

# **ADF ELEMENTS**

## **DEPLOYED TO**

**OPERATION SLIPPER – Australia's  
commitment to the international  
coalition against terrorism;**

**OPERATION BASTILLE - forward  
deployment for possible operations in  
Iraq; and**

**OPERATION FALCONER - Australia's  
contribution to the coalition to disarm  
Iraq.**

**All information enclosed in this pack is  
available at:**

**[www.defence.gov.au](http://www.defence.gov.au)**

## **GUIDED MISSILE FRIGATES (FFG)**

**HMAS ADELAIDE**

**HMAS CANBERRA**

**HMAS SYDNEY**

**HMAS DARWIN**

**HMAS MELBOURNE**

**HMAS NEWCASTLE**

## **OPERATION SLIPPER**

These RAN multi-purpose warships are part of the FFG07 or Oliver Hazard Perry class, the largest peacetime class of fleet combatant ever built. About 70 have been built or are under construction around the world. The first four Australian FFGs were built in the USA, while the last two were built in Melbourne, Victoria.

The FFG is one of the most sophisticated ship ever built in Australia and is evidence of the quality of the local ship building industry. The FFG was designed to be a versatile and cost effective element of an integrated naval task group or carrier battle group.

The ships can perform surveillance, patrol, response tasks or escort duties, and can be used against air, surface and submarine threat. Their armaments include rapid fire guns, anti-ship missiles, surface-to-air missiles, close-in weapons system, anti-submarine torpedos and Sea Hawk helicopters.

**Displacement:** 3680 tonnes

**Length:** 138 metres

**Beam:** 13.7 metres

### **Main Machinery:**

Two General Electric  
LM2500 gas turbines driving a single  
controllable pitch propeller

### **Armament:**

76mm rapid fire gun.  
Harpoon anti-ship missiles.  
Standard surface to air missiles.  
Vulcan Phalanx close in weapons system.  
Two triple anti-submarine torpedo tubes  
for Mk 32 torpedoes.  
Up to two SeaHawk helicopters

**Speed:** More than 30 knots

**Ship's Company:** 186 officers and sailors

**Role in the International Coalition against Terrorism:** Part of the Multinational Interception Force operating in the Persian Gulf enforcing United Nations sanctions against Iraq.

### **HMAS ADELAIDE**

**Farewelled Australia:** 8 November 2001

**Returned to Australia:** 13 March 2002

**Based:** Fleet Base West HMAS Stirling

**Key Contributions:**

- Total of 21 compliant boarding and 16 non-compliant
- In one day, the ship's company performed nine successful boardings in as many hours during a mass breakout of smuggler vessels in the Gulf.

### **HMAS SYDNEY**

**Farewelled Australia:** 31 October 2001

**Returned to Australia:** 28 March 2002

**Farewelled to OPERATION FALCONER:** 8 April 2003

**Based:** Fleet Base East, Garden Island, Sydney

**Key Contributions during Operation Slipper:**

- Spent 105 days in the area of operation
- Total of 30 compliant and 10 non-compliant boardings
- Sydney's Seahawk has flown over 60 missions, total of 154 hrs in air in direct support of the Multinational Interception Force.
- HMAS Sydney received 4500kgs of mail

### **HMAS NEWCASTLE**

**Farewelled Australia:** 24 January 2002

**Returned to Australia:** 15 July 2002

**Based:** Fleet Base East, Garden Island, Sydney

**Key Contributions:**

- Conducted a total of 52 boardings – 43 compliant and 9 non-compliant

**HMAS CANBERRA**

**Farewelled Australia:** 25 February 2002

**Returned to Australia:** 2 August 2002

**Based:** Fleet Base West HMAS Stirling

**Key Contributions:**

- conducted 52 boarding operations, 33 were compliant and 19 were non-compliant.
- Communication queries of ships leaving and entering Iraqi waters totalled 232, with 101 ships being diverted to the UN holding ground for further investigation by UN inspectors.

**HMAS MELBOURNE**

**Farewelled Australia:** 30 May 2002

**Returned to Australia:** 29 November 2002

**Based:** Fleet Base East, Garden Island Sydney

**Key Contributions:**

- HMAS Melbourne was on station in the Gulf for 136 Days and of this 104 were spent at sea
- Completed 113 compliant boardings, 186 non-compliant boardings and 16 boardings of diverted ships.



### **AMPHIBIOUS TRANSPORT (LPA)**

The RAN has converted two former US Navy tank landing ships, HMA Ships MANOORA and KANIMBLA, for the dual roles of helicopter support and sea training.

Each ship is able to transport hundreds of troops, a number of vehicles and landing craft, as well as various military helicopters over long distances.

These ships are also capable of performing other tasks such as providing command, control, communications, intelligence (C3I) and the electronic warfare needs of a deployable Joint Force Headquarters, as well as a medical facility and support for disaster relief operations.

### **HMAS MANOORA** **OPERATION SLIPPER**

**Farewelled Australia:** 24 January 2002

**Returned to Australia:** 19 July 2002

**Based:** Fleet Base East, Garden Island, Sydney

### **HMAS KANIMBLA**

#### **History**

- Commissioned into the Royal Navy as HMS KANIMBLA on 6 September 1939.
- The first half of 1940 was spent patrolling off the Chinese and Japanese coasts in the course of which she intercepted and took in charge the Russian vessel V. MAYAKOVSKY, known to be carrying contraband.
- In June 1940 HMS KANIMBLA was detached to Singapore and en route visited to Saigon in an unsuccessful attempt to convince the French warships their to join the Free French forces.
- After moving to the Singapore area KANIMBLA undertook patrol and escort duties around Malaya and the East Indies, eventually extending out into the Indian Ocean.
- On the night of 24 August 1941 KANIMBLA, with 300 Indian troops embarked, led a heterogeneous flotilla in a surprise attack on the Iranian port of Bandar Shahpur, capturing eight German and Italian merchant enemy vessels with valuable cargoes, two Iranian gunboats and a floating dock.
- On 1 June 1943 she recommissioned as HMAS KANIMBLA.

