

**BY ORDER OF THE COMMANDER
8TH FIGHTER WING**



AIR FORCE INSTRUCTION 11-418

**8TH FIGHTER WING
Supplement**

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OPERATIONS SUPERVISION

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(Colonel Kristopher W. Struve)

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Air Force Instruction (AFI) 11-418, Operations Supervision, is supplemented as follows. This supplement applies to all assigned, or associated units to the 8th Operations Group (8 OG), 8th Fighter Wing (8 FW), Kunsan Air Base, Korea. The waiver authority for this supplement is the 8th Operations Group Commander (8 OG/CC). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route the AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

The publication has been substantially revised and must be completely reviewed. Major changes include: Minimum flying unit supervision requirements and SOF start times. Deletes guidance already contained in other regulations.

2.1.2. Upon approval by the 8 OG/CC, all SOF upgradees (both assigned and tenant unit) will follow the 8 FW SOF certification program (Reference section 6.6 of this document and the 8 FW Flying Training Syllabus).

2.2.2. The 8 OG/CC approves Stan/Eval Chiefs (CCV) to also fulfill Top 3 duties.

2.2.3. Conduct and document Top 3 training IAW the 8 FW Pilot Training Syllabus. Once training is complete, include the completed worksheet in the upgradee's gradebook and annotate on the Letter of Xs. There is no currency, crew rest, or duty day length associated with Top 3. **Table 1, Notes 1.1.** A local FCF requires a SOF. The Top 3 may act as the SOF from the duty desk if they are SOF qualified and have radio communication capability with the FCF pilot. **Table 1, Notes 1.2.** For deployments, cross-country departures, and local sorties outside of normal hours, 8 OG/CC may determine if a SOF is needed. If so, they must be in place 30 minutes prior to step until engine shutdown. For deployments and cross-country departures, the SOF (if required) and Top 3 will be in place from 30 minutes prior to step until 1 hour after takeoff. For redeployments or cross-country returns, SOF (if required) and Top 3 will be in place from 45 minutes prior to estimated arrival time until engine shutdown.

4.3.1.1. The opening SOF begins the tour 1+45 prior to the first scheduled takeoff or landing of 8 FW aircraft, whichever occurs earlier. The SOF will accomplish all items listed in the SOF Opening Checklist of the Quick Response Checklist (QRC). The SOF will brief the OG/CC and Operations Supervisors IAW the opening status no later than 1+10 prior to first takeoff. The SOF will notify squadron Operations Supervisors prior to step if the airfield status is Weather Hold.

4.3.1.2. When 8 FW and Republic of Korea Air Force (ROKAF) 38 Fighter Group (38 FG) are conducting simultaneous operations, SOFs of both units will coordinate on all matters. If there is a conflict, the 8 FW SOF has final decision authority

4.3.2.2. The 8 FW SOF will designate a daily alternate airfield (and whether the alternate is visual flight rules (VFR) or instrument flight rules (IFR) for fuel planning purposes) due to single runway operations at Kunsan.

4.3.2.3. When an alternate is required IAW AFI11-202V3 SOF's will designate IFR fuels. This requirement is independent of the field status.

4.3.3.1. Ice FOD Procedures: If the potential for Ice Foreign Object Damage (FOD) exists, 8 OSS/OSW will notify the 8FW SOF. 8 FW SOF is responsible for declaring Ice-FOD procedures based on current conditions and available data. When in effect, the SOF, Top 3s, and aircrew will execute Ice FOD Procedures in accordance with 11-2F-16V3 Chapter 8.

4.3.3.2. During Ice FOD procedures, the 8 FW SOF is responsible for orchestrating the flow of aircraft into the End of Runway (EOR) to ensure compliance with AFI 11-2F-16V3, *F-16-Operations Procedures*, and Technical Order (T.O.)1F-16CM-1, *F-16CM Flight Manual*, cold weather operations guidance. Objectives are to ensure timely arming of all outbound aircraft and to prevent extended delays outside of the EOR where an intake observer is not available. The ground controller in the tower will coordinate with the SOF for taxi of aircraft from parking to EOR. Once aircraft arrive in EOR, at least one dedicated individual per two aircraft will be in position to observe intakes.

4.3.3.3. The 8 FW SOF will also ensure intake monitors are present for aircraft waiting to hot pit during Ice-FOD procedures. The SOF will coordinate to ensure the designated cursory location is free of standing water, slush, snow, and ice.

4.3.4.1. Runway 36 is the primary instrument and preferred runway. The active runway will be changed when the steady state tailwind component is ten knots or greater. The SOF may delay runway change for safety.

