but not armed as extensively. These are soldiers whose primary role is operating another combat system: vehicle drivers, gunners, loaders and commanders; gun crews and operators of any other crewed combat system. It is the specified Crew combat system. This means you must have enough combat system CREW to man all the combat systems that require crews. The Combat System Prototype (CSP) data identifies which combat systems require crews and how many of the Crew combat system are required.

## CREW-SERVED WEAPONS

### (CREW-WEAPON)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Machineguns of caliber 7.62mm or larger and automatic grenade launchers. Effective ranges 600m to 1500m. Examples: 7.62mm M60/E3/E4, M240B/G, FN MAG, RPD, PK/PKS/PKM,

RPK, RP46, Pecheneg, SG43/SGM/Type 57, Type 67/672C/74/80/81, WQ112, AAT F1, HK21/11, MG42/59, MG1/2/3, MG4, MGM1, M52, Model 62, Model 68, L4A4/L7A2, SS77, T74 and M53/M72/M77/M84; 12.7mm DShK-38/Type 54/59, NSV/NSW, Type 77/85, QJZ89, M2HB, 50MG, GAU19A; 14.5mm Type 75-1, KPV, Pirat; 30mm AGS17, AGS30; 35mm W87, QLZ87; 40mm MK19, GMG, and Striker. This is not a crewed combat system. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. coaxial or turret mounted machineguns).

#### MEDIUM ANTI-TANK WEAPON - LONG RANGE

(AT-MAW-LR)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank rocket/missile launcher with max effective anti-tank ranges greater than 800m but less than 1500m. Armor penetration generally greater than 400mm but less than 800mm. These systems are used primarily in the anti-tank role. Examples: Dragon, Dragon 2, AT-7 (Saxhorn), AT-13, Shipon 2, Folgore 80mm, and Type 87 Chu-MAT. This is a crewed combat system. May be fired from vehicles, but usually employed from a ground mount.

#### MEDIUM ANTI-TANK WEAPON - SHORT RANGE - MEDIUM LETHALITY

(AT-MAW-SR-ML)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank rocket/missile launcher with max effective anti-tank ranges greater than 500m but less than 800m. Armor penetration greater than 400mm but less than 800mm. These systems are used primarily in the anti-tank role. Examples: Dragon 2T, LAW 80, M2/M3 Carl Gustav, and RPG29. This is not a crewed combat system. May be fired from vehicles, but usually employed from a ground mount or shoulder launched.

#### MEDIUM ANTI-TANK WEAPON - SHORT RANGE - HIGH LETHALITY

(AT-MAW-SR-HL)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank rocket/missile launcher with max effective anti-tank ranges greater than 500m but less than 800m. Armor penetration greater than or equal to 800mm. These systems are used primarily in the anti-tank role. Examples: Eryx, Alcotan 100, Bumble Bee and Shipon 1. This is not a crewed combat system. May be fired from vehicles, but usually employed from a ground mount or shoulder launched.

#### MEDIUM ANTI-TANK WEAPON - SHORT RANGE - TOP ATTACK

(AT-MAW-SR-TA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank rocket/missile launcher with max effective anti-tank ranges greater than 500m but less than 800m. Top attack capability allows it to defeat most armor. These systems are used primarily in the anti-tank role. Examples: Predator (SRAW) and MBT LAW. This is not a crewed combat system. May be fired from vehicles, but usually employed from a ground mount or shoulder launched.

#### HEAVY ANTI-TANK WEAPON - SHORT RANGE - MEDIUM LETHALITY

(AT-HAW-SR-ML)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank gun or rocket/missile launcher with max effective anti-tank range of 2000m to 3000m. Armor penetration greater than 400mm but less than 700mm. Examples: Milan, SuperDragon, RAAD, AT-3(Sagger) (Malyutka) (Malyutka-M), AT-4(Spigot) (Fagot) and MAF. This is a crewed combat system. Crew should be modeled as combat system CREW. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. M2 Bradley, BRDM-2 Sagger). Do include non-armored vehicle mounted weapons (i.e. unarmored HMMWV/jeep mounted tow). The vehicle of the non-armored vehicle mounted weapons should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### HEAVY ANTI-TANK WEAPON - SHORT RANGE - HIGH LETHALITY

(AT-HAW-SR-HL)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank gun or rocket/missile launcher with max effective anti-tank range of 2000m to 3000m. Armor penetration greater than or equal to 700mm. Examples: Milan 2, Milan 2T/3, Flame, AT-3(Sagger) (Malyutka2) (Malyutka2M), Red Arrow 8A/C, Baktar Shikan and Gill. This is a crewed combat system. Crew should be modeled as combat system CREW. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. M2 Bradley, BRDM-2 Sagger). Do include non-armored vehicle mounted weapons (i.e. unarmored HMMWV/jeep mounted tow). The vehicle of the non-armored vehicle mounted weapons should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### HEAVY ANTI-TANK WEAPON - SHORT RANGE - TOP ATTACK

(AT-HAW-SR-TA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank gun or rocket/missile launcher with max effective anti-tank range of 2000m to 3000m. Top attack capability allows it to defeat most armor. Examples: Javelin, TRIGAN, RBS 56 BILL 1/BILL 2 and MACAM. This is a crewed combat system. Crew should be modeled as combat system CREW. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. M2 Bradley, BRDM-2 Sagger). Do include non-armored vehicle mounted

weapons (i.e. unarmored HMMWV/jeep mounted tow). The vehicle of the non-armored vehicle mounted weapons should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### HEAVY ANTI-TANK WEAPON - LONG RANGE - HIGH LETHALITY

(AT-HAW-LR-HL)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank gun or rocket/missile launcher with max effective anti-tank range of 3500m or greater. Armor penetration greater than or equal to 600mm. Examples: TOW, ITOW, TOW2A, AT-5(Spandrel) (Konkurs) (Konkurs-M), Red Arrow 8E, Toophan 1 and 2, Spike-MR, MAPATS and Type 79 Jyu-MAT (KAM-9). This is a crewed combat system. Crew should be modeled as combat system CREW. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. M2 Bradley, BRDM-2 Sagger). Do include non-armored vehicle mounted weapons (i.e. unarmored HMMWV/jeep mounted tow). The vehicle of the non-armored vehicle mounted weapons should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### HEAVY ANTI-TANK WEAPON - LONG RANGE - TOP ATTACK

(AT-HAW-LR-TA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Antitank gun or rocket/missile launcher with max effective anti-tank range of 3500m or greater. Top attack capability allows it to defeat most armor. Although not a top attack weapon, the AT-14 is best modeled as this combat system because of its extremely high penetration ability. Examples: TOW2B and AT-14. This is a crewed combat system. Crew should be modeled as combat system CREW. Do not include weapons that are mounted on combat vehicles modeled separately as combat systems (i.e. M2 Bradley, BRDM-2 Sagger). Do include non-armored vehicle mounted weapons (i.e. unarmored HMMWV/jeep mounted tow). The vehicle of the non-armored vehicle mounted weapons should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### ANTI-TANK GUN 73 TO 106MM - NOT MISSILE CAPABLE

(ATG73-106NMC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Multi-purpose weapon used primarily in anti-tank role, but also in anti-bunker or anti-personnel role. Max effective anti-tank range greater than or equal to 700m. Examples: 73mm SPG-9, 100mm T12/MT12/Type 73 (CHI)/M87 (YUG), 90mm PV-1110 and 106mm M40/T126/T173. This is a crewed combat system. Crew should be modeled as combat system CREW. May be ground or

non-armored vehicle mounted. Armored vehicle mounted recoilless rifles are better modeled as an armored gun system or a tank. If non-armored vehicle mounted, the vehicle should be modeled separately as a combat system: UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### ANTI-TANK GUN 100 TO 125MM - MISSILE CAPABLE

(ATG100-125MC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Used primarily in the anti-tank role. Capable of firing an anti-tank guided missile from the gun tube. Max effective anti-tank range greater than or equal to 4000m. Examples: 100mm T12/MT12 and 125mm 2A45M (Sprut-B). This is a crewed combat system. Crew should be modeled as combat system CREW. This is a ground mounted weapon; vehicle mounted variants are modeled as either tanks or armored gun systems.

#### MORTAR DISMOUNTED 50MM TO 60MM

(MTRDISM50-60)

Cause attrition via indirect fire Lanchester equations and point lethality high resolution combat algorithms. The standard database discourages explicit fire of light mortars, although the data is there to support the area lethality explicit fire algorithms. Includes 60mm and smaller mortars. Examples: 50mm M-8; 51mm L10A1, TN8111, E1; 52mm IMI 52 Cdo; 60mm commando: C6, M60D, Antos, Elis, Vammas, MO60C, FMK-1/2, HM12/13, C03, Model 87, M4/M4MK1, LM60K, M4L3, XT81, M70; 60mm standard: M2 (USA), M19, M1 (SAF), M6 (SAF), KM181, LM-60D, Soltam C576/C08/C06, M-57, M-90, M-94, HM14, Al-Jaleel, FMK-3, M6-111/M6-211 (AUS), Model L/LL-M86, Model 87, M224, M84, M/965, Vammas, TDA Proximity, NR 493, M60, MO 60L/LP, T75, Type M-83A, Type 63-1, Type WX90 and Type WW90L/M. This is not a crewed combat system. This is a ground mounted weapon. Ground mount systems may be transported in vehicles. If transported by vehicle the vehicle should be modeled as a separate combat system as appropriate: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP.

#### MORTAR DISMOUNTED 81MM TO 82MM

(MTRDISM81-82)

Cause attrition via indirect fire Lanchester equations and point lethality high resolution combat algorithms. The standard database discourages explicit fire of light mortars, although the data is there to support the area lethality explicit fire algorithms. Includes 81mm mortars and 82mm mortars. Examples: 81mm M29A1, M252, M29 (SWE), NR475A1, M8-111/211/522, 1MT81, E1/E1Imp, KM187, M81, Model 1972, Vammas STD/LR, FMK-2, AWPC, Type W87, Type W91, HP SB/LB Model LN/LL, Model LN-M86/LL-M86, M-68, M3 (SAF), MO81LC/LL/LP/LLR, E44, HM15, L16A2, MO81-61L, Soltam B433/B449/B455/B502, Otobreda 81, M1, T75, UT-1/NT-1, ZTS; 82mm M-36, M-37, M-41, 2B9, 2B14, M-69A/B (YUG), 1MT82, Model M69 (EGY), Model 77, Model 94, Al-Jaleel, M93, M96 LM/LRLM (CRO), Type 67, Type W84 and Type W99. This is a crewed combat

system. Crew should be modeled as combat system CREW. This is a ground mounted weapon. If transported by vehicle the vehicle should be modeled as a separate combat system as appropriate: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP.