- KANIMBLA departed Sydney for Brisbane on 22 October 1943 and remained in that area until January 1944 when she undertook a voyage to New Guinea.
- On 22 April 1944, in company with HMAS MANOORA, five other transports, 16 landing craft infantry and seven landing ships tank, KANIMBLA landed her troops at Tanahmerah Bay without incident.
- Subsequent to this operation KANIMBLA was involved in training and transport duties in New Guinea waters.
- Arriving at Aitape on 1 September 1944, KANIMBLA began preparations for the Morotai landings and on 9 September embarked 1215 officers and men. On 10 September, with 36 other landing ships and supporting vessels of the White Beach Attack Group she departed for Morotai. The landings took place on 15 September with little opposition and few casualties to Allied forces. On the 16th, in company with MANOORA, KANIMBLA departed for Humboldt Bay, arriving on the 18th.
- As part of Task Force 79, the Lingayen Attack Force, KANIMBLA passed through Surigao Strait and proceeded up the western side of the Philippine Archipelago to Lingayen Gulf, arriving on 8 January 1945. As the ships made their final approach to the gulf they came under air attack, KANIMBLA being near missed by a Zero fighter bomber which was shot down.
- KANIMBLA's next operation as the invasion of Brunei.
- The final amphibious landing of the Pacific War was at Balikpapan and KANIMBLA and her two sister LSIs took part. She arrived on the 4<sup>th</sup> July, embarked reinforcements and departed the same day, returning to Balikpapan on the 7th. She sailed the next day and spent the remainder of the war on transport duties around New Guinea, the Philippines and Borneo.
- After the cessation of hostilities KANIMBLA was engaged in repatriating Australian servicemen from the Pacific Islands and returning Dutch dependents to the East Indies.
- After one more voyage to Japan she was decommissioned in Sydney on 25 March 1949

**HMAS KANIMBLA**  
**OPERATION SLIPPER**

**Farewelled Australia:** 8 November 2001

**Returned to Australia:** 4 April 2002

**Based:** Fleet Base East, Garden Island, Sydney

**Key Contributions:**

- Intercepted and boarded 16 Dhows – largest single interception known to have occurred during MIF operations in the Gulf.
- Completed a total of 27 compliant boardings and 23 non-compliant boardings

**RBS 70 SURFACE-TO-AIR WEAPON SYSTEM**

The RBS 70 is a very low level Surface to Air Weapon System and provides protection to the Australian Defence Force from enemy aircraft.

The RBS 70 is man portable and can be set up ready to engage enemy aircraft in 30 seconds. The RBS 70 includes the use of laser guiding technology and the capacity to identify whether an aircraft is friend or foe.

An RBS 70 Detachment was embarked on HMAS KANIMBLA to provide the ship with a defensive air threat capability.

**Farewelled Australia:** 25 October 2001

**Returned to Australia:** 9 April 2002

**Based:** 16<sup>th</sup> Air Defence Regiment, Woodside, Adelaide Hills

**Contributions:**

- Provided Air Defence protection against enemy aircraft aboard HMAS Kanimbla.

**HMAS KANIMBLA**

**OPERATION BASTILLE/ OPERATION FALCONER**

Approximately 350 sailors and soldiers embarked on the sea transport ship HMAS Kanimbla (leaving early-June), based at Fleet Base East, NSW.

Embarked on HMAS Kanimbla is a Sea King helicopter, based at HMAS Albatross, Nowra, NSW, Army landing craft, based in Townsville, Army air defence detachment, based at the 16<sup>th</sup> Air Defence Regiment SA and a specialist explosives ordnance team.

**Role.** HMAS Kanimbla is expected to provide support to the Maritime Interception Force enforcing United Nations Security Council

sanctions against Iraq, and sustainment support to deployed ADF units in the Middle East Area of Operations.

The RAN has significantly converted the acquired former US Navy tank landing ships, HMAS MANOORA and KANIMBLA, for the roles of heavy troop and equipment lift, command and control and helicopter support. Each ship is able to transport troops, vehicles and landing craft and various military helicopters over long distances.

These ships are capable of performing tasks such as providing command, control, communications, intelligence (C3I) and the electronic warfare needs of a deployable Joint Force Headquarters and for support of disaster relief operations.

### **Westland Sea King MK50A Helicopter**

**Role.** The Sea King Helicopter of the 817 Squadron is used to provide maritime utility support to the Australian Defence Force and in particular, maritime units. This is achieved by supporting a permanent flight in HMAS SUCCESS and by conducting regular detachments and embarkations to other units and shore bases around the country. Secondary roles include troop transport and Search and Rescue.

All seven aircraft within 817 Squadron have recently undergone a Life Of Type Extension program (LOTE) which has replaced or improved the avionics suite in the aircraft.

The Sea King is currently embarked in HMAS SUCCESS and is periodically embarked in HMAS TOBRUK.

One Sea King helicopter is embarked on HMAS KANIMBLA.

### **LCM8**

The LCM8 (Landing Craft Mechanised Type 8) from Army's 10<sup>th</sup> Force Support Battalion, 35<sup>th</sup> Water Transport Squadron, provided an amphibious transport capability that enabled cargo to be transported across bodies of water and directly delivered ashore without the need for typical wharf type facilities.

The LCM8 is capable of carrying up to 54 Tons of cargo including vehicles through to general cargo such as food, medical supplies and personnel.



Two LCM8's were embarked on HMAS KANIMBLA.

### **RBS 70 Surface-to-Air Weapon System**

**Farewelled Australia:** 23 January 2003

**Arrived Middle East:** 20 Feb 2003

**Due to Return to Australia:** Mid July

**Number Personnel:** Approximately 350

**Drawn From:** HMAS Kanimbla – Fleet Base East, NSW  
Seaking Helicopter – HMAS Albatross, NSW  
LCM-8 – Townsville, QLD  
RBS 70 – 16<sup>th</sup> Air Defence Regiment, SA



### **Key Contributions:**

- HMAS Kanimbla operated as a Command Platform. The Commander, Task Group, directed and controlled Australian and other warships that enforced the United Nations sanctions against Iraq
- HMAS Kanimbla in conjunction with HMA Ships Anzac and Darwin operated closely throughout operations to clear a number of Iraqi Dhows.
- A significant event occurred on the night of 21 March 2003 when boarding parties from HMAS Kanimbla, working with US allies intercepted a barge with two tugs carrying a large number of sea mines as well as a number of Iraqi military personnel.
- HMAS Kanimbla provided command and control support for the Coalition boarding parties clearing out the KHOWR ABD ALLAH waterway.

- LCM8s at the Port of Umm Qsar provided valuable support to the Clearance Diving Teams, providing logistics support and work platform facilities.
- For Operation Baghdad Assist, contingency stocks of medical supplies from HMAS Kanimbla were used.
- Conducted KAA guardship duties
- Conducted Ridged Hull Inflatable Boats (RHIB) patrols



## **HMAS ARUNTA**

### **OPERATION SLIPPER**

Eight Anzac Class frigates are being constructed in Australia as part of the overall plan to upgrade the Royal Australian Navy in the 1990s and as replacements for the now-decommissioned River Class destroyer escorts. A further two ships of the class have been built for the Royal New Zealand Navy.

