



FINCASTLE COMMITTEE

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FINCASTLE IMPLEMENTATION GUIDE (FIG) v4

Introduction

1. Exercise FINCASTLE (henceforth referred to as FINCASTLE) is an umbrella title for a series of associated events, including the FINCASTLE flying trophy, the Lockheed Martin maintenance trophy and a seminar. The main component is the flying exercise, which provides an opportunity for selected crews from the Maritime Patrol Aircraft (MPA) forces of the 4 participating Commonwealth nations to in demonstrate their ability to conduct a range of overland and overwater MPA Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) missions. FINCASTLE is held within a host exercise, selected on the basis of the training offered to participants; the history of FINCASTLE is at Annex A.

Purpose

2. Whilst the implementation of the exercise follows a similar pattern each time, the personnel involved change. There is a danger that experience gained is not passed on, particularly in the case of host nations, where responsibility may not fall for 6-8 years. In addition, committee members will also change at least every 3 years. To mitigate this risk, the FIG is issued by the FINCASTLE committee. The purpose of the FIG is to:

- a. Define the aim and objectives of FINCASTLE.
- b. Provide guidance for the committee in planning and directing FINCASTLE.
- c. Provide guidance to the host nation for the implementation of FINCASTLE and supplementary activities.
- d. Set the general rules for the conduct of the exercise.
- e. Detail the administrative arrangements necessary in support of the exercise.
- f. Document the history of FINCASTLE.
- g. Define the responsibilities of the air observers (AOs) augmenting the committee for the duration of the exercise.

- h. Outline the requirements for the FINCASTLE symposium.
- i. Set the rules for the conduct of Lockheed Martin maintenance trophy events.

FINCASTLE aim

3. The aim of FINCASTLE is to conduct a range of events designed to increase the capability and readiness of participating nations' MPA forces, as well as their ability to operate together.

FINCASTLE objectives

4. The objectives of FINCASTLE are to:
- a. Provide national commanders with the opportunity to enhance the training, and assess the relative capability, of the MPA element of their ISTAR forces by staging a series of assessed events within an international exercise.
 - b. Improve overall force effectiveness by driving excellence within individuals and crews through comparison of performance.
 - c. Provide national commanders with an opportunity to assess the ability of their MPA forces to sustain deployed operations in co-operation with other commonwealth nations across a range of tasks.
 - d. Maintain interoperability with commonwealth allies in MPA operations.
 - e. Exchange advanced tactical doctrine and information on developments in MPA ISTAR operations.
 - f. Provide national commanders and tactical development agencies with the opportunity to assess the effectiveness of their MPA ISTAR force tactics against those of other nations within a realistic exercise.
 - g. Foster closer links between the MPA crews of the competing nations.

The FINCASTLE committee

5. The FINCASTLE committee coordinates the exercise on behalf of the RAF exercise sponsor, Commander in Chief Air Command (CINC AIR). The FINCASTLE committee comprises one member from each of the 4 participating nations plus an ex-officio Chairman and secretary and formally meets 6 times for each exercise; 5 times in London and once at the exercise venue. The committee monitors host nation exercise arrangements and reviews, updates and issues the FIG. At the exercise venue the committee, as FINCASTLE directing staff, oversees events, briefs and advises officials and participating crews and adjudicates the result.

6. The FINCASTLE committee comprises:
- a. **Chairman.** Gp Capt ISTAR Cap Dev, HQ 2 Gp, RAF High Wycombe.
 - b. **National Representatives:**

- (1) **Australia.** Air Adviser, Australian Defence Staff, London.
- (2) **Canada.** Air Adviser, Canadian Defence Liaison Staff, London.
- (3) **New Zealand.** Air Adviser, New Zealand Defence Staff, London.
- (4) **United Kingdom.** SO1 ISTAR Mar, HQ 2 Gp, RAF High Wycombe.

c. **Secretary.** Head of RAF Analysis, Maritime Data Analysis Group, Naval Systems Department, Dstl, Farnborough.

7. The committee's meeting schedule and routine issues to be dealt with at each meeting are at Annex B.

Planning guidelines

8. **Formal Invitations.** CINC AIR, as the exercise sponsor, will issue the formal invitation to the next host nation to hold the exercise or, in the case of the UK, the appropriate directives. The Chairman will initiate the issue of the invitations after meeting one.

9. **Host exercise and venue.** The host nation for each competition will be determined by the availability of a suitable host exercise. FINCASTLE should be held during the host nations' summer period to minimise the chance of weather cancellation of sorties and the consequent loss of training value for crews. The venue will be determined by the host nation but will preferably be an established ISTAR base.

10. **Project Officer (PO)/Point of Contact (POC).** The FINCASTLE host nation is responsible for organising the event within the framework of the host exercise. It is usual for the host nation to appoint one or more POs resident at the exercise venue to oversee the organisation of the FINCASTLE aspects of the host exercise. Additionally, and as planning begins, all nations should appoint an officer to act as a POC with the committee and, when direct liaison is authorised, between nations.

11. **Representative Officer (RO).** At the exercise venue, each nation must nominate a RO. For visiting detachments, the RO is likely to be the det cdr. ROs are required to act as contact points between the committee, the crews and the host base organisation. ROs should contact the secretary at the start of the exercise, providing contact details to cover the exercise period.

12. **Trophy.** The responsibilities of the nation holding the FINCASTLE trophy concerning its safeguarding, upkeep and return are summarised at Annex C.

13. **Host nation responsibilities and administrative arrangements.** Annex D contains guidance on national responsibilities and administrative arrangements in relation to the FINCASTLE competition.

14. **Lessons Identified.** The FIG will be developed by the committee in an iterative fashion. ROs, POs and POCs are urged to forward suggestions for amendment to the FINCASTLE secretary, via their national representatives on the committee, preferably in time for meeting one of the committee's annual schedule when the committee will update the FIG. Ideally, the majority of the lessons identified will have been brought to the committee's attention during crew and AO debriefs at the exercise venue.

15. **General arrangements.** The indicative host nation arrangements should be submitted to the committee at meeting 4. If all actions cannot be completed at that stage, a final update is required for meeting 5.

16. **Main briefing.** The competition main briefing may be held in association with the host exercise brief or as a separate event. The format to be followed is likely to include:

- a. Opening remarks/welcome by station/base commander.
- b. Opening remarks/welcome by the chairman of the FINCASTLE committee. Introduction of the FINCASTLE committee (or their representatives). Introduction of exercise officials.
- c. Exercise brief by FINCASTLE committee secretary. Overview of exercise including description of the assessment system employed by the AOs.
- d. Station brief covering administrative arrangements.
- e. Closing remarks by the FINCASTLE committee Chairman.
- f. National detachments will have the opportunity to ask questions regarding the competition in writing by presenting them to the secretary.

17. **Exercise report.** The committee will produce a report on the exercise in the format detailed in Annex E.

Conduct of FINCASTLE

18. **Aim.** The aim of FINCASTLE is to identify the crew which operates in the most effective, safe, and professional manner during the assessed sorties.

19. **Flying programme.** Competition crews will be allocated sorties within the host exercise flying programme. Ideally, crews will have a similar range of sortie profiles during the host exercise. The committee will liaise with the host exercise organisers to optimise the profiles for each crew and, if possible, allocate sortie lines at meeting 5.

20. **AOs.** At meeting 3, the committee will call for nominees for the 8 x AOs required during the exercise. Each nation is requested to provide 2 AOs – ideally one pilot and one Nav1/AEO/TACCO. Great reliance will be placed on the subjective assessments of crews made by the AOs and therefore nominees must be qualified MPA aircrew preferably with instructional or standardisation experience; ideally they will be currently employed in standardization roles. When the officials are nominated and accepted, the committee will correspond with them directly, typically via the secretary. A contact address and telephone number must be supplied with the nominations, which will be accepted at meeting 4. The senior AO of the hosting nation will take the position of lead AO and act as team coordinator and interface between the committee and the other AO team members during the exercise.

21. **Familiarisation flights.** Participating crews are expected to make full use of promulgated training sorties within the host exercise and are encouraged to invite personnel from the other competing nations to fly with them on non-FINCASTLE sorties.