#### MORTAR SELF PROPELLED LIGHT - LIGHT ARMOR - OPEN WEAPON

(MTRSPLT-LAO)

Cause attrition via indirect fire Lanchester equations and point lethality high resolution combat algorithms. The standard database discourages explicit fire of light mortars, although the data is there to support the area lethality explicit fire algorithms. Includes 81mm and 82mm mortars, generally mounted in lightly armored vehicles. Protected from small arms fire and shell splinters. May be dismounted, but generally fired from the vehicle mounting. The weapon is usually protected during movement but exposed while firing. Many vehicle types have been used to mount various mortars. Examples: 81mm M125 and LAV-M. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the MTRSPLT-LAO.

#### MORTAR DISMOUNTED HEAVY

(MTRDISMHVY)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Includes mortars larger than 82mm. Examples: 98mm M98, Model 1997; 100mm Type 71; 107mm M30, M38, M107; 120mm M-43, 2B11, Nona SVK-M, Type W86, XT86, Model L, Model M86SB/LB, M12-1111/2222/3222, M41D, Model 82, Model 87, M120, MO120AM50, UBM52, M74, M75, FMK-2, Al-Jaleel, Vammass STD/LR, Soltam K5/K6/A7A2/M-65/M66, Model UK2, HM16, E56, AWPC M132, MO 120 LT/RT, E1/E1Imp, HY12, Type 55; 160mm M1943, M160, M58, M66; and 240mm M240. This is a crewed combat system. Crew should be modeled as combat system CREW. This is a ground mounted weapon. Almost always transported or towed by vehicle. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### MORTAR SELF PROPELLED HEAVY - LIGHT ARMOR - OPEN WEAPON

(MTRSPHVY-LAO)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Includes mortars larger than 82mm, generally mounted in lightly armored vehicles. Protected from small arms fire and shell splinters. May be dismounted, but generally fired from the vehicle mounting. The weapon is usually protected during movement but exposed while firing. Many vehicle types have been used to mount various mortars. Turreted 120mm mortars are modeled as combat system MTRSP120-LAT. Examples: 107mm M106;

120mm M12-2330, M121 (USA); and 240mm 2S4. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the MTRSPHVVY-LAO.

**MORTAR SELF PROPELLED 120MM - LIGHT ARMOR - TURRETED WEAPON**  
(MTRSP120-LAT)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Includes turreted 120mm mortars, generally mounted in lightly armored vehicles. Protected from small arms fire and shell splinters. Examples: 120mm 2S9, 2S23, 2S31, AMS, AMOS, WIESEL2, PRAM-S and WZ551. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the MTRSP120-LAT.

**ARTILLERY TOWED - VERY LIGHT**  
(ARTYTOW-VLT)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Towed howitzers/guns of caliber up to and including 95mm. These guns are primarily used in the anti-tank role. Max effective anti-tank range greater than or equal to 1000m. Examples: 75mm M116; 76mm M1966 (RUS), M48 (YUG), M1943/ZIS-3/Type 54; 76.2mm Model 1984 (ROM); 85mm D44/M52 (CZ)/Type 56 (CHI) and D48. This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

**ARTILLERY TOWED - LIGHT**  
(ARTYTOW-LT)

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Towed howitzers/guns of caliber greater than 95mm but less than 125mm. Examples: 98mm Model 93; 100mm M1944, M53 (CZ), M1977 (ROM); 105mm Light Gun, LFG, KH178, M56, M101, M102, M119, M425; 120mm 2B16 (RUS); 122mm D-30, D-74, M1938/M-30 and Type 54-1 (CHI). This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

**ARTILLERY SELF-PROPELLED - LIGHT - TURRETED WEAPON**  
(ARTYSP-LT-T)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms and area lethality explicit fire algorithms. Self propelled howitzers/guns of caliber less than or equal to 125mm with the gun in an enclosed turret. 120mm combined howitzer/mortars are

modeled as combat system MTRSP120-LAT. Protected from small arms fire and shell splinters. Examples: 105mm M7, M52, M108, FV433, AMX MK51, Type 74; 122mm 2S1, Model 89, SP122, Thunder-1, Type 89 and 122-T55. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the ARTYSP-LT-T

#### ARTILLERY SELF-PROPELLED - LIGHT - OPEN WEAPON

##### (ARTYSP-LT-O)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms and area lethality explicit fire algorithms. Self propelled howitzers/guns of caliber less than or equal to 125mm with the gun in an open turret or un-turreted. Protected from small arms fire and shell splinters when not in action. Examples: 75mm DN5 Bufalo (MEX); 100mm M1944-T34; 122mm D30-T34, D30-T55, Type 54-1, Type 70-1, Type 85, M1981, M1985, M1991 and M1997. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the ARTYSP-LT-O.

#### ARTILLERY TOWED - MEDIUM LIGHT

##### (ARTYTOW-MLT)

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Towed howitzers/guns of caliber greater than 125mm but less than 145mm. Examples: 130mm M46, M59-1M (EGY), M1982 (ROM) and Type 59-1 (CHI). This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### ARTILLERY SELF-PROPELLED - MEDIUM LIGHT

##### (ARTYSP-MLT)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. All self propelled howitzers/guns of caliber greater than 125mm but less than 145mm regardless of turret. Protected from small arms fire and shell splinters. Examples: 130mm Catapult, Type 83 (CHI), M1975, M1991 and M1992. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the ARTYSP-MLT.

#### ARTILLERY TOWED- MEDIUM HEAVY

##### (ARTYTOW-MHV)

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Towed howitzers/guns of caliber greater than 145mm but less than 170mm. Examples: 152mm D1/Type 54, D20/Type 66, 2A65(M1987), 2A36(M1976), 2A61, M1937/M1938, Model 1985 (ROM), M1981 (ROM), Type 83/Type 86 (CHI), M84; 155mm M114/T65, Model 50, M59, M65, M198, FH-70, FH-77A/B, FH-88, FH-2000, GM45, GC45, GHN45, EH52, HM41, KH179, WAC21(WA021), G5, M777, M83, TIG 2000, M68/M71, M46S, M46/84 (YUG), TR-F1, Model 845 and M139. This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

#### ARTILLERY SELF-PROPELLED - MEDIUM HEAVY- TURRETED WEAPON

(ARTYSP-MHV-T)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Self propelled howitzers/guns of caliber greater than 145mm but less than 170mm with the gun in an enclosed turret. Protected from small arms fire and shell splinters. Examples: 152mm 2S3, 2S19, Dana, Type 83; 155mm M109, M52T, GCT, AS90, FH-77, G6, PzH 2000, K9 Thunder, Palmaria, Bandkanon 1A, L33, Doher, Zuzana, Thunder-2, PLZ45, Type 75, Type 99 and VCA 155. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the ARTYSP-MHV-T.

#### ARTILLERY SELF-PROPELLED - MEDIUM HEAVY - OPEN WEAPON

(ARTYSP-MHV-O)

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Self propelled howitzers/guns of caliber greater than 145mm but less than 170mm with the gun in an open turret or un-turreted. Protected from small arms fire and shell splinters when not in action. Examples: 152mm 2S5, M1974, M1977, M1991; 155mm MK F3, CAESAR, 155/52 APU SBT, M44T, 155 GH 52 APU, XT69 and XT69A1. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the ARTYSP-MHV-O.

#### ARTILLERY TOWED - HEAVY

(ARTYTOW-HVY)

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Towed howitzers/guns of caliber 170mm and greater. Examples: 180mm S23 and 203mm M115. This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

**ARTILLERY SELF-PROPELLED - HEAVY - OPEN WEAPON****(ARTYSP-HV-O)**

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Self propelled howitzers/guns of caliber 170mm and greater with the gun in an open turret or un-turreted. Protected from small arms fire and shell splinters when not in action. Examples: 170mm M1978 Koksan; 175mm M107, Romach; 203mm M110, 2S7 and NORINCO 203 SP. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should be modeled separately; they are not included in the lethality values of the ARTYSP-HV-O.

**MULTIPLE ROCKET LAUNCHER - SHORT RANGE - TOWED****(MRL-SR-TOWED)**

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Max range of 15 km or less. Examples: 60mm M91; 70mm M93A3, NDL40, RA7040; 107mm Type 63, FADGR1, RO107; 126mm Kung Feng 3; 128mm M63 and M91A3. This is a crewed combat system. Crew should be modeled as combat system CREW. Prime movers should be modeled separately as a combat system: UTIL-VEH-LA, UTIL-VEH-NA or EQUIP-OTH-SP as appropriate.

**MULTIPLE ROCKET LAUNCHER - SHORT RANGE - VEHICLE****(MRL-SR-VEH)**

Cause attrition via indirect fire Lanchester equations and area lethality explicit fire algorithms. Do not cause attrition via high resolution combat. Max ranges of 15 km or less. Contains a mix of lightly armored and unarmored vehicles. Examples: 60mm LOV M93A1; 70mm LAU97; 107mm M1992, M1992/2, Type 81, FADGR1; 117mm Kung Feng 6; 126mm Kung Feng 4; 128mm LOV RAK24, M85; 130mm Type 75 (JPN), Type82/Type 85(CHI); and 220mm TOS-1. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should not be modeled separately; they are included in the lethality values of the MRL-SR-VEH.