Selected in 1989, the Anzac ship is based on the German Meko 200 frigate design. Modular construction methods are employed with sections for the ships fabricated in three locations - Williamstown in Victoria, Newcastle in New South Wales and Whangarei in New Zealand - prior to final assembly at Williamstown, Victoria.

HMAS ANZAC, the lead ship, entered service in 1996 with follow-on vessels to be delivered at the rate of approximately one per year. A "combined diesel or gas" (CODOG) propulsion plant enables the ship to sustain speeds of 27 knots and allows an operational range in excess of 6,000 nautical miles.

Each Anzac frigate is fitted with an advanced package of air surveillance radars, omni-directional hull mounted sonar and electronic support systems which interface with a state-of-the-art combat data system.

The ships' main armament comprises one five inch (127 mm) gun capable of firing 20 rounds per minute, ship launched torpedoes and a MK 41 vertical launch system for the Sea Sparrow point defence missile. A helicopter is embarked to enhance anti-submarine and anti-surface warfare capabilities, initially an S-70B-2 Seahawk will be carried by ANZAC, however this will be replaced in due course by a new type of intermediate helicopter equipped for surveillance and maritime strike.

**Farewelled Australia:** 24 June 2002

**Returned to Australia:** 2 December 2002

**Based:** Fleet Base West, HMAS Stirling

#### **Key Contributions:**

- Similar to HMAS Melbourne, ARUNTA was on station in the Gulf for approximately 136 Days of which approximately 104 were spent at sea
- Similarly to HMAS Melbourne, ARUNTA completed approximately 113 compliant boardings, approximately 186 non-compliant boardings and 16 boardings of diverted ships.

## **HMA SHIPS ANZAC AND DARWIN** **OPERATION SLIPPER THEN ASSIGNED TO FALCONER**

About 600 personnel embarked in Royal Australian Navy frigates HMA Ships Anzac and Darwin. These ships had been providing support to the Multinational Interception Force enforcing United Nations sanctions against Iraq.

Both HMA Ships Anzac and Darwin are based at Fleet Base West, WA

### **HMAS Darwin FFG 04**

The Royal Australian Navy operates six *Adelaide* Class guided missile frigates (FFG) divided between Navy's two main bases; Fleet Base East in Sydney and Fleet Base West in Perth.

The *Adelaide* Class frigates are based on the US Navy *Oliver Hazard Perry* design. The first four ships of the class were built in the USA with subsequent modifications undertaken in Australia. The last two were constructed in Australia with all modifications incorporated.

Each FFG is a long-range escort ship with roles including:

- air defence,
- anti-submarine warfare,
- surveillance,
- interdiction, and
- Reconnaissance.

The ship is capable of countering simultaneous threats from the air, surface and sub-surface. For long range tasks, the FFG is equipped with a flight deck and hangers for two S-70B-2 Seahawk helicopters.

## **HMAS Anzac FFH 150**

Selected in 1989, the *Anzac* class ship is based on the German *Meko 200* frigate design. HMAS ANZAC, the lead ship, entered service in 1996. A "combined diesel or gas" (CODOG) propulsion plant enables the ship to sustain speeds of 27 knots and allows an operational range in excess of 6,000 nautical miles.

Each *Anzac* frigate is fitted with an advanced package of air surveillance radars, omni-directional hull mounted sonar and electronic support systems which interface with a state-of-the-art combat data system.

The ships' main armament comprises one five inch (127 mm) gun capable of firing 20 rounds per minute, ship launched torpedoes and a MK 41 vertical launch system for the Sea Sparrow point defence missile. A helicopter is embarked to enhance its anti-submarine and anti-surface warfare capabilities. An S-70B-2 Seahawk was carried by ANZAC.

## **HISTORY**

### **ANZAC I**

- April 1917 she became leader of the 14th Destroyer Flotilla. The flotilla based on Scapa Flow operated as an anti - submarine group.
- In 1919 she was presented to the Australian Government
- Except for visits to New Guinea New Britain Solomons area in 1924, 1926 and 1930, the remainder of her sea going service was spent in Australian east coast waters.
- The ship paid off on 4 August 1926 and recommissioned on 10 January 1928. ANZAC paid off for disposal on 30th July 1931.

### **ANZAC II**

- HMAS ANZAC commissioned at Williamstown Dockyard on 14 March 1951
- ANZAC departed 30 July 1951 for service in Korean waters, arriving at Sasebo, Japan, on 14 August via Hong Kong.
- At 1815 on 6 September the Commonwealth Ensign was broken at the fore and "for the first time the guns of ANZAC opened fire on the enemy".
- On 1 September 1952 ANZAC departed Sydney for Sasebo to begin her second tour of duty in Korean waters.

- On 4 October 1952, ANZAC completed her period of patrol.
- On 3 July 1953 ANZAC entered Sydney Harbour following an absence of 305 days. Of these 228 were spent at sea, 40 of them on patrol in the combat areas. During the entire period she steamed 57,865 miles.
- In the first of the only two offensive actions undertaken by RAN ships during the Malayan Emergency (1948) ANZAC and TOBRUK bombarded terrorist positions south of Jason Bay in Johore State on 29 September 1956. ANZAC served in Far East waters until November 1956, when she returned to Australia.
- ANZAC returned to Singapore in April 1957 to begin another tour of duty in the Far East.
- Between 1 April and 24 April 1963 the ship underwent modifications at Williamstown to fit her for a wider training role. Initially she then became responsible for the training of cadets, ordinary seamen and higher rates (ie, higher ranking seamen). Later the ship also took on the task of sea training of Royal Australian Naval Reserve (RANR) officers and Midshipmen. Her primary task became the training of junior officers and ordinary seamen.
- A new role was undertaken in October and November 1966 when ANZAC carried out survey duties off the north west coast of Australia.
- After refitting from December 1967 to April 1968, ANZAC proceeded to Vietnam in June escorting the troop carrier HMAS SYDNEY.
- In August 1969 ANZAC participated in the search for survivors of MV NOONGAH which sank in rough seas off the New South Wales coast on 25 August.
- On 11 August 1974 ANZAC had steamed 693,582.1 miles since commissioning. The ship finally paid off at Sydney on 4 October 1974

### **816 Squadron S-70B-2 Seahawk Helicopter**

Seahawk submarines are involved in anti-submarine warfare (ASW) and anti-shipping surveillance and targeting (ASST).