22. **Pre-exercise declarations.** At the competition main briefing, participating

captains/mission commanders are to provide in writing, to the committee secretary, the information required in Annex F. This information will include the details of FINCASTLE crew members and reserves.

23. **Officials' briefing.** AOs will be briefed by the committee at a suitable time after the main briefing.

24. **Observer familiarisation flying.** Where possible, AOs should attempt to fly on at least one pre-competition sortie to gain familiarity with the host exercise arrangements and operating areas. The committee will liaise with the national RO to facilitate these arrangements.

25. **Assessment of crew performance.** Crews' performances on the designated competition sorties will be assessed by AOs in accordance with Annex G.

26. **Sortie and tactical debriefs.** AOs will debrief crews on observations made during the mission after the crews' own post flight debriefs. Scores will not be discussed. AOs will deliver their post-flight reports to the committee in a timescale and manner to be agreed upon during the exercise.

27. **Winning crew.** The winning crew will be the crew which, as determined by the committee, best demonstrates achievement of the FINCASTLE aim.

General rules and requirements

28. **Infringement of the rules.** The committee will redress any breach of the rules or infringement of the spirit of the exercise.

29. **Participating crews.** The CF, RAF, RAAF, and RNZAF are to nominate one operational squadron crew to represent their nation in FINCASTLE. No special crews are to be formed and the number of crew members is to conform to current national policy for the aircraft type. Reserve crew members may also be selected but shall not fly as additional crew members on FINCASTLE sorties. The same crew members must fly on all sorties unless the committee approves substitution of a crew member for unforeseen reasons (eg sickness). Groundcrew members may be carried **only** on FINCASTLE sorties that include a planned refuelling stop. The groundcrew will not be allowed to communicate with the FINCASTLE crew while airborne. They are specifically excluded from in-flight rectification, catering and the provision of material assistance to the crew.

30. **Aircraft availability.** To achieve maximum possible training, crews may use any aircraft available to them in attempting to complete their sorties. The overriding principle is that the FINCASTLE event is secondary to the completion of training, and sorties should not be lost when serviceable aircraft are available.

31. **Equality of opportunities.**

a. **Operational support.** Information and facilities are to be made equally available to all participating crews.

b. **Engineering support.** In keeping with the spirit of equality, the nominated engineering support personnel should support FINCASTLE crews. However, at the discretion of the committee, any engineering support facilities, both manpower and

materiel, may be requested. The committee's philosophy is that training should not be compromised by the requirements of FINCASTLE and that they will make judgements as necessary to ensure equality.

c. **Weather.** As the order of flying is determined in advance of the exercise, prevailing weather conditions in the exercise areas are the luck of the draw.

d. **Outside help.** Crews are to treat assessed sorties as they would any other exercise sortie and, therefore, should make use of any sources of information available to them to complete their training missions as tasked in the host exercise. Unless otherwise specified, there will be no artificial restrictions placed on crews for the purposes of the FINCASTLE assessment of sorties.

e. **Programme changes.** Crews will not be disadvantaged by programme changes outside of their control.

Other FINCASTLE activities

32. **Maintenance trophy.** Lockheed Martin FINCASTLE maintenance trophy events are undertaken by maintenance crews operating in support of exercise FINCASTLE. The maintenance trophy is administered by the FINCASTLE maintenance trophy chairman (FMTC). The FMTC is responsible for the conduct of maintenance trophy events, for canvassing proposals for rule changes from participating nations and subsequently proposing changes to the FINCASTLE maintenance trophy rules for the next exercise. It is the responsibility of the host nation to select a FMTC. The rules for the maintenance trophy are at Appendix 1 to Annex H.

33. **Associated activities.** Additional activities may take place in association with FINCASTLE which are sponsored and organised by the host nation and are not the responsibility of the FINCASTLE committee. These are detailed in Appendices 2, 3 and 4 to Annex H.

34. **Symposium.** A symposium will be held at the end of the FINCASTLE events. The objective of the symposium is to provide a forum for the exchange of maritime/ISTAR knowledge and an opportunity for professional discussion and development. Symposium topics may be classified up to 'S'. Detailed information on the Symposium format and arrangements is at Annex I. Groundcrew personnel are not required to attend.

35. **Presentation ceremony.** The presentation ceremony should be semi-formal and attended by all participants, including support personnel. A suitable venue with stage or dais and public address facilities is required. The committee chairman will act as master of ceremonies and introduce the presenting officer who will, after a few words, announce the winners and present the trophies. Ideally, the presenting officer will be a senior officer in the host nation's air force. National POs are requested to ensure that all trophies are returned to the FINCASTLE committee secretary at the main FINCASTLE briefing.

36. **Promulgation of winning crew announcement.** It is expected that detachments will inform their home authorities of the results of the exercise in a timely manner.

37. **Social programme.** The social/sports programme is the prerogative of the host nation; however, the host exercise flying programme is likely to be intensive and social events would not normally be planned during the exercise flying programme. The committee is concerned

to protect the image of exercise FINCASTLE, and would wish to discourage the excessive consumption of alcohol throughout. To this end, the opening hours of any VPI bar are to be strictly controlled by the host nation. The host nation may wish to mount a function in the form previously known as the "international night". If so, the function should be held after all competition flying and the symposium have been completed. Any such function is the responsibility of the host nation and is not designated as a formal supplementary activity.

Gp Capt
FINCASTLE Chairman

Annexes:

- A. History of exercise FINCASTLE.
- B. FINCASTLE committee meeting schedule.
- C. Actions by nation holding the FINCASTLE trophy.
- D. National responsibilities and administrative arrangements.
- E. Format of post exercise report.
- F. Crew pre-exercise declaration format.
- G. Airborne observers' responsibilities.
- H. FINCASTLE associated activities.
- I. The FINCASTLE symposium.

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HISTORY OF EXERCISE FINCASTLE

1. The FINCASTLE trophy was presented by Mr and Mrs Aird Whyte in 1960 in memory of their son Sergeant Nairn Fincastle Aird Whyte who was killed in action in 1943 whilst serving as an Air Gunner in RAF Coastal Command.

2. The trophy was first competed for in 1961 in a simple annual bombing competition between anti-submarine crews of the RAF, RAAF, CF and RNZAF. The 4 competing crews flew over their home waters and sent results to an adjudicating committee in London for the selection of the winner. The competition continued in that form until 1969. During that period the winners were as follows:

YEAR	WINNER
1961	RAAF
1962	RCAF
1963	RAAF
1964	RNZAF
1965	RCAF
1966	RAF
1967	RAAF
1968	RAAF
1969	RAAF

3. In 1970, the exercise was extended to examine a wider range of ASW skills, including localizing and attacking a submerged submarine.

YEAR	WINNER
1970	RAF

4. From 1971 onward, exercise sorties have been flown from a common venue (rotating between Canada, UK, Australia and New Zealand) with each crew completing a day and night sortie. Until 1982 the day sortie was free-play with the crew allowed the use of all sensors to detect, classify, localize and attack the submarine. The night sortie was a shorter, controlled radar homing and night photography exercise. The winners of the exercise in this general form were:

YEAR	VENUE	HOST	SUBMARINE	WINNER
1971	Comox	CF	HMCS RAINBOW	RAAF/CF
1972	Tengah	RAF	HMAS ONSLOW	RAAF
1973	Edinburgh	RAAF	HMAS OXLEY	RAF
1974	Whenuapai	RNZAF	HMAS OXLEY	RAF
1975	Greenwood	CF	HMCS OKANAGAN	RAF/RAAF
1976	Kinloss	RAF	HMS OCELOT	RAF
1977	Edinburgh	RAAF	HMAS OTWAY	RAF
1978	Whenuapai	RNZAF	HMAS OTWAY	RAAF
1979	Greenwood	CF	HMCS OKANAGAN	RAAF
1980	St Mawgan	RAF	HMS OCELOT	RNZAF
1981	Edinburgh	RAAF	HMAS OXLEY	CF

5. In 1982, the format of the exercise changed. The 4.5 hour day sortie was retained but was followed by a CASEX of up to 30 minutes. The night sortie was extended and followed the same general pattern as the day sortie, except that there was no CASEX. A new method of assessing performance, using a 'figure of merit' rather than points was introduced. The winners of the exercise flown in this format were:

YEAR	VENUE	HOST	SUBMARINE	WINNER
1982	Whenuapai	RNZAF	HMAS OTAMA	RNZAF
1983	Greenwood	CF	HMCS OKANAGAN	RNZAF
1984	Edinburgh	RAAF	HMAS OXLEY	RAF
1985	Kinloss	RAF	HMS CONQUEROR	CF
1986	Edinburgh	RAAF	HMAS ONSLOW	RAF
1987	Greenwood	CF	HMCS OKANAGAN	RAF

6. In 1988 the CASEXs were flown on the first day of the exercise and were subsequently used as a decider in the event of a tie. In 1989, the on-task time for the day and night serials was extended to 5 hours. In 1994, the FINCASTLE committee sought approval for a modification to the format given the change in world order. However, all 4 nations ratified the extant format and no changes were made. In 1997 a meeting was held which re-affirmed that ASW should remain the primary focus of exercise FINCASTLE. The results over this period were as follows:

YEAR	VENUE	HOST	SUBMARINE	WINNER
1988	Edinburgh	RAAF	HMAS ONSLOW	RNZAF
1989	St Mawgan	RAF	HMS CONQUEROR	CF
1990	Greenwood	CF	HMS ONYX	RAF
1991	Edinburgh	RAAF	HMAS OVENS	RNZAF
1992	Kinloss	RAF	HMS SUPERB	RAF
1993	Greenwood	CF	HMCS OJIBWA	RAAF
1994	Edinburgh	RAAF	HMAS ONSLOW	RAAF
1995	Kinloss	RAF	HMS TORBAY	CF
1996	Whenuapai	RNZAF	HMAS ONSLOW	CF
1997	Comox	CF	HMCS OJIBWA	RNZAF
1998	Edinburgh	RAAF	HMAS ONSLOW	RNZAF
1999	Kinloss	RAF	HMS TRENCHANT	RAF
2000	NO FINCASTLE COMPETITION THIS YEAR			
2001	Edinburgh	RAAF	HMAS WALLER	RAF
2002	Kinloss	RAF	HMS TRAFALGAR	RAF
2003	Pearce	RAAF	HMAS SHEEAN	RAAF
2004	NO FINCASTLE COMPETITION THIS YEAR			
2005	Whenuapai	RNZAF	HMAS FARNCOMB	RAF

7. Since 1998 much greater emphasis has been placed on adding value to the exercise deployment, which is inevitably over considerable distances for those other than the host nation. This has been done in 2 ways. Firstly, in addition to the competition, the host nation is tasked to provide associated training opportunities for the deployed competition and reserve crews and aircraft. Secondly, better feedback on performance in the competition has been provided by improved debriefing and by distribution of detailed analysis information in the report. In 1999, the tactical debriefs were extended to include details of the submarine reactions to crew tactics. Furthermore, the Sub Observer gave a full debrief of 'lessons learnt' at the symposium, from his perspective aboard the submarine; this input was unique to FINCASTLE and was considered to be extremely valuable by the crews. From 1999 the FINCASTLE Report was also expanded to include

full analysis of all sorties, including extensive tactical comment.

8. After the 2003 competition, the format of the CASEX sortie was changed to become a reactive style sortie. The symposium format was altered to include more tactical interaction and professional enlightenment. This revised format was deemed a success and would be developed for future exercises.

9. The 2005 competition format was amended after the target submarine developed an unserviceability requiring it to make for port prior to the planned day and night serials. The competition was judged on the crews' performances during 2 modified serials each, flown in daylight but with the target briefed to act in accordance with the night and day activity profiles from the Submarine Rules.

10. The committee had already been considering the future format of the competition and took the withdrawal of the submarine from the later competition sorties as a cue to trial a concept demonstrator sortie. The 3 crews (Canada was unable to provide a competition crew for the 2005 competition) were tasked to fly, simultaneously, on an ASUW sortie to detect, identify and report a group of warships. Whilst the sorties were not assessed as part of the 2005 competition, the crew performances were assessed as a marking trial for future competitions. The committee completed the PXR whilst still in theatre.

11. The committee produced a briefing paper for a 2* meeting, held at Whenuapai after the 2005 competition, to determine the future and format of the competition. That meeting tasked the committee to develop the competition to be judged on a wider set of MPA roles and to be run as an integral part of a host nation exercise such as NEPTUNE WARRIOR etc. In essence: the nations participating would remain unchanged; frequency would decrease to 18 – 24 months to fit in with host nation summer exercises. ASW would continue to be an important part but MPA ISTAR sorties across the spectrum could be considered; and while continuing to include the essential competitive nature of this special activity, the emphasis would be on meeting readiness training requirements rather than on the competition itself. Of necessity, the assessment of crews' performances in the competition would have to become more qualitative rather than the previous numerical system.

12. FINCASTLE 06 was the first to be held under the new conditions. Using exercise NEPTUNE WARRIOR 06-2 as the host exercise, crews were tasked on a range of sorties, each flying a broadly similar mix of tasks and difficulties. The format was judged to be a success, with potential in the future to further explore the employment of MPA on ISTAR taskings. Greater leeway was allowed in the use of aircraft and the re-scheduling of sorties lost due to unserviceability, weather and programme changes. The results table for this new era is as follows:

YEAR	VENUE	HOST	HOST EXERCISE	WINNER
2006	Kinloss	RAF	NEPTUNE WARRIOR	RAF
2007	NO EXERCISE FINCASTLE THIS YEAR			
2008	Comox	CF	MAPLE GUARDIAN	RAF
2009	NO EXERCISE FINCASTLE THIS YEAR			

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FINCASTLE COMMITTEE MEETING SCHEDULE

Meeting one. (Exercise plus 3-6 months)

1. Review of previous exercise ctte activity.
2. Ctte matters arising from previous exercise meetings.
3. Confirm venue for next exercise FINCASTLE.
4. Confirm host exercise for next FINCASTLE.
5. Confirm dates for next FINCASTLE.
6. Confirm host nation would initiate invitations to participate in host exercise.
7. Initiate request by CINC AIR to hold FINCASTLE in conjunction with host exercise.
8. Initiate preparation of CINC AIR invitations to nations to participate in FINCASTLE.
9. Propose changes to FIG.
10. Call for review of the FINCASTLE maintenance trophy rules.
11. Ratify agenda for meeting one.
12. Any other business.
13. Arrangements for next meeting.

Meeting 2. (Within 6 months of meeting one and not less than 10 months before next FINCASTLE.)

1. Minutes of last meeting.
2. Matters arising from the last meeting.
3. Call for host nation project officer (PO) and national points of contact (POC).
4. Approve and publish the FIG (A/R).
5. Consider changes to the supplementary activities annex.
6. Ratify agenda for meeting 2.
7. Any other business.
8. Arrangements for next meeting.

Meeting 3. (6 months prior to exercise.)

1. Minutes of last meeting.
2. Matters arising from the last meeting.
3. Note PO and POCs.
4. Call for air observers (AO's) - 2 per competing nation.
5. Committee travel and accommodation arrangements.
6. Invite presenting officer.
7. Ratify agenda for meeting 3.
8. Any other business.
9. Arrangements for next meeting.

Meeting 4. (3 months prior to exercise.)

1. Minutes of last meeting.
2. Matters arising from the last meeting.
3. Accept officials.
4. Review crew sortie allocation.

5. Approve DIRLAUTH for PO and POCs.
6. Confirm presenting officer.
7. Finalize committee arrangements.
8. Inform host nation of names of officials (committee plus AO's).
9. Request next host nation for date and venue (to be announced at the symposium).
10. Host nation presents outline programme.
11. Ratify agenda for meeting 4.
12. Any other business.
13. Arrangements for next meeting.

Meeting 5. (One month prior to exercise.)

1. Minutes of last meeting.
2. Matters arising from the last meeting.
3. Finalize committee travel arrangements.
4. Allocate observer teams.
5. Confirm crew sortie allocation and promulgate.
6. Approve secretary's brief.
7. Note host nation's final programme.
8. Review non-competition flying programme.
9. Ratify agenda for meeting 5.
10. Any other business.
11. Arrangements for next meeting.

(**Note:** When FINCASTLE is held in the UK the FINCASTLE trophy should be valued for insurance purposes).

Meeting 6. (During exercise.)