**MULTIPLE ROCKET LAUNCHER - MEDIUM RANGE - VEHICLE****(MRL-MR-VEH)**

Cause attrition via indirect fire Lanchester equations, point lethality high resolution combat algorithms, and area lethality explicit fire algorithms. Minimum range less than 15 km and maximum range greater than 15km. Only a part of the full lethality of these systems is applied to Lanchester combat. Contains a mix of lightly armored and unarmored vehicles. Examples: 110mm LARS; 117mm RT2000 Thunder; 122mm BM11, Dr Khan, RM70, BM21 GRAD/GRAD1/GRAD-V, BM22(9P140), Type 81/83/89/90 (CHI), RL21, SR114, M96 Typhoon, HM20, ZIL Sakr, M1977/M1985 (NKO), Firos30, T122, Valkiri MK2, APR40; 127mm SS30 Astros2, Valkiri MK1; 128mm

Teruel, M77 Oganj; 130mm Kooryong; and 180mm Type 71. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should be modeled separately; they are not included in the lethality values of the MRL-MR-VEH.

#### MULTIPLE ROCKET LAUNCHER - LONG RANGE - VEHICLE

(MRL-LR-VEH)

Non-attritor, do not cause attrition via indirect fire Lanchester equations, since the minimum range of these systems is greater than the minimum range for Lanchester combat. Cause attrition via area lethality explicit fire algorithms. Minimum range greater than 15 km. Contains a mix of lightly armored and unarmored vehicles. Examples: 160mm LAROM; 214mm Pinacha, 227mm M270 MLRS; 230mm Oghab; 240mm FADJR3, M1985/M1989, M1991; 262mm M87 Orkan; 273mm WM80, Type 83; 300mm 9A52/A100 Smerch; 320mm WS1; and 333mm FADJR5. This is a crewed combat system. Crew should be modeled as combat system CREW. Vehicle mounted machineguns should be modeled separately; they are not included in the lethality values of the MRL-LR-VEH.

#### TANK 120MM - ADVANCED FIRE CONTROL - HIGH SURVIVABILITY

(TANK120-AFHS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 120mm or 125mm, advanced fire control systems, and the highest level of survivability. Examples: M1A1/A2, T-90 (RUS), Challenger II, Type 90 (JPN), Leclerc, and Leopard2A5/2A6. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK120-AFHS.

#### TANK 120MM - ADVANCED FIRE CONTROL - ENHANCED SURVIVABILITY

(TANK120-AFES)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 120mm or 125mm, advanced fire control systems, and an enhanced level of survivability. Examples: T-80U, T-64U, Challenger I, Leopard II, Merkava Mk3, Ariete, T-84/T84U (UKR), and K1A1. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK120-AFES.

#### TANK 120MM - LIMITED FIRE CONTROL - ENHANCED SURVIVABILITY

(TANK120-LFES)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 120mm or 125mm, limited fire control systems, and an enhanced level of survivability. Examples: 125mm T72B/T72S, T72BM, T72M1V, T64BV, T80BV,

Type 90-2/Khalid (CHI) and Type 98 (CHI). Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK120-LFES.

#### TANK 120MM - LIMITED FIRE CONTROL - MEDIUM SURVIVABILITY

(TANK120-LFMS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 120mm or 125mm, limited fire control systems, and a medium level of survivability. Examples: 120mm Chieftain MK5, Type 89 SPATG (CHI); 125mm Type 85-2M (CHI), T72A, T72M1, M84, T64B, T80B, Al Zarrar (PAK), Zulfiqar (IRN) and 2S25 SPATG. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK120-LFMS.

#### TANK 105MM - ADVANCED FIRE CONTROL - ENHANCED SURVIVABILITY

(TANK105-AFES)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, advanced fire control systems, and an enhanced level of survivability. Examples: 105mm Merkava MK1/MK2 and Magach7. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-AFES.

#### TANK 105MM - ADVANCED FIRE CONTROL - MEDIUM SURVIVABILITY

(TANK105-AFMS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, advanced fire control systems, and a medium level of survivability. Examples: 105mm M60A3TTS and Leopard 1A5. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-AFMS.

#### TANK 105MM - ADVANCED FIRE CONTROL - LOW SURVIVABILITY

(TANK105-AFLS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, advanced fire control systems, and a low level of survivability. Examples: 105mm AMX30B2, SK105[AFC] and Stingray2. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-AFLS.

**TANK 105MM - LIMITED FIRE CONTROL - ENHANCED SURVIVABILITY****(TANK105-LFES)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms Tanks with main guns of caliber 105mm or 115mm, limited fire control systems, and an enhanced level of survivability. Examples: 105mm M55S1 (YUG); and 115mm T-62MV (RUS). Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-LFES.

**TANK 105MM - LIMITED FIRE CONTROL - MEDIUM SURVIVABILITY****(TANK105-LFMS)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, limited fire control systems, and a medium level of survivability. Examples: M60A3, M48H (TAI), T-55AMV (RUS), AMX30EM2, Leopard 1A3/1A4, K1, Safir74 (IRN); and 115mm T-62M (RUS). Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-LFMS.

**TANK 105MM - LIMITED FIRE CONTROL - LOW SURVIVABILITY****(TANK105-LFLS)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, limited fire control systems, and a low level of survivability. Examples: 105mm M48A5[LFC], T-72Z (IRN), Type 74 (JPN), OF-40 MK2, Type 59-2[LFC] (CHI), Type 79 (CHI), Type 80 (CHI), Type 85 (CHI), Type 63A/Type 99 (CHI), and Stingray. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-LFLS.

**TANK 105MM - NO FIRE CONTROL - MEDIUM SURVIVABILITY****(TANK105-NFMS)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, no fire control systems, and a medium level of survivability. Examples: 105mm M60A1 and Leopard 1A1A1. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-NFMS.

**TANK 105MM - NO FIRE CONTROL - LOW SURVIVABILITY****(TANK105-NFLS)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 105mm or 115mm, no fire control systems, and a low level of survivability. Examples: 105mm, AMX13, AMX30/AMX30S/AMX30ER, M48A5[NFC], SK105[NFC], Type 59-2[NFC] (CHI), Oliphant, Tariq, Vickers MK1; and 115mm T62. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK105-NFLS.

#### TANK 85MM TO 100MM - LIMITED FIRE CONTROL - LOW SURVIVABILITY

(TANK100-LFLS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 85mm to 100mm, limited fire control systems, and a low level of survivability. Example: 90mm M48A3; 100mm T-55AM (RUS) and Type 69-2 (CHI). Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK100-LFLS.

#### TANK 85MM TO 100MM - NO FIRE CONTROL - LOW SURVIVABILITY

(TANK100-NFLS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tanks with main guns of caliber 85mm to 100mm, no fire control systems, and a low level of survivability. Example: 85mm T34-85, Type 63 (CHI), Type 62 (CHI), and M1985(PT85) (NK), 90mm AMX13, M47, M48A1/A2, M24, M36, Scorpion90 and Tosan; 100mm TR-85, TR580, T54, T55, Type 59, and Type 69. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK100-NFLS.

#### TANK 76MM - NO FIRE CONTROL - LOW SURVIVABILITY

(TANK76-NFLS)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. All vehicles with main guns of caliber 75 or 76mm, whether wheeled or tracked. Most have no fire control system and low survivability. Example: 75mm AMX13; 76mm Rooikat, Scorpion, Saladin, Cougar, M41, Type 74, PT76, and M18TD. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the TANK76-NFLS.

#### ARMORED GUN SYSTEM 105MM - LIGHT ARMOR

(AGS105-LF-HA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally wheeled armored vehicles mounting 105mm tank guns, most with limited fire control systems. Protected across their frontal arc from heavy machineguns. Examples: NORINCO 105mm and 120mm TD, AMX10RC, Centauro B1, R400, Rooikat 105mm, VEXTRA, Piranha TML105, 105mm LPT AG and LAV-III MGS. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the AGS105-LF-HA.

#### ARMORED GUN SYSTEM 90MM - LIGHT ARMOR

(AGS90-LA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally wheeled armored vehicles mounting 90mm tank guns, most with no fire control systems. Protected from small arms fire and shell splinters. Examples: AML90, ERC90, VBC90, EE9, Eland90, BMR-VEC 90, Simba CM90, Ratel FSV90, Piranha 90mm, LAV-150 90mm, Pandur 90mm, Dragoon LFV-90, Scorpion 90, LAV-AG and Pizarro 90. Vehicle crew should be modeled as combat system CREW. Coaxial, bow and turret mounted machineguns should not be modeled separately; they are included in the lethality values of the AGS90-LA.

#### ANTI-TANK GUIDED MISSILE SYSTEM SELF-PROPELLED - LONG RANGE - TOP ATTACK - LIGHT ARMOR - TURRETED WEAPON

(ATGMSP-LT-LT)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tracked or wheeled armored vehicle mounting an ATGM but no gun and dedicated to the anti-tank role. Max effective anti-tank range of 3500m or greater. Some vehicles may have machineguns. Vehicles are generally lightly armored although some are more heavily armored. Top attack capability allows it to defeat most armor. Gunner protected while firing. Although not a top attack weapon, the AT-14 is best modeled as this combat system because of its extremely high penetration ability. Examples: VAB HOT[Mephisto], LAV-III TOW and BMP3-TD AT14. Vehicle crew should be modeled as combat system CREW. ATGM and machinegun should not be modeled separately; they are included in the lethality values of the ATGMSP-LT-LT.

#### ANTI-TANK GUIDED MISSILE SYSTEM SELF-PROPELLED - LONG RANGE - HIGH LETHALITY - LIGHT ARMOR - TURRETED WEAPON

(ATGMSP-LH-LT)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tracked or wheeled armored vehicle mounting an ATGM but no gun and dedicated to the anti-tank role. Max effective anti-tank range of 3500m or greater. Some vehicles may have machineguns. Vehicles are generally lightly armored although some are more heavily armored. Armor penetration greater than or equal to 800mm. Gunner protected while firing. Examples: M901

TOW, M113 TOW[KE], AIFV TOW, BRDM-2 AT5B, AMX-10 HOT, VAB HOT[UTM800], Striker Swingfire, Jaguar1 HOT, Wiesel TOW/HOT, VCC TOW, Pandur TOW/HOT, VCAC HOT, VCR/TH HOT[UTM800], Piranha TOW[KE], V-150 TOW, BMP3-TD AT15, and WZ551 Red Arrow 8. Vehicle crew should be modeled as combat system CREW. ATGM and machinegun should not be modeled separately; they are included in the lethality values of the ATGMSP-LH-LT.