In addition, the aircraft has limited capabilities to perform the secondary roles of:

- medium lift utility support;
- search and rescue (SAR);

- medical evacuation (MEDIVAC); and troop transport.
- The S-70B-2 Seahawk helicopter of the Royal Australian Navy's 816 Squadron is an extremely flexible naval helicopter which incorporates the necessary capabilities to operate offensively in the highly dynamic surface and sub-surface environments, or defensively as a key part of an anti-submarine action.
- Intended for both autonomous and direct support tactical operations at sea a ship's flight may either operate independently to, or as an integral component of, its parent ship and other fleet units.
- The Seahawk provides the FFG/FFH Commander with a formidable weapon system that incorporates the very latest in design and technology. With its unique sensor suite and integrated weapon system, it extends and expands the war fighting capabilities of the parent ship well beyond the horizon. Together with the highly skilled maintainers and aircrew of HS 816 Squadron, the S-70B-2 Seahawk will form the mainstay of the Fleet Air Arm for the next twenty years.
- One Seahawk helicopter is embarked on each of HMAS Darwin, Anzac and Sydney. For MIF operations the Seahawks provide force protection for boarding operations, troop lift and logistic support.

**First tour ANZAC returned to Australia:** 24 November 2001

**ANZAC and DARWIN Farewelled Australia:** 28 October 2002

**Arrived Middle East:** 8 November 2002

**Returned to Australia:** 17 May 2003

**Number Personnel:** Approximately 600

**Drawn From:** Fleet Base West, Western Australia

**Role:** Maritime patrol of the Northern Persian Gulf and the KHOWR ABD ALLAH (KAA) waterway.

**Key Contributions:**

- Deployed to the Gulf region under Operation SLIPPER and subsequently assigned to Operation FALCONER.

- HMAS ANZAC provided naval gunfire support to British Commandos operating on the Al Faw Peninsula on two occasions engaging a number of targets such as enemy bunkers, artillery positions and coastal defensive positions.
- These were the RAN'S first combat naval gunfire support missions since the Vietnam War.
- HMAS ANZAC and DARWIN provided force protection for Coalition naval assets in the Northern Persian Gulf.
- Throughout the conflict DARWIN and ANZAC patrolled the Northern Persian Gulf region intercepting a range of sea craft from small local fishing boats to ocean going merchant ships.



**NAVY CLEARANCE DIVER TEAM**  
**OPERATION BASTILLE / OPERATION FALCONER**

A Navy clearance diver team capable of locating, rendering safe and disposing of mines, based out of both HMAS Stirling, WA and HMAS Waterhen, NSW

The Clearance Diving Teams' roles include Mine Counter Measures (MCM) and Explosive Ordnance Disposal (EOD), including:

- Location and disposal of sea mines in shallow waters,
- Rendering safe and recovering enemy mines,
- The search for and disposal of ordnance below the high water mark,
- Clearance of surface ordnance in port or on naval facilities,
- Search for, rendering safe or disposal of all ordnance in RAN ships and facilities, including the removal of Improvised Explosive Devices (IEDs).

The RAN has two fully operational Clearance Diving Teams (AUSCDT). AUSCDT ONE is based at HMAS Waterhen in Sydney and AUSCDT FOUR is based at HMAS Stirling in Western Australia.

**Farewelled Australia:** 14 February 2003

**Arrived Middle East:** 21 February 2003

**Returned Australia:** 30 May 2003

**Number of Personnel:** 28

**Drawn From:** HMAS Stirling, WA and HMAS Waterhen, NSW

**Role:** Shallow-water Mine Counter Measures and Explosive Ordnance Disposal.

**Key Contributions:**

- Mine clearance operations in Port of UMM QASR, KAA and in support British forces in KHAWR AZ ZUBAYR (KAZ) waterway.
- Explosive Ordnance Disposal of discarded munitions in the Port of UMM QASR including the discovery of a sunken Iraqi vessel with mines on board.

- Integral to mine clearing operations in the Umm Qasr Port and connecting waterways.
- The rapid clearance of mines in the Umm Qasr Port allowed humanitarian shipping to berth at the port at the earliest opportunity.
- After the mine clearance operations were completed, the Clearance Diving Team was employed in the location and disposal of ordnance in and around the port area.



**SPECIAL FORCES TASK GROUP**  
**OPERATION SLIPPER , BASTILLE AND FALCONER**

**OPERATION SLIPPER**

<b>Initial Deployment Farewelled Australia:</b>	22 October 2001
<b>Initial Deployment Returned to Australia:</b>	4 April 2002
<b>1st Rotation Farewelled Australia:</b>	28 March 2002
<b>1st Rotation Returned to Australia:</b>	30 August 2002
<b>2<sup>nd</sup> Rotation Farewelled Australia:</b>	July/August 2002
<b>2<sup>nd</sup> Rotation Returned to Australia:</b>	17 December 2002
<b>Number of Personnel:</b>	approximately 150 each rotation
<b>Based:</b>	Campbell Barracks, Swanbourne, WA

**Key Events:**

- February 16 2002 – Death of SGT Andrew Russell in an anti-vehicle mine incident
- Operation Anaconda
  - involved some 2000 US, coalition and Afghan personnel
  - Australia's Special Forces provided special reconnaissance and direct action support to Coalition ground forces through the co-ordination of air strikes
  - Australia's Special Forces mission centred on conducting cut-off operations against enemy forces attempting to escape the battle area
  - Tasks ranged from directing air strikes by fast jets and attack helicopters, through to direct fire with personal and section weapons.
- Operation Condor – launched as a result of SASR contacts
- LTCOL Rowan Tink awarded the Bronze Star for his role in the planning and execution of Operation Anaconda
- SGT Matthew Bouillaut was awarded the Distinguished Service Cross for leadership in action
- LTCOL Peter 'Gus' Gilmore received a US Bronze Star for Meritorious Service as the Commander Task Force 64 and the Distinguished Service Cross for distinguished command and

leadership in action as the Commander of the Special Forces Task Group on Operation SLIPPER.