Meeting(s) as necessary for final arrangements, general administration and adjudication.

1. Minutes of last meeting.
2. Matters arising from the last meeting.
3. Chairman's thank you letters.
4. Exercise report.
5. Record formally winners of all events for inclusion in FIG.
6. Consider host exercise for next FINCASTLE.
7. Ratify agenda for meeting 6.
8. Any other business.
9. Arrangements for next meeting.

ACTIONS BY NATION HOLDING THE FINCASTLE TROPHY

1. The winning crew will be presented with the FINCASTLE trophy at the exercise venue and will take the trophy into custody on behalf of the sponsor. Thereafter, the responsibilities of the holder concerning the trophy's safeguarding and return are summarized as follows:
 - a. **Insurance.** The trophy is currently insured worldwide by the sponsor through the non-public RAF Central Fund for £6000 and should be re-valued for insurance purposes every 5 years. A revaluation will be undertaken in 2009 through the current holders and will be paid for by the RAF CF (POC SO2 Service Funds Policy, 01494 497793). Nations holding the trophy do not need to take out separate insurance.
 - b. **Safekeeping.** The cost of replacement of the trophy, notwithstanding its commemorative value, is such that every effort is to be made by the holding nation to ensure its upkeep and safe return to the committee at the next exercise venue.
 - c. **Engraving.** The winning nation is responsible for engraving the winner's details on the trophy. The style and size of lettering should conform to those of previous years.
 - d. **Return.** The competing crew of the current holding nation is to bring the trophy to the exercise venue and pass it into the safekeeping of the host base PO on arrival. Due to the short interval between recovery and re-presentation it is essential that the holders carry out any repairs and cleaning necessary before returning the trophy, together with its display case and canvas carry-bag.

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NATIONAL RESPONSIBILITIES AND ADMINISTRATIVE ARRANGEMENTS

1. **Accommodation.** Participants in FINCASTLE will be part of the national detachments to the host exercise. Host nations are requested to provide the following facilities to support the embedded exercise FINCASTLE:

- a. **Operational.** Each national detachment should be provided with an office (with telephone and secure cabinet) in or near the operations complex.
- b. **Engineering.** Each national detachment should be provided with first line engineering accommodation as close as possible to the aircraft ramp. A telephone should be provided.
- c. **Committee.** The committee needs a lockable office, with telephone, adjacent to the operations complex for meetings, analysis of sorties and debrief of AOs. A secure cabinet is required in the committee room. The committee should be accommodated together and, preferably, with the AOs and away from national detachments. The committee secretary's bedroom should have a telephone and, if possible, the secretary should be provided with a local mobile telephone. The committee will need access to a commcen for message traffic and ideally to the internet for domestic issues.
- d. **Domestic.** National detachments should be accommodated together in their respective messes and, ideally, aircrew members should be allocated single rooms. It is desirable that all competitors, support personnel and officials are accommodated on base. The domestic accommodation of the FINCASTLE committee should be on base. The host nation is requested to provide the committee and national detachments with a list of senior base personnel and useful telephone numbers.
- e. **Admin support.** The committee will require admin support throughout the exercise. Full-time access to word processors, printers, photocopying and coffee/tea making facilities should be available within or near the committee room.
- f. **Motor transport.** Self-drive vehicles are the preferred means of transport. The committee and AOs require 3 dedicated self-drive vehicles (2 minibus and one saloon car size) throughout. Necessary driving permits (including airfield permits) should be arranged. Arrangements should be made for vehicles to be used off-base.

2. Throughout the period of the competition, individual national responsibilities are as follows:

- a. **Food, accommodation and transport.** Visiting detachments are responsible for the cost of their own food, accommodation and transport. However, the host nation is responsible for organising provision of this support in the most economical manner. Commensurate with this objective, all nations have agreed to levy the same charges for food and accommodation as those that apply to host nation personnel against all bona-fide visiting FINCASTLE personnel. The respective national authorities for these agreements are:

- (1) Australia (AF/1336/1/1 dated 26 Apr 99)
- (2) Canada (CDLS 1180-1 dated 20 Apr 99)
- (3) New Zealand (HQ AIRCMD 3350/15 dated 26 Apr 99)
- (4) UK (D/GF/8/4/2 dated 10 May 99)

These reciprocal arrangements apply only and specifically to the period of detached duty at the host base in relation to FINCASTLE activity. Host nations are requested to extend these terms to charges related to the associated host exercise.

b. **Bona fide personnel.** For the purposes of this agreement, bona fide personnel are defined as follows:

- (1) Visiting FINCASTLE crew and reserve aircrews.
- (2) Visiting groundcrew in support of FINCASTLE or reserve aircraft.
- (3) Designated FINCASTLE officials, including international committee members and invited VIPs.

c. **Support.** Each nation is responsible for all charges incurred by its own logistic support aircraft and crews.

d. **Transit costs.** Each nation is responsible for all expenses incurred by detachment personnel and aircraft during transit between home base and the competition venue.

e. **Aviation fuel.** Each nation is responsible for repayment for all aviation fuel, oils and lubricants provided by the host nation.

f. **Expendable stores.** Each nation is responsible for the provision of its own expendable stores, such as sonobuoys, smoke markers, sound signals, recording media and film used throughout the detachment.

g. **Air traffic services.** The host nation will provide, at no charge to visiting detachments, all air traffic services normally available at the host exercise venue. Such services should include all meteorological and operations briefings. The host nation will provide at no cost air traffic services to enable visiting aircraft to transit to and from the exercise operating areas. The host nation is not responsible for expenses incurred by diversions to airfields where charges may be levied or for the use of other air traffic facilities not directly related to the exercise.

h. **Loss of or damage to service, and or civilian, property.** Individual nations will be responsible for the loss of or damage to service, and/or civilian, property incurred by detachment personnel at the competition venue whether as a result of accident, negligence or wilful damage.

FORMAT OF POST EXERCISE REPORT

1. The main report will be prepared by the chairman and the committee in-theatre and issued as soon as is practicable on completion of the competition. The main body will broadly follow the format used in the 2006 Report. Further input will be in the form of annexes provided to the committee in-theatre or as soon as possible afterwards and collated by the secretary. These annexes will include:

- a. AO reports.
- b. Det cdr/RO reports.
- c. Maintenance competition report.
- d. Winners of supplementary competitions.

2. The sec will distribute the report in Adobe pdf format on one CD-ROM to each national representative for further dissemination to individual nation units as required.

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CREW PRE-EXERCISE DECLARATION FORMAT

Nation:	Detachment Commander/RO:	
Captain:	Squadron:	Crew:
Aircraft Type:		

Crew List Plus Reserves

Crew Position	Rank	Name
---------------	------	------

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.

Reserves

Crew Position	Rank	Name
---------------	------	------

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

Questions Please attach any written questions as per para 16f of FIG main body

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AIRBORNE OBSERVERS' (AOs) RESPONSIBILITIES

- 1. The AO teams' composition and task.** The AO teams' overall task is to represent the FINCASTLE committee and compare the performances of the competing crews on the assessed sorties. The 8 AOs will be formed into 4 teams of one pilot and one Nav1/AEO/TACCO. AOs will fly with each crew to observe crew performances scoring crews qualitatively and compiling an order of merit.
- 2. Familiarisation with aircraft.** Prior to competition flying it is desirable that the AOs complete a familiarisation flight prior to flying on assessed competition sorties. The committee will liaise with the national RO to facilitate these arrangements.
- 3. Tasks during assessed sorties.** During the sortie, the 2 AOs with each crew should monitor the crew's actions, as necessary to fulfil their duties, but the crew must not be impeded in any way. The AOs are to complete the assessment schedule shown at Appendix 1, a copy of which should be carried on each assessed sortie.
- 4. Tasks on completion of sorties.** As soon as possible after the completion of each sortie, prior to the AO debrief, the AO team is to seek from appropriate crew members clarification of any aspects of the sortie about which they are not clear. Immediately after each sortie the AO team is to submit its report as per the agreed local procedure.
- 5. Assessment.** After having completed all their allocated sorties AOs are to consider the relative performances of the various crews and are to compile an order of merit in accordance with Appendix 1 to this annex.
- 6. AO contribution to the symposium.** The AO teams will give a 45 min (or as negotiated with the committee) presentation on their overall observations made during the exercise. The presentation may also include any developments from individual nations on new tactics/procedures that may assist other participants in gaining the most from the collective AO's experience.
- 7. AO contribution to the post exercise report.** In an effort to facilitate tactical exchange between nations, the AO teams will be required to submit a consolidated report on crew performances. As guidance, it should include comment on specific national tactics observed that may be of value to all participants; in particular, comment is sought on any tactical innovations that proved especially effective during the exercise and may be of interest to national tactical development agencies for further investigation.