ANTI-TANK GUIDED MISSILE SYSTEM SELF-PROPELLED - LONG RANGE - HIGH LETHALITY - LIGHT ARMOR - OPEN WEAPON

(ATGMSP-LH-LO)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tracked or wheeled armored vehicle mounting an ATGM but no gun and dedicated to the anti-tank role. Max effective anti-tank range of 3500m or greater. Some vehicles may have machineguns. Vehicles are generally lightly armored although some are more heavily armored. Armor penetration greater than or equal to 800mm. Gunner not protected while firing. Examples: M113 TOW, Jaguar2 TOW, VBL TOW/HOT, Bravia V-700 TOW/HOT, Pvrbv 551 TOW, BMR600 TOW and MTLB-TD AT9. Vehicle crew should be modeled as combat system CREW. ATGM and machinegun should not be modeled separately; they are included in the lethality values of the ATGMSP-LH-LO.

ANTI-TANK GUIDED MISSILE SYSTEM SELF-PROPELLED - LONG RANGE - MEDIUM LETHALITY - LIGHT ARMOR - TURRETED WEAPON

(ATGMSP-LM-LT)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tracked or wheeled armored vehicle mounting an ATGM but no gun and dedicated to the anti-tank role. Max effective anti-tank range of 3500m or greater. Some vehicles may have machineguns. Vehicles are generally lightly armored although some are more heavily armored. Armor penetration less than 800mm. Gunner protected while firing. Examples: BRDM-2 AT4/AT5 mix, Ratel ZT-3 Swift, Type 92B Red Arrow 9 and MTLB-TD AT6. Vehicle crew should be modeled as combat system CREW. ATGM and machinegun should not be modeled separately; they are included in the lethality values of the ATGMSP-LM-LT.

ANTI-TANK GUIDED MISSILE SYSTEM SELF-PROPELLED - SHORT RANGE - HIGH LETHALITY - LIGHT ARMOR - TURRETED WEAPON

(ATGMSP-SH-LT)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Tracked or wheeled armored vehicle mounting an ATGM but no gun and dedicated to the anti-tank role. Max effective anti-tank range 2000m to 3000m. Some vehicles may have machineguns. Vehicles are generally lightly armored although some are more heavily armored. Armor penetration greater than or equal to 800mm. Gunner protected while firing. Examples:

BRDM-2 AT4, BRDM-2 AT3(Malyutka2), BOV AT3(Malyutka2), VAB Milan2, VBL Milan2, Spartan Milan2 and BMR-600 Milan2. Vehicle crew should be modeled as combat system CREW. ATGM and machinegun should not be modeled separately; they are included in the lethality values of the ATGMSP-SH-LT.

INFANTRY FIGHTING VEHICLE WITH ATGM - LONG RANGE - HIGH LETHALITY -  
EXTRA HEAVY ARMOR - TURRETED CANNON AND GUN

(IFV-ATLHXACG)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 100mm gun, a 30mm cannon, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection up to 20 to 23mm. Max effective anti-tank range greater than 3500m. Armor penetration greater than 700mm. Example: BMP-3. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Gun, cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATLHXACG.

INFANTRY FIGHTING VEHICLE WITH ATGM - LONG RANGE - HIGH LETHALITY -  
EXTRA HEAVY ARMOR - TURRETED CANNON

(IFV-ATLHXATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection up to 20 to 23mm. Max anti-tank range greater than 3500m. Armor penetration greater than 700mm. Examples: M2/M3 and Centauro VBC. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATLHXATC.

INFANTRY FIGHTING VEHICLE WITH ATGM - LONG RANGE - HIGH LETHALITY -  
HEAVY ARMOR - TURRETED CANNON

(IFV-ATLHHATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection from heavy machineguns. Max anti-tank range greater than 3500m. Armor penetration greater than 700mm. Examples: BMP1M, BMP1 AT5, BTR90, Desert Warrior, AF40-8-1[25mm] and VCC80. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATLHHATC.

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INFANTRY FIGHTING VEHICLE WITH ATGM - LONG RANGE - HIGH LETHALITY - LIGHT  
ARMOR - TURRETED CANNON

(IFV-ATLHLATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection from small arms and shell splinters. Max anti-tank range greater than 3500m. Armor penetration greater than 700mm. Examples: BMP2 AT5, BMD2 AT5, BMD3 AT5, BMP30, Fahd30, Sarath and Type 89 (JPN). Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATLHLATC.

INFANTRY FIGHTING VEHICLE WITH ATGM - SHORT RANGE - HIGH LETHALITY -  
EXTRA HEAVY ARMOR - TURRETED CANNON

(IFV-ATSHXATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection up to 20 to 23mm. Max anti-tank range 2000m to 3000m. Armor penetration greater than 700mm. Examples: M80/M80A, and Marder Milan2. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATSHXATC.

INFANTRY FIGHTING VEHICLE WITH ATGM - SHORT RANGE - HIGH LETHALITY -  
HEAVY ARMOR - TURRETED CANNON

(IFV-ATSHHATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection from heavy machineguns. Max anti-tank range 2000m to 3000m. Armor penetration greater than 700mm. Examples: BMP1 AT3(Malyutka2), WZ501 AT3(Malyutka2), MLI-84 AT3(Malyutka2), MLVM[IFV] AT3(Malyutka2), Warrior Milan2, and BMP23. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATSHHATC.

INFANTRY FIGHTING VEHICLE WITH ATGM - SHORT RANGE - MEDIUM LETHALITY -  
HEAVY ARMOR - TURRETED CANNON

(IFV-ATSMHATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection from heavy machineguns. Max anti-tank range 2000m to 3000m. Armor penetration less than 700mm. Examples: BMP1 AT3(Malyutka) and BMP1 AT4. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATSMHATC.

#### INFANTRY FIGHTING VEHICLE WITH ATGM - SHORT RANGE - MEDIUM LETHALITY - LIGHT ARMOR - TURRETED CANNON

(IFV-ATSMLATC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20mm to 40mm cannon or 73mm gun, heavy anti-tank missile system and coaxial/turret machineguns. Frontal protection from small arms and shell splinters. Max anti-tank range 2000m to 3000m. Armor penetration less than 700mm. Examples: WZ501 AT3(Malyutka), BMP2 AT4, WZ551[IFV] AT3(Malyutka), Type85[IFV] AT3(Malyutka), BMD1 AT3(Malyutka) BMD1P AT4, BMD2 AT4 and BMD3 AT4. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon, ATGM, and machineguns should not be modeled separately; they are included in the lethality values of the IFV-ATSMLATC.

#### INFANTRY FIGHTING VEHICLE - EXTRA HEAVY ARMOR

(IFV-XHA-TC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20 to 40mm cannon or 73mm gun, and machineguns; but generally not mounting an integrated anti-tank missile system. Max effective anti-armor range 1500m to 2000m. Frontal protection up to 20mm to 23mm. Examples: Marder, Luchs, Kentaurus, Pizarro[EA], VCTP, BRM-3K, AB14 Temsah (JOR), CV9030 and CV9040. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon and machineguns should not be modeled separately; they are included in the lethality values of the IFV-XHA.

#### INFANTRY FIGHTING VEHICLE - HEAVY ARMOR

(IFV-HA-TC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20 to 40mm cannon or 73mm gun, and machineguns; but generally not mounting an integrated anti-tank missile system. Max effective anti-armor range 1500m to 2000m. Frontal protection from heavy machineguns. Examples: Warrior, AMX10P, Pizarro/ASCOD, Pandur[25mm], Ratel20 IFV, Simba[25mm], Bionix, VBCI, VEC-2[25mm], BTR80A,

BTR94, Pbv501 and Pbv302[20mm]. Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon and machineguns should not be modeled separately; they are included in the lethality values of the IFV-HA.

#### INFANTRY FIGHTING VEHICLE - LIGHT ARMOR

(IFV-LA-TC)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armored vehicle mounting a 20 to 40mm cannon or 73mm gun, and machineguns; but generally not mounting an integrated anti-tank missile system. Max effective anti-armor range 1500m to 2000m. Frontal protection from small arms and shell splinters. Examples: Sabre, Scimitar, Fox, Wiesel 20, AIFV[25mm], Fiat 6616, ASCOD, Cougar, AMX VCI[20], VAB-VCI, VEC[20/25mm], XA-185 LAV, XA203S, LAV-150[25mm], LAV-25, AV81[25mm], Cobra23-2, Dragoon[30mm], DN5 Toro, Type 87 (JPN), RN94[25mm], Nurol AIFV[20/30mm], Type 90[20/25/30mm] (CHI), Type 89-2[25mm] (CHI), WZ 551 (CHI). Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as combat system INFANTRY. Cannon and machineguns should not be modeled separately; they are included in the lethality values of the IFV-LA.

#### ARMORED PERSONNEL CARRIER - EXTRA HEAVY ARMOR - OPEN WEAPON

(APC-XHA-OW)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with a machinegun on a pintle mount. Armor protection up to 20mm to 23mm. May be used either as infantry transport or reconnaissance vehicle. If used as command vehicle, ammo resupply vehicle, or prime mover, then model as combat system UTIL-VEH-LA. Examples: BMR-2, Leonidas, TABC79, Achzarit, and heavy armor class APCs that have enhanced armor protection added. Vehicle crew should be modeled as combat system CREW. If an infantry dismount team is carried, then the team should be modeled as combat system INFANTRY. Machineguns that stay with the vehicle when the infantry team dismounts should not be modeled separately; they are included in the lethality values of the APC-XHA-OW.

#### ARMORED PERSONNEL CARRIER - HEAVY ARMOR - OPEN WEAPON

(APC-HA-OW)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with a machinegun on a pintle mount. Armor protection against heavy machineguns. May be used either as infantry transport or reconnaissance vehicle. If used as command vehicle, ammo resupply vehicle, or prime mover, then model as combat system UTIL-VEH-LA. Examples: Fuchs, Transportpanzer 1[EA], KIFV, Boragh, VCC1[EA], VCC2, AF40-8-1, Classical (ISR) and light armor class APCs that have enhanced armor protection added. Vehicle crew should be modeled as combat system CREW. If an infantry dismount team, is carried then the team should be

modeled as combat system INFANTRY. Machineguns that stay with the vehicle when the infantry team dismounts should not be modeled separately; they are included in the lethality values of the APC-HA-OW.