- Signelman Martin Wallace awarded Medal for Gallantry. For gallantry in action in hazardous circumstances while undertaking communications responsibilities in Afghanistan during Operation SLIPPER.
- MAJ Daniel McDaniel awarded Distinguished Service Medal. For distinguished leadership in action while commanding the 1<sup>st</sup> Special Air Service Squadron in Afghanistan during Operation SLIPPER
- WO2 Mark Keily awarded Medal of the order of Australia in the Military Division. For meritorious service to the Australian Defence Force while employed as a Sergeant Major in the Special Air Service Regiment.
- SAS Regiment received a Meritorious Unit Citation for the outstanding contribution of the entire SAS Regiment during Operation Slipper. Unit citations recognise Gallantry in action or outstanding service in war like operations by units or sub units of the ADF or the Defence Forces of other countries.

### **OPERATION BASTILLE / OPERATION FALCONER**

A Special Forces Task Group of about 500 personnel comprised:

- a Special Air Service Squadron;
- CH-47 troop-lift helicopters and personnel from 5th Aviation Regiment;
- specialist troops to deal with the threat of weapons of mass destruction drawn from the newly-established Incident Response Regiment;
- a quick reaction support force drawn from the Holsworthy-based 4RAR
- Commando unit; and
- Combat service support personnel for communications and logistical support with personnel drawn from army units around Australia.

### **SAS Squadron**

Based in Perth, the Special Air Service Regiment provides a long range small group reconnaissance and surveillance capability. SAS elements

can also conduct limited direct action offensive operations. In addition, SASR provides the Tactical Assault Group (West) for Counter-Terrorism tasks.

**Farewelled Australia:** 24 January 2003

**Arrived Middle East:** 11 February 2003

**Returned Australia:** 18 May 2003

**Number Personnel:** Approximately 150

**Drawn From:** Campbell Barracks, Swanborne, WA

**Role:** Conducting deep reconnaissance and surveillance missions in Western Iraq in order to deny Iraq the ability to launch Theatre Ballistic Missiles.

**Key Contributions:**

- With other Coalition SF elements, neutralised the Iraqi Theatre Ballistic capabilities in the West of Iraq.
- Conducted strategic Reconnaissance and coordinated air strikes against enemy installations.
- Direct Action against enemy installations and associated forces.
- Exploitation of the second largest airbase in Iraq - AL ASAD airfield. The discovery of over 50 MIG aircraft at AL Asad Air Base and nearly 8 million kilograms (8, 000 tonnes) of explosive ordnance was a major achievement.
- Interdiction operations on highways in Western Iraq.

**CH-47D Helicopter (Chinook)**

The CH47, or Chinook, helicopters provide the army with a medium lift capability.

The Chinook has proven itself as a workhorse with the 3<sup>rd</sup> Brigade in Townsville and variations of the aircraft have been in service since the Vietnam War.

The current Chinook variant is one of the latest additions to Australia's army aviation capability.

The CH47D Chinook helicopter is based in Townsville as part of the Army's 5<sup>th</sup> Aviation Regiment.

The Chinook has the capacity to lift up to 11.7 Tons, carrying internal and/or external loads, or 30 combat troops.

Over time, the Chinook has consistently proven to be a reliable and capable aircraft worldwide, having been used in conflicts such as the Falklands and the Gulf war.

**Farewelled Australia:** 11 February 2003

**Arrived Middle East:** 20 February 2003

**Returned to Australia:** 22 May 2003

**Number Personnel:** Approximately 80

**Drawn From:** The Army's 5<sup>th</sup> Aviation Regiment in Townsville

**Role:** Provided critical combat service support in the rear areas of the operation to free the US/UK aircraft for combat tasking.

**Key Contributions:**

- Integral part of the task group and provided a considerable contribution to the Coalition effort.
- The CH-47 Chinooks remained in support of Australian Special Forces throughout the conflict providing valuable stores and personnel transfers throughout the MEAO.
- The skill of both flight crew and the robust nature of the CH47 provided the Task Group with a superior logistics support capability in extreme conditions.

**Incident Response Regiment**

The Incident Response Regiment is able to respond to chemical, biological, radiological, nuclear or explosive incidents both domestically and in support of Australian forces deployed overseas in a high threat environment.

Australia developed significant chemical, biological and radiological capabilities to respond to any potential incident during the Sydney 2000 Olympic Games and built on those immediately after September 11 in support of the Commonwealth Heads of Government Meeting, held in Queensland in February 2002.

The Federal 2002-03 Budget included \$121 million over four years to make permanent the ADF's capability.

The IRR includes intelligence, signals, medical, nursing, ordnance, transport, electrical and mechanical engineers, scientists and catering officers.

The regiment is defensive and protective by design and has no offensive capability.

Its personnel are able to conduct high risk searches with detection equipment and dogs, disarm and dispose of a device, decontaminate and treat victims and the exposed area and analyse the hazardous material on site. They are also able to assist State/Territory authorities to respond to emergencies with fire fighting, aircraft and vehicle crash rescue and urban search and rescue expertise.

As a rapid response organisation, elements of the regiment are maintained on short notices to move to incident sites at all times.

<b>Farewelled Australia:</b>	14 February 2003
<b>Returned to Australia:</b>	20 May 2003
<b>Number Personnel:</b>	Approximately 80
<b>Drawn From:</b>	Holsworthy Army Barracks, NSW
<b>Role:</b>	To deploy at short notice to assist in the detection of weapons of mass destruction associated with materials that may have been discovered by the SAS.
<b>Key Contributions:</b>	Assisted with the search and clearance of Al ASAD Airbase.

### **Commandos**

Based at Holsworthy, Sydney, the 4<sup>th</sup> Battalion Royal Australian Regiment (Commando) provide large group strike, offensive and recovery capability. Commandos have the ability to operate on the ground, in a maritime environment and have a parachute capability. In addition, commandos provide the Tactical Assault Group (East) for Counter-Terrorism tasks.

<b>Farewelled Australia:</b>	14 February 2003
<b>Returned Australia:</b>	20 May 2003
<b>Number Personnel:</b>	Approximately 80
<b>Drawn from:</b>	Commando Platoon, 4RAR, Holsworthy Army Barracks, NSW
<b>Role:</b>	Quick reaction force in support of Special Force (SAS) operations

(including Force Protection and Combat Search and Rescue roles).

**Key Contributions:**

- Assisted SAS in securing and clearing the AL ASAD airfield. Provided security detachment in support of Operation BAGHDAD ASSIST – humanitarian flight into BAGHDAD International Airport.
- An element also moved to Iraq to undertake interim Baghdad Security Detachment in support of the Australian Representative Mission in Baghdad.