Appendices:

1. FINCASTLE aircrew assessment.
2. FINCASTLE AO's maritime mission report.
3. FINCASTLE AO'S overland mission report
4. Example of FINCASTLE AO's mission report

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FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Appendix 1 to
Annex G to
FIG
Dated 4 Feb 09

FINCASTLE AIRCREW ASSESSMENT

1. AOs are tasked to make an independent assessment of the overall ability and efficiency of each nation's crew. The assessment is subjective and compares each crew relative to the other competition crews.
2. Each nation will provide a team of 2 AOs (1 pilot & 1 NAV1/AEO/TACCO) who will operate in international pairs and fly with each of the other nation's crews. Observers will be briefed not to discuss their sorties with the other AO teams.
3. The assessment of FINCASTLE crews will be in 4 phases:
 - a. Individual AO table scoring for each sortie, during each sortie, noting that some crews may not complete all aspects of the scoring table. Half point scores should not be awarded. The value of score awarded will be in accordance with Table 1:
 - b. AO teams compilation of a consolidated report and score for each sortie, after the sortie. Overall scores will be expressed as a percentage by dividing the sum of the raw scores awarded by 3 times the number of criteria rated (ie the criteria [in bold] that has been given a score) then converting it into a percentage:
$$(1) \quad [(Total\ score/3 \times scored\ criteria) \times 100 = XX\%]$$
 - c. Compilation of narrative support of each sortie supporting the tabular score.
 - d. Comparative ranking of each crew again, backed up with written justification. The observers may adjust consolidated scores for each nation after flying with other crews has been completed.

Table 1 – Performance matrix

Grade	Descriptor
0	Unsafe– Flight safety implications or serious lack of ability / knowledge
1	Poor – The crew did not satisfy this performance element or may have committed procedural errors.
2	Satisfactory – The crew satisfied this performance without fundamental errors. There may have been an accumulation of smaller errors.
3	Good – The crew satisfied this performance element without significant error, exhibiting good coordination and efficiency. There may have been a few small errors.
4	Exceptional – Rarely awarded and only on those exceptional occasions when the crew did an outstanding job with no errors observed.

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

4. Once all 4 nation's scores/rankings have been passed to the committee, meetings will be held between the committee and each AO team, where scoring and final rankings will be discussed. The committee will then collate all the assessments, in camera, to determine the overall winner of the FINCASTLE trophy.

5. It is particularly important to make comment on unusually high or low scores and to amplify such comment in the narrative. The award of a 0 or a 4 for example may make the difference between the overall performance score between one crew and another. However, without detailed justification behind such scores it is difficult for the committee to give the correct weighting in its final judgement. A guideline example of a completed report is at Appendix 4 to Annex G.

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Maritime mission scoring matrix

CRITERIA	0	1	2	3	4	COMMENTS
FLIGHT SAFETY						
Pre-flight / planning / briefing						
Transit – including departure						
Transition to on-station						
On-station						
Transition to Off-station						
Transit including recovery						
Average score						
PRE-FLIGHT BRIEF						
Appreciation/Understanding						
Planning						
Overview						
Rules & Procedures						
Tactics						
Average score						
TRANSIT						
Organisation / briefing						
Sensor Preparation						
Sensor Employment						
Takeover/Handover Procedures						
Joining Procedures						
Comms						
Link 11						
Average score						
ESTABLISHING ON-TASK						
Situational Awareness						
Search Tactics						
Sensor Employment						
Average score						
ASW SEARCH / LOCALISATION						
Sensor Employment						
Detection Call						
Crew Reaction						
Localisation Tactic						
Classification						
Reporting						
Average score						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
PASSIVE ASW TRACKING						
Tactical Brief						
Sensor Employment						
Tactics						
Tactical Direction						
Information Management						
Doppler Appreciation						
Aircraft Tactical Positioning						
Crew Co-operation						
Buoy Usage/Management						
Average score						
ACTIVE ASW						
Tactical Brief						
Sensor Employment						
Tactics						
Tactical Direction						
Information Management						
Aircraft Tactical Positioning						
Crew Co-operation						
Buoy Usage/Management						
Average score						
ASW ATTACKS						
Tactical Brief						
Sensor Employment						
Weapon Employment/Settings						
Attack Criteria						
Attack Accuracy						
Reporting						
Level of Aggression						
Average score						
ASuW SEARCH						
Tactical Brief						
Sensor Employment						
Tactics wrt Risk Level						
Tactical Direction						
Information Management						
Aircraft Tactical Positioning						
Contact Avoidance						
Ident Criteria						
Reporting (Link/Voice)						
Average score						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
ASuW IDENT						
Tactical Brief						
Sensor Employment						
Tactics wrt Risk Level						
Tactical Direction						
Information Management						
Aircraft Tactical Positioning						
Contact Avoidance						
Ident Criteria						
Reporting (Link/Voice)						
Average score						
RSP COMPILATION & MAINT						
Tactical Brief						
Radar Contact Management						
Management of Tactical System						
Link 11 Track Management						
Voice Reports						
ESM Reports						
Average score						
ASuW ATTACKS						
Tactical Brief						
Sensor Employment						
SURPIC Reporting						
Attack Criteria						
ROE						
Attack Procedures						
Weapon Employment / Settings						
Accuracy						
Level of Aggression						
Reporting						
Average score						
ROE						
Crew briefing/understanding						
Interpretation						
Application						
Average score						
SENSORS						
Employment						
Manipulation						
Management						
Fault Finding						
Average score						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
COMMS						
EMCON						
Radio Management						
Takeover Procedures						
Handover Procedures						
Joining Procedures						
Sub / FV Safety Procedures						
Post Flight Report (Mandatory)						
Average score						
SAR						
Planning						
'Tactical' Briefing						
Responsiveness						
Search Tactics						
Sensor Employment						
Comms						
Average score						
AIR SUB CO OP						
Tactical Brief						
Sensor Employment						
Aircraft Tactical Positioning						
RV Procedures						
Comms Management						
Situational Awareness						
Reporting Accuracy/Timing						
Average score						
FFTA CO OP						
Tactical Brief						
Sensor Employment						
Aircraft Tactical Positioning						
RV Procedures						
Comms Management						
Situational Awareness						
Reporting Accuracy/Timing						
Average score						
HELO CO OP						
Sensor Employment						
Aircraft Tactical Positioning						
Deconfliction Procedures						
Comms Management						
Situational Awareness						
Average score						

Score (from BOLD squares only): (____/3x____) x 100 = ____%

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

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FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Overland mission scoring matrix

CRITERIA	0	1	2	3	4	COMMENTS
FLIGHT SAFETY						
Pre-flight / planning / briefing						
Transit – including departure						
Transition to on-station						
On-station						
Transition to Off-station						
Transit including recovery						
Average score						
PRE-FLIGHT BRIEF						
Planning						
Overview						
Understanding						
Rules & Procedures						
Tactics						
Average score						
TRANSIT						
Sensor Preparation						
Sensor Employment						
Takeover/Handover procedures						
Joining Procedures						
Comms / Network Procedures						
Average score						
ESTABLISHING ON-TASK						
Situational Awareness						
Search Tactics						
Sensor Employment						
Average score						
CREW PROCEDURES						
Tactical Direction						
Flexibility						
Situational Awareness						
Re-tasking						
Sensor Management						
Crew Resource Management						
Crew Co-operation & Harmony						
Average score						
ROE						
Crew briefing/understanding						
Interpretation						
Application						
Average score						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
ISR DETECT / LOCALISATION						
Tactical Brief						
Sensor Employment						
Aircraft Tactical Positioning						
Stand Off						
Altitude						
Average score						
Comms						
Radio Management						
Information Management						
Reporting Accuracy						
Timeliness						
Procedures						
Average score						
ISR IDENT / TRACK						
Tactical Briefs						
Sensor Employment						
Aircraft Tactical Positioning						
Stand Off						
Altitude						
Information Management						
Reporting						
Average score						
CREW PROCEDURES						
Tactical Direction						
Flexibility						
Situational Awareness						
Re-tasking						
Sensor Management						
Fault Diagnosis / Rectification						
Crew Resource Management						
Crew Co-operation & Harmony						
Average score						
ROE						
Crew briefing/understanding						
Interpretation						
Application						
Average score						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
TECHNICAL FAULTS						
Observation						
Diagnosis						
Rectification / Mitigation						
OVERALL EFFICIENCY						
OVERALL EFFECTIVENESS						