**ARMORED PERSONNEL CARRIER - HEAVY ARMOR - TURRETED WEAPON**  
(APC-HA-TW)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with a machinegun in a turret or on a stable mount. Armor protection against small arms and shell splinters. May be used either as infantry transport or reconnaissance vehicle. If used as command vehicle, ammo resupply vehicle, or prime mover, then model as combat system UTIL-VEH-LA. Examples: BMR-600, BTR80, B33 (ROM), AF40-8-1, MRAV/GTK, XA186 and light armor class APCs that have enhanced armor protection added. Vehicle crew should be modeled as combat system CREW. If an infantry dismount team is carried, then the team should be modeled as combat system INFANTRY. Machineguns that stay with the vehicle when the infantry team dismounts should not be modeled separately; they are included in the lethality values of the APC-HA-TW.

**ARMORED PERSONNEL CARRIER - LIGHT ARMOR - OPEN WEAPON - ONE**  
(APC-LA-OW1)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Most are armed with a machinegun on a pintle mount, but some are unarmed. Armor protection against small arms and shell splinters. May be used either as infantry transport or reconnaissance vehicle. If used as command vehicle, ammo resupply vehicle, or prime mover, then model as combat system UTIL-VEH-LA. Examples: M113, M8, M20, MT-LB, BRDM1, BTR152, BTR40, BTR50, BTR60P/PA, OT62A, OT64A/B, OT65(FUG), LAV, BLR (SPN), Panhard M3, Panhard P4, Ferret MK1, Shorland S-55, FV432, Saxon, Sultan, BvS10, BV206S, AIFV/CM21, Transportpanzer1, Type 73 (JPN), Type SU 60 (JPN), Type 82 (JPN), Dragoon, UR416, Type 90 (CHI), Type 89/Type YW534 (CHI), Type 77/WZ211 (CHI), Type 63/YW531 (CHI), Type 85/YW531H (CHI), WZ551 (CHI), WZ523 (CHI), WZ503 (CHI), VTT323/M1973 (NKO), Walid, VCC1, EE3, EE11, Pbv401, Bushmaster, S600, Bison, Panhard Buffalo, Pandur, Cashuat, XA180/XA185, XA-230, TPK420 BL, TM-170, Armadillo, Gypsy, LOV OP, AMX VCI [w/o turret], VCC/TT, VAB VTT, VBL, VXB-170, Fahd [w/o turret], BDX, Piranha w/o turret, Condor, Dingo, Fiat 6614 (ITA), Puma4x4, Puma6x6, MAV-5, M35 (JOR), Terrier LAU, BOV-M, BOV-VP, Casspir MK3, Kobra, Mamba MK2, RG31 Charger, RG32 Scout, Roland, Otokar, Cobra, Akrep, Alvis 4, Tactica, Hussar, LAV 150/150S, Ranger, Ram, RBY MK1, DN3 Sedena, DN4 Caballo, ABI, Aligator, Scarab, M60P and M1114/M1116 armored HMMWVs. Vehicle crew should be modeled as combat system CREW. If an infantry dismount team, is carried, then the team should be modeled as combat system INFANTRY. Machineguns that stay with the vehicle when the infantry team dismounts should not be modeled separately; they are included in the lethality values of the APC-LA-OW1.

**ARMORED PERSONNEL CARRIER - LIGHT ARMOR - OPEN WEAPON - TWO****(APC-LA-OW2)**

This combat system is basically the same as APC-LA-OW1. Since there are so many actual APC systems that fall in this combat system class, three combat systems are assigned to this class. This allows you to differentiate between real world systems based on combat system prototype - combat system (CSP-CS) characteristics: weight, range, mobility, armament; whatever is important for your scenario.

**ARMORED PERSONNEL CARRIER - LIGHT ARMOR - OPEN WEAPON - THREE****(APC-LA-OW3)**

This combat system is basically the same as APC-LA-OW1. Since there are so many actual APC systems that fall in this combat system class, three combat systems are assigned to this class. This allows you to differentiate between real world systems based on combat system prototype - combat system (CSP-CS) characteristics: weight, range, mobility, armament; whatever is important for your scenario.

**ARMORED PERSONNEL CARRIER - LIGHT ARMOR - TURRETED WEAPON - ONE****(APC-LA-TW1)**

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Armed with a machinegun in a turret or on a stable mount, which gives it better lethality than an open weapon APC. Armor protection against small arms and shell splinters. May be used either as infantry transport or reconnaissance vehicle. If used as command vehicle, ammo resupply vehicle, or prime mover, then model as combat system UTIL-VEH-LA. Examples: BRDM2, BTR60PB, BTR70, PRP-4, OT62B/C, OT64C, OT65A, AMX VCI, VXB170 [w/MG turret], AML60, Fennek, Fahd [w/MG turret], Iranian 4x4 APC, Mohafiz (PAK), WZ 551B [w/MG turret] (CHI), WZ531/WZ523 [w/MG turret] (CHI), PSZH IV, MLVM, Grizzly (CAN), Ferret MK2, FV103 Spartan, FV432 [w/PEAK turret], Saracen, Shorland S52, Hornet, Cadillac Gage Scout, Bravia MK1, Bravia Commando MKIII, AAPC (TUR), TAB-71, TAB-77, Type 96 (JPN), HWK11, Simba, AV81, Dragoon LfV-40mm, DN4 Caballo [w/MG turret], Condor [w/MG turret], LAV150S [w/MG turret], Cobra [w/MG turret], LAV-III [w/MG turret], Pirahna [w/MG turret], Pandur [w/MG turret], Roland [w/MG turret], RN94 [w/MG turret], Tactica [w/MG turret], Hussar [w/MG turret], ASV-150, Eland60, Eagle, SPY, and Snezka. Vehicle crew should be modeled as combat system CREW. If an infantry dismount team is carried, then the team should be modeled as combat system INFANTRY. Machineguns that stay with the vehicle when the infantry team dismounts should not be modeled separately; they are included in the lethality values of the APC-LA-TW1.

**ARMORED PERSONNEL CARRIER - LIGHT ARMOR - TURRETED WEAPON - TWO****(APC-LA-TW2)**

This combat system is basically the same as APC-LA-TW1. Since there are so many actual APC systems that fall in this combat system class, two combat systems are assigned to this class. This allows you to differentiate between real world systems based on combat system prototype - combat system (CSP-CS) characteristics: weight, range, mobility, armament; whatever is important for your scenario.

#### AMPHIBIOUS VEHICLE - LIGHT ARMOR - TURRETED WEAPON (AMPHIB-LA-TW)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Very similar to APC, but if listed here the carry capacity of operational items of this combat system will be added to the carry capacity of the first wave in an amphibious assault conducted by a unit having these combat system. Frequently mounting a turreted machinegun or automatic grenade launcher, which gives it better lethality than an open weapon APC. Armor protection against small arms and shell splinters. Examples: AAV7A1, LVTP5, LVTP7 and Arisgator, Vehicle crew should be modeled as combat system CREW. Dismount team should be modeled as INFANTRY. Machineguns should not be modeled separately; they are included in the lethality values of the AMPHIB-LA-TW.

#### TRUCK CARGO

##### (TRUCK-CARGO)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally mounting only a machinegun on a pintle. The lethality values are based on 60% of cargo trucks having a machinegun. Generally based on a five ton cargo truck, but which Transportation Class asset is mapped to TRUCK-CARGO is determined by data in the SLP. Thus a ten ton truck might be modeled as two of combat system TRUCK-CARGO. This is not a crewed combat system. JTLS DEPOT type units use this combat system to send dry supplies via explicit convoys. DEPOT type units may also use this combat system to assist other non-NAVAL type units in conducting a unit move by truck. JTLS GROUND, FARP, SQUADRON, and AIRBASE type units do not create explicit convoys, but may use cargo trucks to assist themselves in a unit move by truck. NAVAL type units (ships) will never use combat system TRUCK-CARGO. Trucks with dedicated full time loads, such as maintenance vans or kitchen vans, should be modeled as EQUIP-OTH-SP rather than TRUCK-CARGO.

#### TRUCK TANKER

##### (TRUCK-TANKER)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally mounting only a machinegun on a pintle. The lethality values are based on 40% of tanker trucks having a machinegun. Generally based on a 5000 gallon tanker, but which Transportation Class asset is mapped to TRUCK-TANKER is determined by data in the SLP. Thus a 10,000 gallon tanker might be modeled as two of combat system TRUCK-TANKER. This is not a crewed combat system. JTLS DEPOT type units use this combat system to send wet supplies via

explicit convoys. JTLS GROUND, FARP, SQUADRON, and AIRBASE type units do not create explicit convoys, but may use tanker trucks to assist themselves in a unit move by truck. NAVAL type units (ships) will never use combat system TRUCK-TANKER.

#### TRUCK LIGHT CARGO

(TRUCK-LT-CGO)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally mounting a machinegun or an automatic grenade launcher. The lethality values are based on 40% of light cargo trucks having a crew served weapon. Generally based on a 2.5 ton truck, but which Transportation Class asset is mapped to TRUCK-LT-CGO is determined by data in the SLP. This is not a crewed combat system. JTLS DEPOT type units use this combat system to send dry supplies via explicit convoys. DEPOT type units may also use this combat system to assist other non-NAVAL type units in conducting a unit move by truck. JTLS GROUND, FARP, SQUADRON, and AIRBASE type units do not create explicit convoys, but may use TRUCK-LT-CGO to assist themselves in a unit move by truck. NAVAL type units (ships) will never use combat system TRUCK-LT-CGO. All SLPs currently use the transportation class data that specify TRUCK-LT-CGO as a general cargo carrier. A specific ambulance transportation variant that can only carry personnel and casualties has been added to SDB and the SLP utility transportation class variant can be changed to this.

#### TRUCK - HEAVY EQUIPMENT TRANSPORTER

(TRUCK-HET)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Survivability values of this combat system are based on a large truck type vehicle. This is not a crewed combat system. This combat system will not be used for explicit resupply convoys. JTLS DEPOT type units use this combat system to assist other non-NAVAL type units in conducting a unit move by truck. JTLS GROUND, FARP, SQUADRON, and AIRBASE type units may use heavy equipment transporters to assist themselves in a unit move by truck. NAVAL type units (ships) will never use combat system TRUCK-HET. The absence or presence of heavy equipment transporters has no impact in the game on the loss (breakdown) rates of systems being transported.