**Combat Service Support Elements**

Created by combining elements from nine units across four states, the Combat Service Support Group (CSSG) is a significant part of the Special Forces Task Group.

The CSSG provides a number of specialised capabilities.

These include:

- The provision of communications support to the SFTG,
- Ordering stores from local providers as well as procuring them through the Defence system and coordinating their transport across a 15-thousand kilometre air-bridge between the Australia and Middle East.
- Warehousing, managing freight distribution, managing and handling ammunition and stores, and
- The provision of resupply through air-drop to troops on operations in Iraq.

<b>Farewelled Australia:</b>	14 February 2003
<b>Returned Australia:</b>	20 May 2003
<b>Number Personnel:</b>	Approximately 77 people
<b>Drawn from:</b>	Drawn from nine Army units across four states
<b>Role:</b>	Provided communications, combat services and logistical support to SF assets.

**Key Contributions:**

- Supported SF elements for both Operation BASTILLE and Operation FALCONER during their deployment and subsequent operations in the Iraqi Western Desert and Baghdad.

**Command Planning and Logistics Staff**

This staff provided the logistical and command support for Special Forces Operations

**Farewelled Australia:** 14 February 2003

**Returned Australia:** 20 May 2003

**Number Personnel:** Approximately 40



## **F/A -18 HORNET SQUADRON**

### **OPERATION SLIPPER, BASTILLE AND FALCONER**

The F/A-18 Hornet, based at Williamtown, New South Wales, and Tindal, Northern Territory, is a multi-role fighter. It is designed for both air-to-air and air-to-ground missions and is one of the most potent fighter and accurate strike aircraft in the world.

It is capable of air interception, air combat, close air support of ground troops and interdiction of enemy supply lines including maritime strike.

The F/A-18 is equipped with a selection of precision weapons and a range of air-to-air and air-to-surface missiles, laser guided and conventional bombs and is armed with a 20mm nose-mounted cannon for ground and airborne targets. The F/A 18 has the ability to reach speeds of Mach 1.75.

The F/A-18 is also capable of air-to-air refuelling.

### **HISTORY A21 F/A-18 Hornet**

- On October 20 1981, the Hornet was selected.
- The Australian Hornet program was for the first two aircraft to be entirely assembled by McDonnell Douglas (McAir) in the USA with the remaining 73 to be assembled by the Government Aircraft Factories (GAF) in Victoria.
- No 2 OCU began the first RAAF Hornet conversion course at Williamtown on August 19 1985. The F-18 simulator was installed later that year and on November 25, the first single-seater A21-1 (c/n AF-1) was accepted.
- The first operational RAAF Hornet unit was No 3 Sqn, reformed at Williamtown.
- The next unit to re-equip was No 77 Sqn at Williamtown in May 1987.
- The final RAAF Hornet unit was No 75 Sqn.
- A further unit marking was 75's magpie, with a flash on the spine. No 75 Sqn commenced operations at RAAF Tindal with Hornets in September 1988.

- Each squadron is allocated one or two duals, ARDU operate one and the remainder equip 2OCU for their primary role of type conversion.
- In 1991 the RAAF commenced Forward Looking Infra-Red (FLIR) pod operations with the Hornet. This pod enables the pilot to navigate and acquire the target at night by the passive use of FLIR, which is displayed on the Head Up Display. The target can then be designated with a laser spot tracker for the guidance of laser guided munitions.
- RAAF Hornets from TFG maintain a presence for the five-power Integrated Air Defence System (IADS) at Butterworth, Malaysia and Singapore, with deployments several times a year.

### **OPERATION SLIPPER**

**Initial deployment farewelled Australia:** 9 November 2001

**Initial deployment returned to Australia:** 17 February 2002

**1<sup>st</sup> Rotation returned to Australian:** 21 May 2002

**Based:** RAAF Base Williamtown, NSW

**Number of Hornets deployed:** 4

**Operated from:** Diego Garcia

**Role:** combat air patrols

### **OPERATION BASTILLE / OPERATION FALCONER**

**Farewelled Australia:** 8 February 2003

**Arrived Middle East:** 14- 16 February 03

**Returned to Australia:** 15 May 2003

**Number Personnel:** About 250 airmen and women and support crews deployed with a squadron of 14 F/A-18 Royal Australian Air Force Hornet fighter aircraft.

**Drawn from:** RAAF Base Tindal, NT with support personnel drawn from RAAF units around Australia.

**Role:** Strike missions against fixed military targets, Close Air Support to ground forces, Interdiction against ground forces, and Defensive Counter Air (DCA) missions.

**Key Contributions:**

- First Australian fighter deployment to a war zone since 77 Squadron in the Korean War, 50 years ago.
- The F/A 18 aircraft were the first Australian aircraft to drop bombs in a war zone since 2 Squadron Canberra bombers in the Vietnam War.
- Hornets flew over 670 sorties and 2300 hours during the deployment.
- The Hornets flew in excess of 350 combat sorties over Iraq totaling approximately 1800 hours during Operation FALCONER.
- Many defensive counter air sorties were flown protecting coalition ground and high value airborne assets throughout the conflict
- The F/A18 aircraft were the first coalition aircraft to fly defensive counter air missions loaded with air to ground ordinance.
- The F/A 18 aircraft completed multiple air to surface sorties and dropped precision guided weapons on fixed targets such as military installations. These aircraft also completed many sorties in support of ground forces, attacking mobile targets such as tanks, artillery and anti-aircraft systems.
- Military targets were located throughout Iraq. These included targets in the vicinity of ALKut, Baghdad, AL Amarah, Tikrit, Habbiniyah Dam, AL Asad airfield, AL Rasheed airfield (in Baghdad) and many targets in between these areas.
- Engagement of military targets in support of the Coalition ground manoeuvre.
- Engagement of Time Sensitive Targets during Defensive Counter Air missions.



## **RAAF C130 HERCULES TRANSPORT AIRCRAFT OPERATION SLIPPER, BASTILLE AND FALCONER**

### **C-130H Hercules**

The primary role of the C130-H is the movement of personnel and equipment within a discreet Area of Operations, known as Tactical Transport lift. This includes the ability to air drop both equipment and personnel, if required.

Both C130H aircraft and C130J aircraft have been deployed on OPERATION FALCONER

As CAF outlined, the C130H aircraft are more suited to the expected task to be undertaken in the area of operations. The C130Js are more suited to the long-haul task from Australia due to their high speed and better range and payload capabilities.

Operating under No. 86 Wing of the Air Lift Group, No 36 Squadron based at Richmond, New South Wales, has been flying C-130H Hercules since 1976.