Score (from BOLD squares only): (____/3x____) x 100 = ____%

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Overland mission scoring matrix

CRITERIA	0	1	2	3	4	COMMENTS
FLIGHT SAFETY						
Pre-flight / planning / briefing			X			<i>Well planned and briefed.</i>
Transit – including departure			X			<i>Standard – no problems</i>
Transition to on-station			X			<i>Effective takeover</i>
On-station				X		<i>No concerns – wx avoidance good.</i>
Transition to Off-station			X			<i>Effective handover</i>
Transit including recovery			X			<i>Standard.</i>
Average score			2			
PRE-FLIGHT BRIEF						
Planning			X			<i>Comprehensive</i>
Overview			X			<i>Effective</i>
Understanding			X			<i>Crew was well prepared</i>
Rules & Procedures			X			<i>Adhered to</i>
Tactics			X			<i>Sound – by tactics manual</i>
Average score			2			
TRANSIT						
Sensor Preparation			X			<i>Set up well in time</i>
Sensor Employment				X		<i>Especially effective use of radar for wx</i>
Takeover/Handover procedures			X			<i>Well handled</i>
Joining Procedures			X			<i>By the book</i>
Comms / Network Procedures				X		<i>Very well handled - difficulty with P freq</i>
Average score			2			
ESTABLISHING ON-TASK						
Situational Awareness				X		<i>Very good with respect to other air</i>
Search Tactics			X			<i>Effective</i>
Sensor Employment				X		<i>Very good use of radar for flt safety</i>
Average score				3		
CREW PROCEDURES						
Tactical Direction			X			<i>Effective and unambiguous</i>
Flexibility			X			<i>Satis</i>
Situational Awareness				X		<i>Very good wrt other air and wx</i>
Re-tasking			X			<i>Satis</i>
Sensor Management				X		<i>Very well handled</i>
Crew Resource Management			X			<i>Satis</i>
Crew Co-operation & Harmony			X			<i>No problems</i>
Average score			2			
ROE						
Crew briefing/understanding		X				<i>Doubt about attack criteria not cleared up</i>
Interpretation		X				<i>See above</i>
Application			X			<i>Satisfactory (luckily no engagement required)</i>
Average score		1				

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	0	1	2	3	4	COMMENTS
ISR DETECT / LOCALISATION						
Tactical Brief			x			<i>Effective</i>
Sensor Employment				x		<i>Well handled</i>
Aircraft Tactical Positioning				x		<i>Well handled wrt to wx problems</i>
Stand Off				x		<i>Good effort considering wx</i>
Altitude			x			<i>No problems</i>
Average score				3		
Comms						
Radio Management			x			<i>Satis</i>
Information Management			x			<i>Satis</i>
Reporting Accuracy				x		<i>Good</i>
Timeliness				x		<i>Good – accurate schedule maintained</i>
Procedures					x	<i>Mayday relay superbly handled</i>
Average score				3		
ISR IDENT / TRACK						
Tactical Briefs		x				<i>Not regular enough</i>
Sensor Employment			x			<i>Good</i>
Aircraft Tactical Positioning				x		<i>Very good esp wrt to wx</i>
Stand Off			x			<i>Tendency to stay a bit close to limits</i>
Altitude			x			<i>Satis</i>
Information Management			x			<i>Satis</i>
Reporting			x			<i>Satis</i>
Average score			2			
CREW PROCEDURES						
Tactical Direction			x			<i>Satis overall but lacked regular briefs</i>
Flexibility			x			<i>Satis</i>
Situational Awareness				x		<i>Mostly very good</i>
Re-tasking				x		<i>Quickly resolved.</i>
Sensor Management			x			<i>Satis</i>
Fault Diagnosis / Rectification				x		<i>Very good handling of radar fault</i>
Crew Resource Management			x			<i>Satis</i>
Crew Co-operation & Harmony			x			<i>Satis</i>
Average score			2			

Score (from BOLD squares only): $(22 / 3 \times 10) \times 100 = 73.33 \%$

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

AO's Report

Task
<i>Relatively straightforward tasking in support of ex TT. Pre-surveyed areas passed to crew for monitoring and report of suspicious activity. Re-task to locate identify track and report suspect vehicle and/or cargo if separated handled well.</i>
Pre-flight
<i>Pre-flight procedures that were covered were covered to a satisfactory standard.. Briefings were sound and take off delayed to make on sta on time. ROE were not comprehensively briefed and this led to a misunderstanding later in the sortie.</i>
Transit
<i>A well handled transit with the crew dealing with difficult weather conditions in an effective and safe manner. The primary air to air frequency appeared to be presenting all players with problems and the crew handled this well.</i>
On-station
<i>Overall handled quite well although let down by a lack of tactical updates. In addition the ROE had not been briefed properly pre-flight and some misunderstanding arose during a discussion on criteria for requesting kinetic support.</i>
Conclusion
<i>Overall a satisfactory sortie with highly satisfactory aspects related to the safe and effective tactical employment of the aircraft. Overall score slightly let down by lack of attention to detail on ROE.</i>

Observer's Signature

Observer's Signature

Date: _____

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

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FINCASTLE ASSOCIATED ACTIVITIES

1. FINCASTLE provides the premier opportunity for maritime patrol aircrews of Australia, Canada, New Zealand and the UK to fly sorties that allow for comparison of performance. The supporting ground crews are an integral component of the exercise and undertake assessed events for the Lockheed Martin FINCASTLE maintenance trophy.
2. In parallel, several informal competitive events have developed over the years. Although not official parts of the exercise, they nonetheless encourage the participants to get to know each other and thus help to develop the mutual trust on which our combined operations capability is built. In this respect the VPI fellowship trophy is particularly important.
3. This annex contains guidelines for the organisation of the following additional competitions, which form part of exercise FINCASTLE:
 - a. The Lockheed Martin FINCASTLE maintenance trophy.
 - b. The VPI fellowship trophy.
 - c. The FINCASTLE Ramnee sporting trophy.
 - d. The FINCASTLE golf trophy.
4. The host nation is responsible for the administration of the competitions in accordance with these rules. The host nation will co-ordinate the presentation of the supplementary trophies with the FINCASTLE committee who will, for convenience, announce the winners at the awards ceremony and, if necessary, update the rules in accordance with the nations' wishes.
5. These activities should not jeopardise the safe and efficient conduct of the primary competition.

Appendices:

1. Lockheed Martin FINCASTLE maintenance trophy.
2. VPI fellowship trophy.
3. FINCASTLE Ramnee sporting trophy.
4. FINCASTLE golf trophy.

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LOCKHEED MARTIN FINCASTLE MAINTENANCE TROPHY

1. **Introduction.** Maintenance crews of the FINCASTLE nations compete for The Lockheed Martin maintenance trophy (MT) during the conduct of exercise FINCASTLE. This document outlines generic rules and guidelines for the conduct of the MT competition.
2. **Judging.** An independent team comprising one engineering officer (chief judge) from the host nation and a SNCO from each competing nation should carry out the judging. If any of the visiting nations is unable to provide an independent judge then the host nation will provide a replacement. Judges should have experience on a maritime squadron/flight line and should focus on the positives of the assessed areas. Judging of flight-line activities is to take place only during FINCASTLE sorties, and judges are to work as an independent team.
3. **Review of the rules.** The rules are to be reviewed after each competition by the competing nations and proposals for improvements to be submitted for the following competition. The review should take place at the host nation base immediately after the competition. Any proposed amendments should be included in the chief judge's report to the international FINCASTLE committee.
4. The competition is won by the team with the highest average score. The teams will be judged on the following areas:
 - a. Flight line operations.
 - b. Support elements.
 - c. Military qualities.
5. **Reading-in Material.** Prior to the start of the competition, each team is to provide the chief judge with a current copy of their:
 - a. SOPs including refuel/defuel procedures.
 - b. Flight-line dress regulations.
 - c. Aircraft ground safety notes.
 - d. List of publications included in their deployment "pack-up".
 - e. Nominal roll of maintenance and ground support personnel on the team.
 - f. Nomination of team member to act as advisor to the judging team for clarification of any points of confusion or contention that arise.