#### UTILITY VEHICLE - LIGHT ARMOR

(UTIL-VEH-LA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally mounting a machinegun or an automatic grenade launcher. The lethality values are based on 50% of light armor utility vehicles having a crew served weapon. This is a crewed combat system. These are vehicles that would be classified as APCs if their primary role was infantry transport or reconnaissance. This combat system consists of APCs primarily performing other roles:

command vehicles, fire direction center, maintenance, ammo resupply, ambulances, prime movers, etc. The utility vehicle combat system is no longer used for explicit convoys; either for moving supplies or for moving a unit. Example: M577

#### UTILITY VEHICLE - NO ARMOR

(UTIL-VEH-NA)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Generally mounting a machinegun or an automatic grenade launcher. The lethality values are based on 25% of non-armored utility vehicles having a crew served weapon. This is a crewed combat system. The utility vehicle combat system is no longer used for explicit convoys; either for moving supplies or for moving a unit. Example: Jeep, HMMWV, Land Rover, GAZ-69, unarmored ambulances.

#### AIRCRAFT

(AIRCRAFT)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Used to represent the number of fixed wing aircraft in fixed wing squadrons, the number of rotary wing aircraft in rotary wing squadrons, or the number of UAV's in UAV squadrons. This is not a crewed combat system. Has no impact in any unit other than a JTLS SQUADRON type unit. Causes air to air and/or air to ground attrition through the air algorithms within the model.

#### C3I

(C3I)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. This is not a crewed combat system. Generally one combat system C3I is assigned per unit. One C3I represents that 100% of the command and control capability exists within the unit. Reduced C3I levels increase the time for messages/orders to pass to/from the unit. It also affects the rate at which the unit may reorient its combat systems about its six sides. Higher echelon headquarters or fixed site units like airbases may be represented as having redundant command and control systems by assigning two or three C3I systems. Generally should not assign more than three C3I to a unit. In the standard database, C3I is 90% (Block3) to 98% (Block1) recoverable and has a return to duty rate of 4% (Block3) to 6% (Block1). At the Block1 rate this will return 22.5% of the C3I lost in 12 hours and 50% in 24 hours. What this means is that C3I losses represent a temporary loss of command and control that is eventually restored by putting in new communications links, shifting control to a new headquarters location, a new commander familiarizing with and assuming control of the battle, etc. Every unit except HRUs must have C3I or it will not be able to receive any orders. The command and control ability of an HRU is automatic and not subject to degradation. High Resolution Unit Prototypes (HUPs) should not have C3I included in their TOE. In standard database C3I does not reflect the number of command posts (TOCs) a unit has.

## EQUIPMENT - CHEMICAL

### (EQUIP-CHEM)

Cause attrition via direct fire Lanchester equations. Do not cause attrition via high resolution combat. Some systems mount a machinegun on a pintle mount. The lethality values are based on 15% of chemical related equipment having a machinegun. Survivability values of this combat system are based on 80% truck type vehicles and 20% trailers. The absence or presence of chemical related equipment combat systems has no impact on the limited chemical play within the game. Examples: various decontamination vehicles. Crew should be modeled as combat system CREW. This combat system is primarily intended to enhance intelligence play.

## EQUIPMENT - OTHER - SELF-PROPELLED

### (EQUIP-OTH-SP)

Causes attrition via direct fire Lanchester equations and via point lethality high resolution combat algorithms. Generally mounting a machinegun on a pintle mount. The lethality values are based on 25% of other equipment having a machinegun. Survivability values of this combat system are based on 50% truck type vehicles and 50% lightly armored vehicles. This is a crewed combat system. Crew should be modeled as combat system CREW. Used to represent any piece of equipment that you may want to track that doesn't match another combat system. Any truck that is not a general cargo carrier could be modeled as EQUIP-OTH-SP. Examples: kitchen trucks, recovery vehicles. This combat system is no longer used to represent explosives in the SOF\_CSP or OTHER\_SF\_CSP. The combat system INFENG-SPWPN is now used to represent someone using hand placed explosive charges, C4, satchel charges, demolition devices, etc.

## EQUIPMENT - OTHER - TOWED

### (EQUIP-OTH-TO)

Non-attritor, causes no losses in Lanchester combat or high resolution combat. Survivability values of this combat system are based on unarmored trailers or vans. This is a not a crewed combat system. Used to represent any piece of towed or carried equipment that you may want to track that doesn't match another combat system. Any trailer, with or without equipment mounted in it. This combat system will not be used for explicit convoys. If you want to use the carry capacity of cargo trailers in the model they will have to be modeled as TRUCK-CARGO, TRUCK-LT-CGO, or TRUCK-TANKER. Examples: kitchen trailers, trailers with maintenance or parts vans, water or fuel trailers, trailers with signal or FDC vans, generators, radar equipment (if not modeled as a sensor target), etc. This combat system is no longer used to represent explosives in the SOF\_CSP or OTHER\_SF\_CSP. The combat system INFENG-SPWPN is now used to represent someone using hand placed explosive charges, C4, satchel charges, demolition devices, etc.

## EQUIPMENT - ENGINEER1

### (EQUIP-ENG1)

Cause attrition via direct fire Lanchester equations and point lethality high resolution combat algorithms. Some systems mount a machinegun on a pintle mount. The lethality values are based on 30% of engineer equipment having a machinegun. Survivability values of this combat system are based on 55% truck type vehicles and 45% armored vehicles. Engineer squad vehicles should be counted as APC's unless they are significantly different. Dump trucks may be counted as cargo trucks, utility vehicles or as engineer equipment. Vehicle crew should be modeled as combat system CREW. The absence or presence of engineer equipment combat systems currently has no impact in the game on a unit's ability to conduct the limited engineering functions within the game. This will change in future versions of the model. Examples: bulldozers, plows, tractors, digging machines, mine laying equipment, mine clearing equipment, cranes, and combat engineer vehicles. Some mine laying and mine clearing equipment may be better represented by the SSM target types MCLC.TRAILER (Mine Clearing Line Charge), VOLCANO(APC), and VOLCANO(TRUCK).

#### EQUIPMENT - ENGINEER2

(EQUIP-ENG2)

This combat system is basically the same as EQUIP-ENG1. Since there are many different types of engineer systems, three combat systems are assigned to this class. This allows you to differentiate between real world systems based on combat system prototype - combat system (CSP-CS) characteristics: weight, range, mobility, armament and digging rate(future); whatever is important for your scenario.

#### EQUIPMENT - ENGINEER3

(EQUIP-ENG3)

This combat system is basically the same as EQUIP-ENG1. Since there are many different types of engineer systems, three combat systems are assigned to this class. This allows you to differentiate between real world systems based on combat system prototype - combat system (CSP-CS) characteristics: weight, range, mobility, armament and digging rate(future); whatever is important for your scenario. In future versions when digging rate becomes a CSP-CS characteristic, this combat system could be used to represent dozer blades mounted on other combat systems. In this case the CSP data should show that this combat system is a non-attritor and is not a crewed combat system.

#### ELDERLY CIVILIANS

(ELDERLY-CIVILNS)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Also suffer no losses in Lanchester combat. Are subject to area lethality and point lethality algorithms. This represents non-combatant men and women 65 years old or older. This is a personnel combat system.

#### CIVILIAN MEN - 15 YEARS AND UP

(MEN.15.UP)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Also suffer no losses in Lanchester combat. Are subject to area lethality and point lethality algorithms. This represents non-combatant men between 15 and 64 years old. This is a personnel combat system.

#### CIVILIAN WOMEN - 15 YEARS AND UP

(WOMEN.15.UP)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Also suffer no losses in Lanchester combat. Are subject to area lethality and point lethality algorithms. This represents non-combatant women between 15 and 64 years old. This is a personnel combat system.

#### CIVILIAN YOUTH - 6 TO 14 YEARS OLD

(YOUTH\_6-14YO)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Also suffer no losses in Lanchester combat. Are subject to area lethality and point lethality algorithms. This represents non-combatant boys and girls between 6 and 14 years old. This is a personnel combat system.

#### CIVILIAN INFANTS 0 TO 5 YEARS OLD

(INFANTS\_0-5YO)

Non-attritor, cause no losses in Lanchester combat or high resolution combat. Also suffer no losses in Lanchester combat. Are subject to area lethality and point lethality algorithms. This represents non-combatant boys and girls between birth and 5 years old. This is a personnel combat system.



## **APPENDIX C. VERSION 3.1 STANDARD DATABASE CHANGES**

The JTLS 3.1.0.0 Standard Database (SDB) includes extensive data item modifications implemented since the Version 3.0 release. Items that have been changed, added, deleted, or renamed are described in this Appendix.

### **C.1 GENERAL MODIFICATIONS**

Complete these changes manually within DDS for databases that are copies of, or derived from, the JTLS Standard Database (SDB children).