These aircraft are amongst the most capable tactical transport aircraft in the world due to a series of rolling upgrades and modifications.

The H-model provides a valuable combination of medium to long range transport with an excellent short unsealed runway capability.

The C 130-H has proven its ability to fulfil a number of important peacetime roles. These include:

- Search and Survivor Assistance,
- Disaster Relief, and
- Medical Evacuation.

### **C-130J Hercules**

The C130J is employed to provide sustainment between Australia and the Middle East and is capable of undertaking suitable logistic support tasks in-theatre.

The Lockheed C-130J entered service with the Royal Australian Air Force in 1999, replacing the C-130-E.

Operated by No.37 Squadron, based at Richmond, New South Wales, the C-130J is the most comprehensive update of the Hercules aircraft

with a new two-crew flight compartment and turbo prop engines that drive six-blade propellers.

The C130-J is a multi-role transport aircraft providing strategic air support to the ADF throughout the world, search and survivor assistance, aeromedical evacuation and an excellent platform to transport aid and assistance.

### **OPERATION SLIPPER**

<b>Number of aircraft involved:</b>	One C130-H per month
<b>Number of personnel:</b>	Crew of 11 per sortie from 36SQN plus support personnel.
<b>Locations working:</b>	Diego Garcia, Kuwait, Dubai (UAE), Kandahar (Afghan), Kabul (Afghan), Bagram (Afghan), Manas (Krygystan).

#### **Contribution:**

- ADF initial deployment into Diego Garcia, and the Persian Gulf.
- VIP transport into Afghanistan and Manus. Special Forces and Hornet deployment resupply.
- Use of ADF C130s for these missions reinforces the Australian Governments commitment to the war on terrorism. Sorties into Afghanistan transit through a potential hostile air threat and requires specialist crews and equipment to reduce the risk.

### **OPERATION BASTILLE / OPERATION FALCONER**

<b>Farewell Australia:</b>	7 February 2003
<b>Arrived Middle East:</b>	10-11 Feb 2003
<b>Number Personnel:</b>	About 150 personnel deployed with three RAAF C130 Hercules transport aircraft.
<b>Drawn From:</b>	RAAF Base Richmond, NSW with support personnel drawn from RAAF units around Australia.

#### **Key Contributions:**

- First C130 arrived in theatre on 10 February
- First C130 mission on 22 February

- Passed 1,000,000 lbs carried and over 500 pax on 19 March
- First mission into Iraq (Tallil) on 30 March
- First mission into Baghdad 12 April
- Passed 2,000,000 lbs carried and over 700 pax on 10 April
- RAAF C130 flew first fixed wing coalition aero-medical evacuation out of Baghdad on 14 April
- 2,270,000 lbs carried and over 900 pax as at 15 April
- Flew 100th mission on 17 April
- As at 27 May 03, carried over 4 million pounds of cargo and over 2500 passengers.



## **P-3C ORION MARITIME PATROL AIRCRAFT OPERATION SLIPPER AND FALCONER**

The P-3 Orion is the workhorse of the Royal Australian Air Force Maritime Patrol Group, based at Edinburgh, South Australia. An extremely versatile aircraft, the Orion performs well in a multitude of roles including:

- Under Sea Warfare,
- Surface Warfare,
- Maritime Surveillance,
- Naval Fleet Support, and
- Search and Survivor Supply.

The Orion may work alone, or in conjunction with other aircraft or ships.

The significantly upgraded Australian Orions, designated AP-3C, were introduced into service in 2002 and are fitted with a variety of sensors, including digital multi-mode radar, electronic support measures, electro-optics detection, acoustic and magnetic detection equipment.

The Orion fleet is generally employed on long-range maritime patrol operations.

Two P-3 Orions are conducting maritime patrol operations in the Persian Gulf.

### **History of the A9 Lockheed P-3 Orion**

- In November 1964 the RAAF selected the Orion to replace the Neptunes of 11 Squadron at RAAF Base Richmond.
- The new base at Edinburgh allowed 11 Squadron's Orions to rapidly deploy to any part of the Australian coastline on maritime patrol duties. The high performance Allison T56-A-14 engines gave both a fast transit speed and a long range. As well as anti-submarine warfare (ASW) and search and rescue (SAR), coastal surveillance assumed an increasingly important role.
- Eight of the latest version of the Orion, the P-3C, were ordered in March 1975.

- The decision was then made to base all the Orions at RAAF Edinburgh, and in September 1976, the P-3C order was increased to ten aircraft.
- The P-3C again differed a little externally from the P-3B, but offered a quantum leap forward in electronics and processing capability, which allowed a reduction in crew from 12 to 10. The P-3C also introduced to service the Australian Barra passive sonobuoy system, and for search and surveillance missions was equipped with an infra-red detection system. Another improvement was the capability of launching the Harpoon air-to-surface missile (ASM) up to 100km from its target.

**Farewelled Australia:** 14 January 2003 as part of OPERATION SLIPPER

**Arrived Middle East:** 17 -18 Jan 03

**Number Personnel:** About 150 personnel deployed with two P-3C Orion maritime patrol aircraft.

**Drawn From:** RAAF Base Edinburgh, SA with support personnel drawn from RAAF units around Australia.

**Role:** Maritime Surveillance

**Key Contributions:**

- 27 February P3 Orion Aircraft have had a 100% mission completion rate since their arrival
- Providing support to maritime operations in the Gulf
- P3C Orion's providing maritime surveillance providing key information about enemy movements
- Have flown long duration surveillance flights in support of a Coalition fleet in the Northern Gulf
- As at 11 April have flown well over 500 hours of operational sorties and have maintained an aircraft serviceability of 98%



**AIR FORWARD COMMAND ELEMENT**  
**OPERATION BASTILLE / OPERATION FALCONER**

An Air Forward Command Element responsible for coordinating air operations with coalition partners and providing national control of RAAF assets.

Normal operating procedures for Royal Australian Air Force deployments include a command element. The command element is responsible for coordinating Australian Defence Force air command operations with coalition partners and provides national control of deployed Air Force assets.

The Air Forward Command Element is also responsible for liaising with coalition partners and the Australian National Command element in the planning and scheduling of missions and the reporting of completed missions for RAAF aircraft.

The command element is also responsible for the administration of its personnel including their rations, accommodation and medical requirements. Other tasks of the command element include logistics planning which ensures that there are adequate resources for its personnel and RAAF aircraft.