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

6. **Tour of maintenance area.** Prior to the competition commencing, each maintenance team is to provide the judging team with a tour of their area. The tour is primarily for familiarisation but should be used to brief the judges on any specific safety precautions.

7. **Scoring.** Descriptors will be used to determine the score for individual elements of the performance matrix as at Table 1.

Table 1 – Performance matrix

Grade	Descriptor
0	Unsatisfactory – safety implications or lack of ability / knowledge
1	Poor – The team did not satisfy this performance element or committed errors of procedure.
2	Satisfactory – The team satisfied this performance without fundamental errors.
3	Good – The team satisfied this performance element without significant error, exhibiting good coordination and efficiency.
4	Exceptional – Rarely awarded and only on those exceptional occasions when the team did an outstanding job with no errors observed.

8. Overall scores will be expressed as a percentage by dividing the sum of the raw scores awarded by 3 times the number of criteria rated (eg those criteria given a score) then converting it into a percentage:

a. $[(\text{Total score}/3 \times \text{scored criteria}) \times 100 = \text{XX}\%]$

9. **Reporting/review of rules.** These rules have been developed from previous competitions and they will be reviewed by the judges and the teams after the competition. The chief judge is to submit a review of the maintenance competition rules to the international FINCASTLE committee following the event.

10. **Previous winners.** A recent history of previous winners of the trophy is at table 2.

Table 2 – Recent winners of the maintenance trophy

YEAR	WINNER
2006	RNZAF
2007	No FINCASTLE this year
2008	RAAF

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

**Appendix 2 to
Annex H to
FIG
Dated 4 Feb 09**

FINCASTLE MAINTENANCE TROPHY CHECKLIST

NATION BEING OBSERVED: _____

SCORE: %

	Observed on date	By	Signed
Event 1			
Event 2			
Event 3			
Event 4			
Event 5			

Event number	1	2	3	4	5	Comments
FLIGHT LINE - REFUEL/DEFUEL						
Aircraft records & Tasking Board						
Briefing						
Bonding						
Fire Extinguisher						
Fuel Type & Quality Confirmed						
Venting Checks						
Essential/Min personnel onboard A/C						
No Major Electrical Switching						
Cleanliness						
Final Loading						
Average of column scores						
FLIGHT LINE - TOWING						
Briefing						
Assisting Personnel						
NCO IC Tow Team						
Fitting/Removing Towbar						
Precautions/ Safety						
Average of column scores						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Event number	1	2	3	4	5	Comments
AIRCRAFT DISPATCH						
Tasking Board /AC Documentation						
Tool Control in Use						
Access, A/C unlocked Stairs Positioned and locked						
Fire Extinguisher, Type, Positioned						
Bonding Leads						
Power Application Checks						
Power-Cart, Locate, Chock, Apply Power						
Trade Specific Tasks as per SOPs						
Tool Control Checked and Signed Off						
Documentation Complete						
A/C Marshalled Away						
Average of column scores						
AIRCRAFT RECEIPT						
A/C Marshalled In						
No approach Until Safe (Jet Blast/Props Stopped)						
U/C Pins						
Bonding Lead						
Fire Extinguishers, Type Position						
Access, Ladders/Stairs, Positioned/ Locked						
Info Exchange Air/Ground Crew Flight Line Office Control						
Documentation (Tool Control, Defect Entries)						
Trade Specific Tasks as per Check list						
Documentation Completed						
A/C Locked/Secured After Work Complete						
Average of column scores						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Event number	1	2	3	4	5	Comments
RECTIFICATIONS						
Documentation – Defect Entry (Paper/Electronic)						
Defect Analysis and Troubleshooting						
Briefing						
Blanks and Covers – A/R Bonding						
Fire Extinguisher Servicing Stands						
Use of appropriate Reference Material						
Safety Equipment Cleanliness Tool Use						
Use of Correct Trade Practices for Component Replacement (Electrical Isolation, Connector/Fastener operation...)						
Supervision						
Installation / Assembly Rigging/Tensioning Torqueing & Locking						
Functional Checks/Tests Independent Inspection						
Clean Up Documentation Test Flight						
Average of column scores						
TOOL CONTROL						
Location of Tooling - Handy to Flight Line Office and A/C						
Security of Tooling- Locking and Stowage						
Condition of Board and Tooling						
Use of Tags						
Labelling of Special Tools incl Calibration Dates						
Tool Board Identification, Colour Coding or Numbering						
Tool pouches / Belts - Method of control, Condition, Labelling / ID Marks						
GSE On / Around Tool board, Condition, Storage, Tidiness						
Average of column scores						
PUBLICATIONS						
Pubs Storage - Shelves, Racks Tidy/Organised						
Condition - Hard Covers, Clearly Labelled, Clean, Not Ripped						
Amendment Page Current, Hand scripted Auth Refs						
Control - Method of Location						
Care - Adequate Protection Against Weather/Dirt						
Average of column scores						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

Event number	1	2	3	4	5	Comments
SUPPLY						
Location - Handy to Flight Line Office and A/C						
Security - Easily Locked (as applicable)						
Condition – Boxes, Crates, Stands						
Labelling - Clarity, Cleanliness						
Storage Area - Clean, Organised, Segregated, Protected -Environmental						
Paper work area - Clean, Organised, Segregated, Protected -Environmental						
Average of column scores						
FLIGHT LINE DRESS						
Uniformity						
Appearance						
Cleanliness						
Dress Applicable to Task						
Average of column scores						
TEAMWORK						
Cooperation						
Team Spirit						
Aircrew Rapport						
Coordination						
Average of column scores						
AIRCRAFT HUSBANDRY						
Exterior Surfaces Clean/Good Condition						
Windows - Clean						
Excess Oil Removed						
Excess Hyd Fluid Removed						
Blanks in Good Condition						
Panel Fasteners in Good Condition						
Floor - Clean/Clear of Rubbish						
Instruments - Clean, Free of Dust/Fingerprints						
Equipment Stowed Correctly						
Loose Articles Stowed						
Toilet/Ablution Area Clean						
Average of column scores						

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

CRITERIA	1	2	3	4	5	COMMENTS
SAFETY						
Personal Safety Equipment						
Aircraft Danger Zone						
Bomb Bays						
FOD						
Ground Support Equipment						
Publications						
Communication -						
Sonobuoys / Pyrotechnics Handling						
General Situational Awareness						
Average Score						
Total Criteria						
Total Score						

Score Total Score/3xTotal Criteria): (____/3x____) x 100 = ____%

Signature

Date

Grade	Descriptor
0	Unsatisfactory – Safety implications or lack of ability / knowledge
1	Poor – The team did not satisfy this performance element or committed errors of procedure.
2	Satisfactory – The team satisfied this performance without fundamental errors.
3	Good – The team satisfied this performance element without significant error, exhibiting good coordination and efficiency.
4	Exceptional – Rarely awarded and only on those exceptional occasions when the team did an outstanding job with no errors observed.

FINCASTLE COMMITTEE IN CONFIDENCE (when entries made)

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VPI FELLOWSHIP TROPHY GUIDELINES

1. The VPI fellowship trophy is awarded to the FINCASTLE team which, in the view of the FINCASTLE VP community, has done the most to further the aim of VP International:

“... to foster goodwill and fellowship amongst the long-range, sub-searching, patrol and reconnaissance flyers through the promotion of understanding and recognition of VP operations and their impact on military aviation.”

2. Within these very broad guidelines, the winners will be determined by a ballot with the votes allocated as follows:

a. Each national contingent has 3 votes. The detachment commander will decide who gets to cast the national votes but one vote should go to the groundcrew. Voters may cast their vote for any contingent except their own.

b. The FINCASTLE committee has 2 votes.

c. The host base commander has 2 votes.