1. Renamed AC Class T4.PROVOST to T4.KAWASAKI
2. Deleted AC Class CONCORDE.SST
3. Deleted SSM Target Subcategory AL-HUSSEIN(TEL)
4. Delete Supply Category CL.V.LAW only if you are upgrading to support 100 Combat Systems.
5. Target Type Vehicles subcategory AMBULANCE removed from VEHICLES\_TTG
6. Target Type Vehicles subcategory AMBULANCE added to NO\_PK\_TTG
7. Renamed Combat Arms Type subcategory LIGHT\_ARMOR\_VEH to IFV\_LT\_ARMOR
8. Renamed SSM subcategory C-802(2)TEL to C-802(2)(TEL)
9. Changed BLOCK2\_FLP FWL Killer Modifier to 0.9
- 10.Changed BLOCK3\_FLP FWL Killer Modifier to 0.8
- 11.Changed BLOCK2\_SP FWL Victim Modifier to 1.05
- 12.Changed BLOCK3\_SP FWL Victim Modifier to 1.1
- 13.Renamed BLOCK5\_ACP to CIVILIAN\_ACP
- 14.Changed CIVILIAN\_ACP Lose Track Distance to 24 km
- 15.Renamed BLOCK4\_CP to CIVILIAN\_CP
- 16.Renamed BLOCK5\_MP to CIVILIAN\_MP

17. Renamed BLOCK5\_MCP to CIVILIAN\_MCP

18. Added three new Point Kill Lethality sets:

- a. Cascade Duplicated HRU\_INF.WPN\_PKL to HRU\_SNPR.HW\_PKL
- b. Cascade Duplicated HRU\_SM.ARMS\_PKL to HRU\_SNPR.LW\_PKL
- c. Cascade Duplicated HRU\_SM.ARMS\_PKL to HRU\_AP.BMB\_PKL

19. Added three new HRU Targetable Weapons:

- a. Cascade Duplicated HRU\_EXPLOSIVES2 to HRU\_AP.BOMB
  - Changed Lethality Name to HRU\_AP.BMB\_PKL
  - Changed PG flag to NO
  - Changed Range to 0.05 km
- b. Cascade Duplicated HRU\_INF.WPNS.NS to HRU\_SNIPER.HW
  - Changed Lethality Name to HRU\_SNPR.HW\_PKL
  - Changed Radius of Effects to 2 km
  - Changed Range to 1.5 km
  - Changed Weight to 0.000065 tons
- c. Cascade Duplicated HRU\_INF.WPNS.NS to HRU\_SNIPER.LW
  - Changed Lethality Name to HRU\_SNPR.LW\_PKL
  - Changed Radius of Effects to 2 km
  - Changed Range to 0.75 km
  - Changed Weight to 0.000021 tons

20. Renamed SUP YASEN\_RS to SEVERODVINSK\_RS

21. Renamed SUP TEPE\_TU to KNOX\_TU

22. Deleted the following Ship Unit Prototypes:

**Table C.1 SDB 3.1 Deleted Ship Unit Prototypes**

SUP NAME			
BAY_AS	PB.90_IZ	MAEKLONG_TH	FORRESTAL_US
JERVIS.BAY_AS	STROMBOLI_IZ	WU.CHIN.1_F1_TW	GREEN.HARBOR_US
ALVAND_SK2_IR	BABOCHKA_RS	WU.CHIN.1_F2_TW	GREEN.VALLEY_US

**Table C.1 SDB 3.1 Deleted Ship Unit Prototypes (Continued)**

SUP NAME			
BABR_IR	GRISHA.I_RS	WU.CHIN.2_F1_TW	INCHON_US
MSC.292_IR	MOD.KASHIN_RS	WU.CHIN.2_F2_TW	IWO.JIMA_US
WINCHESTER_IR	MOD.KIEV_RS	ARDENNES_UK	JEB.STUART_US
YUGO_IR	PETYA_2_RS	NORTHELLA_UK	NARWHAL_US
ASSAD_IZ	TARANTUL_I_RS	A.CORMORANT_US	SILAS.BENT_US
NESTIN_IZ	TURYA_RS	BEN.FRANKLIN_US	SPRUANCE_NVL_US
OSA.I_IZ	DSM.501_SR	CALIFORNIA_US	VIRGINIA_US

## C.2 ATLANTIS SCENARIO

These changes are specific to the SDB Atlantis scenario only. The release version of SDB includes these changes.

1. Deleted Squadron Units FRANCE.1 and FRANCE.2
2. Deleted Sensor Site Target 0004SS0010\_SVRN.NB
3. Deleted Supply Storage Target 0007SA0011\_SVRN.NB
4. Deleted Supply Storage Target 0007SA0012\_SVRN.NB
5. Deleted Supply Storage Target 0007SA0013\_SVRN.NB
6. Deleted Supply Storage Target 0007SA0014\_SVRN.NB
7. Deleted Facility Target 0009FA0006\_SVRN.NB
8. Deleted Facility Target 0009FA0007\_SVRN.NB
9. Deleted Facility Target 0009FA0008\_SVRN.NB
10. Deleted Aircraft Shelter Target 0010AS0001\_SVRN.NB
11. Deleted Aircraft Shelter Target 0010AS0003\_SVRN.NB
12. Deleted Aircraft Shelter Target 0010AS0004\_SVRN.NB

- 13.Deleted Aircraft Shelter Target 0010AS0005\_SVRN.NB
- 14.Deleted MHE Target 0011MH0009\_SVRN.NB
- 15.Deleted Communication Site Target 0015SC0009\_SVRN.NB
- 16.Deleted Ground Unit SVRN.NB
- 17.Changed Ground Unit CST.GRD.A Faction to ALN.CG.NAV
- 18.Deleted Faction ALN.CG.LND
- 19.Deleted Faction US.CIV
- 20.Changed Depot Unit SOVRON.NB Faction to CLN.NVY.LND
- 21.Changed Depot Unit SOVRON.NB Service to NAVY
- 22.Changed Ground Unit 1-161MECH Command Level to BN
- 23.Changed Naval Unit OSAI.1 Prototype to OSA.I\_EG
- 24.Changed Naval Unit OSAI.2 Prototype to OSA.I\_EG
- 25.Changed HRUs to use new HUP names
- 26.Deleted Unused TUPs: From 501 TUPs to 433 TUPs
- 27.Deleted ACP BLOCK3\_ACP, BLOCK4\_ACP, BLOCK6\_ACP.
- 28.Renamed BLOCK1\_ACP to US\_ACP
- 29.Renamed BLOCK2\_ACP to CEELAND\_ACP
- 30.Cascade Duplicated CEELAND \_ACP to DEELAND\_ACP
- 31.Cascade Duplicated CEELAND \_ACP to BEELAND\_ACP
- 32.Cascade Duplicated CEELAND \_ACP to AYLAND\_ACP
- 33.Changed Faction ACP assignments to new ACP names
- 34.Created runway directions for Runway targets. Runway locations were not changed. Previous

center locations are converted to end-of-runway locations.

### C.3 EXTENDED COMBAT SYSTEM SUPPORT

This section lists the changes implemented to support increasing the number of Combat Systems held in a scenario database from 43 to 100. [Section C.6](#) provides specific instructions to upgrade your database to 100 Combat Systems. This upgrade is not required for compatibility with Standard Database version 3.1. [Section C.7](#) describes requirements for maintaining your existing set of Combat Systems.

1. All New CSP-CS data
2. 100 Combat Systems added
3. New Lanchester Assignment Arrays
4. New Lanchester Coefficient Sets
5. New FLP Allocation data
6. New SP Lanchester Attrition Terrain Modifier data
7. New Ephemeris data
8. New Combat System Can Fire data
9. New Combat System Percent Non-visible
10. New Minefield Attrition to Combat Systems
11. New CSP Standard Response data (Counterbattery)
12. New Crew Combat System specified.
13. New Combat System Density data
  - Combat System Base Density
  - Combat System Density Posture Modifiers
  - Combat System Density Terrain Modifiers
14. Unused TUPs deleted

15. All TUP Combat Systems Authorized were revised to match new 100 Combat Systems.
16. All TUP Supply Categories were revised to meet new Combat Systems requirements.
17. All TUP Combat Systems' scores were updated and the update file was placed in the alterdata directory.
18. Added new HUP data using 100 Combat Systems
19. Added new HUP data for task organizing short-range air defense assets

#### C.4 MODEL PARAMETERS

This section lists changes implemented for large, commonly-used categories of data. These changes should be made to SDB child databases. To apply these changes, replace your scenario file with the SDB scenario file that has the same filename extension.

1. Added New IFF Transponder Modes ('scenariofilename'.itm)
2. Added New AC ITM data ('scenariofilename'.ac\_itm)
3. Defined New Unit Size data (('scenariofilename'.us) and other related data:
  - IIP Unit Detection Modifiers ('scenariofilename'.iip\_tut)
  - IIP SOF Detection Modifiers ('scenariofilename'.iip\_us)
  - SLP Convoy minimum unit size requirements (change manually)
4. Filled in all new ICON symbol fields; the Modify program was used to add default data.
  - a. Miscellaneous Modeling Parameter data: default values are acceptable.
  - b. Target Category data: Users must manually change or swap scenario files for these categories:
    - SAM\_AAA ('scenariofilename'.ad)
    - BRIDGE ('scenariofilename'.bc)
    - SENSOR ('scenariofilename'.st)
    - INTERDICTION POINT ('scenariofilename'.ipt)
    - SUPPLY STORAGE AREA ('scenariofilename'.ssa)
    - SSM ('scenariofilename'.ssm)
    - COMBAT ARMS ('scenariofilename'.cat)

- TRANSPORTATION CLASS ('scenarioname'.tc)
  - AIRCRAFT TARGET CLASS ('scenarioname'.atc)
  - SUPPLY TYPE ('scenarioname'.sut)
  - Other Target Categories: default OK
  - SLP Convoy data: default OK
  - ACP Air Mission data: default values are acceptable
5. Added new Aircraft Class data: ('scenarioname'.ac)
    - AC Stall Speed, Stall Speed Fuel Mod, Max Speed Fuel Mod
  6. Adjusted existing Aircraft Class data for some aircraft:
    - AC Cruise Speed, AC Max Speed: ('scenarioname'.ac)
  7. Adjusted AC Prob Detection data for aircraft with the lowest values;
    - Some AC in v3.0 had a zero AC Prob Detection: ('scenarioname'.ac)
  8. Added new AC Average Malfunction Repair Time: ('scenarioname'.ac)
  9. Reduced AC Damage Repair Time for AC with larger values: ('scenarioname'.ac)
  - 10.AC Number of Weapons Control limited to 2 for all aircraft: ('scenarioname'.ac)
  - 11.Added AC USMTF Name: ('scenarioname'.ac)
  - 12.Added new SUP Average Time to Sink values ('scenarioname'.sup)
  - 13.Added lethalties for AGM114.HELLFIRE against all ships: ('scenarioname'.pkl\_tgc)

## C.5 SCENARIO-SPECIFIC DATA

This section describes data that are specific to a particular scenario. You must change these values based on your scenario.

1. Air Control Prototype IFF Transponder Mode data
2. Air Control Prototype IFF data
3. With the new IFF/ITM data, consider having a unique ACP for each side

4. Runway Direction for Runway Targets
5. Runway Location for Runway Targets now represents the end of the runway
6. TUP authorized Combat Systems and support supplies
7. TUP number of crew Combat System
8. Startex HRUs' HUP assignment
9. Unit Night Effectiveness Multiplier

## C.6 COMBAT SYSTEM UPGRADES

This section provides instructions for upgrading from 43 to 100 Combat Systems.