**Number Personnel:** Approximately 42 personnel

**Drawn From:** RAAF units around Australia

**Role:** Embedded with the Combined Air Operations Centre (CAOC) in order to assist with the tasking of all ADF air assets.

## **RAAF EXPEDITIONARY COMBAT SUPPORT SQUADRON** **OPERATION FALCONER**

A RAAF Expeditionary Combat Support Squadron that provided security, logistics, airfield engineering, administrative, medical, communications, environmental health, emergency response and recovery and facilities support in various locations.

Combat Support Group (CSG) is the largest force element group within Air Force and has its headquarters at RAAF Base Amberley in south-east Queensland. CSG has subordinate units and personnel located around Australia and in Butterworth, Malaysia.

CSG provides readily deployable support services for airfield operations either in Australia or overseas. CSG supplies the Air Force with personnel and equipment to provide vital services such as airfield communications and navigation aids; aircraft loading and unloading; air traffic control and airfield fire services; aircraft and airfield security; health support and aeromedical evacuation crews; accommodation, messing and supplies.

A number of CSG personnel are embedded within the Air Force elements on Operation FALCONER.

**Farewelled Australia:** The ECSS Squadron were farewelled from Australia with departing RAAF Squadrons, ie, F/A 18 Squadrons, P3C Squadrons, C130 Squadron and Air Traffic Control elements.

**Arrived Middle East:** 6 -19 February 2003

**Returned Australia:** 22 May 2003

**Number Personnel:** Approximately 79 personnel supported the F/A18 deployment  
Approximately 75 personnel supported the P3C deployment  
Approximately 66 personnel supported the C130 deployment

**Drawn From:** Personnel being drawn from RAAF units around Australia.

**Role:**

Provided a diverse range of services in various locations throughout the Middle East including: command and control, security, logistics, technical, airfield engineering, administrative, medical, communications, operations, environmental health, airfield emergency response and recovery, and facilities/works.

**Key Contributions:**

- The Air Force's operational flying activities rely heavily on the contribution provided by its combat support personnel.
- Aircrew and aircraft could not fly around the clock and achieve the outstanding operational successes as they did in the Middle East without the Air Force combat support teams working by their side 24 hours a day. It was truly a combined and seamless team effort.

## **B707 ELEMENT** **OPERATION SLIPPER**

The RAAF's Boeing 707 aircraft are used for long range air transport and aerial refuelling. As tankers, the Boeing 707 significantly increases the range and endurance of Australia's front line fighter force and coalition compatible aircraft.

<b>Initial deployment farewelled Australia:</b>	15 March 2002
<b>1<sup>st</sup> rotation farewelled Australia:</b>	18 June 2002
<b>Initial deployment returned to Australia:</b>	3 July 2002
<b>1<sup>st</sup> rotation returned to Australia:</b>	29 September 2002
<b>Based:</b>	No 84 Wing, RAAF Base Richmond
<b>Operated from:</b>	Manas, Krygystan
<b>Role:</b>	Air to air refuelling operations

### **Contributions:**

- Throughout the operation conducted refuelling operations with French Mirage aircraft and F/A-18s from US Navy and United States Marine Corp
- Total fuel offloaded to Coalition fighters exceeded six million pounds in over 800 top ups of coalition aircraft over Afghanistan
- No 84 Wing presented with a meritorious unit citation by PM for sustained outstanding service during war like operations over Afghanistan.



## **OPERATION FALCONER**

### **AUSTRALIAN NATIONAL HEADQUARTERS**

An Australian National Headquarters headed by the Australian National Commander Middle East Area of Operations, Air Commodore Graham Bentley.

**Number Personnel:** approximately 60 personnel

**Drawn From:** Personnel drawn from ADF units around Australia.

#### **Contributions/Milestones:**

- The National Headquarters has ensured that all Australian Force Elements in the Middle East Area of Operations

## **TRANSITION FROM COMBAT OPERATIONS IN IRAQ**

Following the transition from combat operations in Iraq, Australian Defence Force contribution in Iraq will comprise the following:

- HMAS Sydney with a Naval task group command element and a logistics support element. Approximately 230 personnel on board, HMAS Sydney is based at Fleet Base East, NSW.  
HMAS Sydney is one of the RAN's six Adelaide Class frigates, capable of surveillance, patrol, response and escort duties, and can be used against air, surface and submarine threats.  
She is armed with a 76-millimetre rapid-fire gun, standard surface-to-air and Harpoon anti-ship missiles, and the Vulcan Phalanx close-in weapons system.  
For this deployment, HMAS Sydney is also carrying a Seahawk helicopter with flight and maintenance crew.
- Two C130 Hercules transport aircraft, based at RAAF Base Richmond, NSW
- Two P3C Orion maritime surveillance aircraft and support crew. Based at RAAF Base Edinburgh.
- An Air traffic control element and support crew of 60 personnel. The Air Traffic Control Element is made up of both air traffic control and support personnel drawn from Air Force Expeditionary Combat Support Squadrons (ECSS) around Australia.
- A smaller Australian National Headquarters and logistic element headed by Air Commodore Graham Bentley, Australian National Commander – Middle East area of operations.

- Three ADF representatives in the Office of Reconstruction and Humanitarian Assistance.
- A Temporary military liaison officer to the Australian Representative Office in Baghdad.
- A team of 13 analysts and technical experts (12 from Defence and 1 from DFAT) to support the coalition effort to locate, identify and account for and subsequently destroy Iraq's weapons of mass destruction and programs.
- A security detachment of about 75 personnel to protect the Australian Representative Office in Baghdad, personnel drawn from Darwin, Townsville and Brisbane.

# **AUSTRALIAN DEFENCE FORCE FIRSTS** **DURING OPERATION FALCONER**

The Australian Defence Force experienced many firsts during its participation in Operation Falconer, Australia's contribution to the coalition to disarm Iraq.

## **NAVY**

- HMAS Anzac became the first RAN warship to fire its guns in combat since the Vietnam War.

## **ARMY**

- The capture of the Al Asad Air Base involved the largest concentration of Australian Special Forces in an area of operations in our military history. Australia's Special Air Service (SAS) Regiment captured this air base where they were joined by Commandos and the Incident Response Regiment detachment to search and secure it. While the SAS secured the air base, close air support was available to be provided to Australian troops for the first time by our own F/A-18 fighters.

## **AIR FORCE**

- The Operation marked the first time since the Vietnam War that the Air Force had dropped munitions in a war zone.
- It was also the first time Australian fighters had participated in war operations since the early fifties.