3. **Management and adjudication.** Sealed votes are to be returned to the FINCASTLE secretary on the morning of the symposium and awards ceremony. In the event of a tied vote, the VPI representative (typically the President of the local VPI Wing) will decide the winner.

4. **Presentation of the trophy.** The trophy will normally be presented at the FINCASTLE presentation ceremony.

5. **Previous winners.** A recent history of previous winners of the trophy is at table 1.

Table 1 – Recent winners of the fellowship trophy

YEAR	WINNER
2006	CF
2007	No FINCASTLE
2008	RAAF

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FINCASTLE RAMNEE SPORTING TROPHY GUIDELINES

1. **Introduction.** Mr R J Dinnes, of the Ramnee Hotel, Forres, Scotland kindly donated the FINCASTLE Ramnee sporting trophy which was first competed for in FINCASTLE 1992. The purpose of the Ramnee sporting trophy is to foster the 'FINCASTLE Spirit' by providing for competition between national detachments in a variety of sports. The trophy will be competed for at each exercise venue and the host nation is responsible for choosing the sports. The only proviso in the selection of the sport is that each nation must have an equal chance. The committee does not wish to lay down hard and fast rules on the suitability of a particular sport but it retains the right to veto an activity it considers gives too much advantage to any one team. The host nation POC should inform the FINCASTLE committee of the chosen sport in time for meeting 3 of the committee.
2. **Format of the competition.** The format of the competition is at the discretion of the host nation and may be a knock-out, round-robin or league. Whichever format is chosen, it should always result in a grand final.
3. **Rules.** The rules of the competition are few but the following must be adhered to:
 - a. **Rule 1.** The sport must be played in accordance with the recognised rules.
 - b. **Rule 2.** Each nation may enter as many teams as it can muster.
 - c. **Rule 3.** All team members must be selected from nominated FINCASTLE detachment personnel. Each member may play for only one team.
 - d. **Rule 4.** Game scoring is to be in accordance with the recognised rules of the chosen sport. Unless a knock-out format is adopted, team scoring is to be 2 pts for a win, 1 pt each for a draw and 0 pts for a loss.
4. **Management and adjudication.** The host nation is responsible for organising the tournament and ideally all matches should be played on the same day. The host nation is requested to provide the referees or umpires as appropriate.
5. **Presentation of the trophy.** The trophy will normally be presented at the FINCASTLE presentation ceremony.
6. **Winning nation's responsibilities.** The winning nation is responsible for the safe custody of the trophy until the following competition. In particular, the winners are responsible for:
 - a. Insuring the trophy for their period of tenure.
 - b. Inscribing their name on the trophy. The style and size of lettering should conform to those of previous years.
 - c. Ensuring the safe delivery of the trophy to the next competition venue.

7. **Previous winners.** A recent history of previous winners of the trophy is at table 1.

Table 1 – Recent winners of the sporting trophy

YEAR	WINNER
2006	RNZAF
2007	No FINCASTLE
2008	RAAF

FINCASTLE GOLF TROPHY GUIDELINES

1. **Introduction.** Cpl J C Blanchard, from CFB Greenwood, Nova Scotia kindly donated the FINCASTLE golf trophy, the 'FINCASTLE RYDER CUP' which was first competed for in the 1987 FINCASTLE exercise. The purpose of the trophy is to further foster the 'Spirit of FINCASTLE' by encouraging FINCASTLE detachment personnel to participate in a quote 'NOT-TOO-SERIOUS' golf tournament. The trophy will be competed for at each FINCASTLE venue and will be held by the winning nation until the following event.

2. **Format of the competition.** The purpose of these guidelines is to provide a basis for the tournament and offer a scoring system that will be fair to all whilst, at the same time, encouraging participation by as many detachment personnel as possible. A golf committee, comprising one member from each participating nation, should oversee the competition and adjudicate the result. The size of the detachments varies as does the number of recognised golfers available to each nation; however, the scoring system is based on a team of 8 and is adjusted to accommodate nations which cannot field that number of players. By having a relatively large number of players scoring for each team (8) and by having a suitable scoring system, it is hoped that a fair balance can be struck between those nations with a few 'star players' with very low handicaps and those with a large number of enthusiastic, but high handicap, players. The main aim of the competition is to encourage maximum participation by detachments; lack of high-calibre golfing expertise should not deter nations from entering the competition.

3. **Scoring system.** The scoring system is as follows:

a. Each team shall comprise 8 players; however, more or less than 8 can compete provided that at least one player represents a nation – otherwise it would theoretically be possible for a nation to win the competition without entering a team. Nations are encouraged to field as many players as possible; however, only the lowest 8 scores will count towards determining the winner.

b. Nations unable to field at least 8 players will be awarded nominal gross scores for 'phantom players' in accordance with the following table:

Team Member	Gross Score
1	Actual Gross Score (minimum of 1 player)
2	100
3	105
4	110
5	115
6	120
7	125
8	130

For example, a team of 3 players would record their actual gross scores and then add scores for 'phantom players' 4, 5, 6, 7 and 8 (eg 110, 115, 120, 125 and 130).

Note: If an actual player scores higher than the 'nominal phantom score', the actual gross score must be counted (eg if player 3 scored 112 that score would count rather than the 'nominal phantom score' of 105).

c. The lowest 8 gross scores (including phantom scores) of each team will be added together and divided by 8 to produce an average score for the team.

d. Teams must state the number of players in their team before the start of the tournament.

e. The winning team will be the team with the lowest average gross score.

4. **Management and adjudication.** The host nation is responsible for organising the tournament.

5. **Award of the trophy.** The award of the trophy may be made on the day of the tournament, provided all matches have been played and all competitors are present. Alternatively, the award may be made at the FINCASTLE presentation ceremony. The decision as to when to present the trophy lies with the golf committee.

6. **Winning nation's responsibilities.** The winning nation is responsible for the safe custody of the trophy until the following competition. In particular, the winners are responsible for:

a. Insuring the trophy for their period of tenure.

b. Inscribing their name on the trophy. The style and size of lettering should conform to those of previous years.

c. Ensuring the safe delivery of the trophy to the next competition venue.

7. **Previous winners.** A recent history of previous winners of the trophy is at table 1.

Table 1 – Recent winners of the golf trophy

YEAR	WINNER
2006	RAAF
2007	No FINCASTLE
2008	No golf competition

THE FINCASTLE SYMPOSIUM

- 1. FINCASTLE symposium.** The core of the symposium will consist of presentations given by competing crews and the AO team. There may also be time to allow presentations by individual nations or subject matter experts on new equipments/tactics/proposals etc. Any nation interested in making such a presentation should inform the committee, through their national representative, at least one month before the start of the competition. Any presentations desired by sponsoring organisations will be considered separately by the committee. The committee chairman will normally chair the symposium, which is not a competitive part of FINCASTLE.
- 2. Competition crews' presentations.** The main symposium presentations will be those of competition crews giving a 'debrief' of one of their own, committee selected, sorties. The committee will choose the sortie in consultation with the AO teams at the end of the exercise and Detcoms will be informed of the choice as soon as possible to allow crews to have the maximum time for preparation. Presentations may be classified up to 'S' releasable to AUSCANNZUK, and will consist of 3 sections of 15 minutes each. The first section will be a summary of the conduct of the chosen sortie, the second will be a more detailed explanation of one aspect of the sortie; use of a particular sensor or tactics employed (there may be guidance from the committee on the main points of interest) and the third section will be for questions and debate.
- 3. AO's Presentation.** The Lead AO will coordinate an AO presentation to be based on AO's observations over the period of the exercise. The objectives are to provide rapid feedback for the participating nations and to allow the standards personnel of each nation to introduce any new tactics, ideas or equipment operating procedures etc that may be of assistance to all.
- 4. Administrative arrangements.** The symposium venue selected by the host nation should have seating for up to 100, plus the committee and VIPs. A full range of visual aid equipment will be needed. The room and equipment should be made available for the afternoon before the symposium for presenters to rehearse their scripts. It is the responsibility of the host nation to promulgate the symposium programme, in liaison with the committee.

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