1. Delete unused TUPs, unless:
  - you plan to use them eventually.
  - they will be used with Detach Unit By TUP.
2. SQL Airbase, Squadron, and Naval TUPs to remove Combat Systems with zero TOE.
  - Do not do this for Ground, Depot, or FARP units. Other units may be attached that own additional Combat Systems. These are required to support the CS Score value.
3. Take care of Combat Systems that are no longer specifically included in the 100 CS.
  - Any TUP that has BRIDGING-EQP Combat Systems should have them moved to the OTHER-EQUIP Combat System.
  - Any TUP that has SPE1-SPT-EQP Combat Systems should have them moved to the OTHER-EQUIP Combat System.
  - Delete these Combat Systems:  
BRIDGING-EQP, LAW, SPE1-SPT-EQP

4. Rename the 43 Combat Systems to their new 100 CS names.

**Table C.2 Renamed SDB 31 Combat Systems**

<b>43 CS NAME</b>	<b>100 CS NAME</b>
AIRCRAFT	AIRCRAFT
AMPHIB-VEH	AMPHIB-LA-TW
APC	APC-LA-OW1
ARMR-GUN-SYS	AGS90-LA
ATGM-AFV	ATGMSP-LT-LT
C3I	C3I
CHEM-REL-EQP	EQUIP-CHEM
COMD-SIG-VEH	UTIL-VEH-LA
CREW-WEAPONS	CREW-WEAPON
ELDERLY-CIVILNS	ELDERLY
ENGINEER-EQP	EQUIP-ENG2
HAW-ATGM	AT-HAW-LR-HL
HV-HOWTZ-GUN	ARTYTOW-MHV
HV-SP-HOWTZ	ARTYSP-MHV-T
HVY-EQP-TRAN	TRUCK-HET
IFV	IFV-HA-TC
IFV-W-ATGM	IFV-ATLHXATC
INFANTRY	INFANTRY
INFANTS_0-5YO	INFANTS
LAV	IFV-LA-TC
LR-MLRS	MRL-LR-VEH
LT-HOWTZ-GUN	ARTYTOW-LT
LT-SP-HOWTZ	ARTYSP-LT-T
MAW	AT-MAW-LR
MD-HOWTZ-GUN	ARTYTOW-MLT
MEN.15.UP	MEN
LT-MORTARS	MTRDISM81-82
HV-MORTARS	MTRDISMHVY

**Table C.2 Renamed SDB 31 Combat Systems (Continued)**

43 CS NAME	100 CS NAME
OTHER-EQUIP	EQUIP-OTH-SP
OTHER-TROOPS	OTHER-TROOPS
RCL-RIFLE	ATG73-106NMC
SR-MRL	MRL-SR-VEH
TANKS-3	TANK100-LFLS
TANKS-1	TANK120-AFHS
TANKS-2	TANK105-AFMS
TRUCK-CARGO	TRUCK-CARGO
TRUCK-TANKER	TRUCK-TANKER
TRUCK-UTILTY	UTIL-VEH-NA
WOMEN.15.UP	WOMEN
YOUTH_6-14YO	YOUTH

5. Create the remaining 57 Combat Systems by cascade duplicating from the existing 43 Combat Systems. *Be sure to SAVE after each cascade duplicate.*

**Table C.3 SDB 3.1 Cascade Duplicate CS Names**

43 CS RENAMED	CASCADE DUPLICATE NAME
AGS90-LA	AGS105-LF-HA
APC-LA-OW1	APC-HA-OW
APC-LA-OW1	APC-HA-TW
APC-LA-OW1	APC-LA-OW2
APC-LA-OW1	APC-LA-OW3
APC-LA-OW1	APC-LA-TW1
APC-LA-OW1	APC-LA-TW2
APC-LA-OW1	APC-XHA-OW
APC-LA-OW1	MTRSPHVY-LAO
APC-LA-OW1	MTRSPLT-LAO
ARTYSP-LT-T	ARTYSP-LT-O

**Table C.3 SDB 3.1 Cascade Duplicate CS Names (Continued)**

<b>43 CS RENAMED</b>	<b>CASCADE DUPLICATE NAME</b>
ARTYSP-LT-T	ARTYSP-MLT
ARTYSP-LT-T	MTRSP120-LAT
ARTYSP-MHV-T	ARTYSP-HV-O
ARTYSP-MHV-T	ARTYSP-MHV-O
ARTYTOW-LT	ARTYTOW-VLT
ARTYTOW-LT	ATG100-125MC
ARTYTOW-MHV	ARTYTOW-HVY
ATGMSP-LT-LT	ATGMSP-LH-LO
ATGMSP-LT-LT	ATGMSP-LH-LT
ATGMSP-LT-LT	ATGMSP-LM-LT
ATGMSP-LT-LT	ATGMSP-SH-LT
AT-HAW-LR-HL	AT-HAW-LR-TA
AT-HAW-LR-HL	AT-HAW-SR-HL
AT-HAW-LR-HL	AT-HAW-SR-ML
AT-HAW-LR-HL	AT-HAW-SR-TA
AT-MAW-LR	AT-MAW-SR-HL
AT-MAW-LR	AT-MAW-SR-ML
AT-MAW-LR	AT-MAW-SR-TA
EQUIP-ENG2	EQUIP-ENG1
EQUIP-ENG2	EQUIP-ENG3
EQUIP-OTH-SP	EQUIP-OTH-TO
IFV-ATLHXATC	IFV-ATLHHATC
IFV-ATLHXATC	IFV-ATLHLATC
IFV-ATLHXATC	IFV-ATLHXACG
IFV-ATLHXATC	IFV-ATSHHATC
IFV-ATLHXATC	IFV-ATSHXATC
IFV-ATLHXATC	IFV-ATSMHATC
IFV-ATLHXATC	IFV-ATSMLATC
IFV-HA-TC	IFV-XHA-TC

**Table C.3 SDB 3.1 Cascade Duplicate CS Names (Continued)**

43 CS RENAMED	CASCADE DUPLICATE NAME
INFANTRY	ELITE-INF
INFANTRY	INFENG-SPWPN
INFANTRY	SNIPER
MRL-LR-VEH	MRL-MR-VEH
MRL-SR-VEH	MRL-SR-TOWED
MTRDISM81-82	MTRDISM50-60
OTHER-TROOPS	CREW
TANK100-LFLS	TANK100-NFLS
TANK100-LFLS	TANK76-NFLS
TANK105-AFMS	TANK105-AFES
TANK105-AFMS	TANK105-AFLS
TANK105-AFMS	TANK105-LFES
TANK105-AFMS	TANK105-LFLS
TANK105-AFMS	TANK105-LFMS
TANK105-AFMS	TANK105-NFLS
TANK105-AFMS	TANK105-NFMS
TANK105-AFMS	TANK120-LFES
TANK105-AFMS	TANK120-LFMS
TANK120-AFHS	TANK120-AFES
TRUCK-CARGO	TRUCK-LT-CGO

- 6. Complete a download of the Oracle database.
- 7. Save copies of the following files from your scenario directory to a safe location.

**Table C.4 Scenario File Names**

ORIGINAL NAME	VALID COPY CHECK
'scenarioName'.ccp_cs	Same CCP names as SDB?
'scenarioName'.ccp_cs_tt	Same CCP names as SDB?
'scenarioName'.csp_cs	Same CSP names as SDB?

**Table C.4 Scenario File Names (Continued)**

ORIGINAL NAME	VALID COPY CHECK
'scenarioName'.csp_cs_mft	Same CSP and Land Minefield names as SDB?
'scenarioName'.cs_tt	
'scenarioName'.cs_tw	Same Targetable Weapons as SDB?
'scenarioName'.eph	
'scenarioName'.flp_cs	Same FLP names as SDB?
'scenarioName'.flp_csp_cs	Same FLP and CSP names as SDB?
'scenarioName'.fwl	
'scenarioName'.fwl_cs	
'scenarioName'.sp_cs	Same SP names as SDB?
'scenarioName'.spec_cs	
'scenarioName'.up_up	

8. Copy the files in the list above from SDB to your scenario with your scenario name.
9. If your answer is NO to the question in the Valid Copy Check column, edit the SDB file to match your scenario.
10. Add data for additional CSPs needed for your scenario.
11. Make changes to each TUP's authorized Combat Systems to match the new 100 CS.
12. Make changes to each TUP's Supply Categories based on the Combat System changes.
13. Make adjustments to personnel Combat Systems to reflect crew requirements.
14. Copy the new\_tup\_cs\_score.tbl file from the SDB alterdata directory to your alterdata directory.
15. From the DDS Alter Database menu, select TUP and reset TUP CS Score. Select Load and Modify TUP CS Score.

## C.7 SUPPORTING EXISTING COMBAT SYSTEMS

This section provides instructions for users who choose to retain their existing set of Combat Systems.

1. Lanchester coefficient data are still reduced. Since they are no longer indexed by FLP and SP, you must use the FLP and SP FWL modifiers to account for those differences. Typically, the Opposing Force FLP and SP resulted in the Opposing Force causing less attrition to other forces while taking more attrition from other forces. Using the same FLP and SP FWL modifier values listed in [Section C.1](#) is recommended.
2. The CSP-CS data now include a Killer FWL Modifier and a Victim FWL Modifier. You may prefer to change these MODIFIERS for less-capable systems in some CSPs. Note that a Victim FWL Modifier greater than 1.0 means that the associated Combat System will suffer more losses.

## C.8 REMAINING ENHANCEMENTS

This section describes data that have not been added or updated for this release.

SUP Combat Systems have not been changed to the new 100 Combat Systems. Minimal changes were made to the NAVY\_CSP that allow existing SUPs to function. SUP changes that include a new NAVY\_CSP will be provided for a future JTLS release.

The ECP *JTLS-2005-1480 Lifeboat Representation* has not been fully implemented or tested for this release. Therefore, no SUP has been assigned a Lifeboat HUP. If you choose to use this functionality, you must assign a Lifeboat HUP to the SUP of interest and change the SUP Lifeboat Mean Time To Deploy, which is currently set to the default time of 1.0 minutes. Lifeboat HUPs have been added; Lifeboat HUP names are identified by the initial characters LB.