4.3.5.1. The 8 OG/CC is responsible for aircraft recall. The SOF is accountable for recall execution. This does not limit the SOF's ability to initiate a recall for time sensitive situations or when unable to reach the 8 OG/CC. The SOF issues instructions through the Control Tower, Radar Approach Control (RAPCON), 8 FW Command Post (8 FW/CP), Cobra, and Pilsung range. The SOF notifies the squadron Top 3s of the recall. The SOF must ensure all airborne aircraft have been contacted

4.3.7.1. If conditions dictate a change of alternates or bingo fuel, the SOF ensures all airborne flights receive the new information. The SOF will follow the same contact procedures in paragraph [4.3.5.1](#).

4.3.7.2. SOFs designate a daily primary divert airfield and monitor all possible divert airfields in case the primary becomes unavailable.

4.3.7.3. To avoid confusion with Osan and Seosan AB, they are referred to by the SOF (and on Automated Terminal Information System (ATIS)) as "Osan" and "Haemi" respectively.

4.3.7.4. Under normal circumstances, the SOF chooses from the following (in order of precedence) when selecting divert/alternate airfields: Osan, Gwangju, Haemi, and Daegu AB. If circumstances preclude using the airfields listed above, the following are also acceptable divert/alternate airfields: Cheongju, Fukuoka (Japan), Gangneung, Iwakuni (Japan), Jungwon, Sacheon, Suwon, Tsuiki (Japan), Wonju, Yecheon, Yokota (Japan). Notify the 8 OG/CC (or designated representative) of the primary divert/alternate. Inform the 8 OG/CC (or designated representative) anytime the airfield status and/or divert changes. The following airfields are suitable emergency landing fields, but should not be selected as primary divert airfields: Camp Humphreys (A-551) Gimpo International Airport (IAP), Incheon IAP, Jeju IAP, Muan, Pohang and Seoul AB. Gimhae IAP may be considered as a divert/alternate airfield when the USAF detachment (Defense Contract Management Agency, DSN 787-4415) is conducting flight operations. At all other times, arresting cables will not be available and Gimhae IAP should be considered as an emergency-only airfield.

4.3.8.1. If aircraft are diverted, the SOF contacts the appropriate Top 3, 8 OG/CC, RAPCON, 8 FW/CP, and 8th OSS Airfield Management Operations (8 OSS/OSAM) and informs them of the aircraft call sign, type, number in the formation, munitions load, divert airfield, estimated fuel reserve upon arrival at the initial approach fix, and any other information pertinent to the specific situation. When divert is to a ROKAF base, SOFs contact ROKAF Senior Operations Duty Officer (SODO) as soon as possible for an immediate weather and airfield status update at the divert base. 8 OSS/OSAM uses every means available to ensure the Korean base understands the situation. Aircraft departures following divers require 8 OG/CC or designated representative approval prior to launching.

4.3.10.1. The SOF updates the Patriot Excalibur (PEX) flying schedule with actual takeoff and land times as time permits. If the SOF is task saturated and cannot record takeoff and landing times, Base Ops is the backup.

4.3.10.2. Each SOF will complete the Supervisor of Flying report. The closing SOF will finalize and send the report IAW the closing SOF checklist in the SOF QRC.

4.3.10.3. The SOF notifies 8 OG/OGV with any problems and/or malfunctions applicable to SOF facilities, forms (i.e., Flight Crew Information File (FCIF)s, publications, etc.) or equipment and logs the problem in the daily SOF report. Time permitting, the SOF will attempt to resolve the issue and log any progress in the SOF report. 8 OG/OGV will be responsible for ensuring all issues are resolved.

4.4.8.1. Each Top-3 will complete the End of Day report. The closing Top-3 will finalize and send the report IAW the closing Top-3 checklist

5.1.1.1. The SOF normally monitors SOF frequencies local UHF Ch 14 and local VHF Ch 14 (via headset). The SOF may monitor additional frequencies with emergency aircraft to provide emergency assistance. Local UHF Ch 12 may be used for a Single Frequency Approach. Pilots may talk to the Fire Chief on this frequency after landing.

6.2.3.1. The closing SOF is scheduled to have a minimum of one hour of additional duty day remaining beyond the expected end of the tour in order to provide SOF coverage for divers, late landings, or other unforeseen events.

6.2.3.2. Before assuming SOF duties, the SOF reviews the most current FCIF, Read File Index (RFI), and the SOF Read File in PEX and discusses equipment/operational abnormalities with Tower and RAPCON watch supervisors.

6.2.3.3. During weekend operations, or other operations outside of the normal weekly flying window that require a SOF, the SOF will contact 8 FW/CP each morning for a briefing on flying activities.

6.3.1.1. The Kunsan Air Traffic Control Tower is the primary SOF location.

6.3.2.1.1. The alternate SOF location is the SOF vehicle outside the RSU. The SOF provides transportation to tower personnel via the SOF vehicle if the tower vehicle is unavailable. If space is limited, the SOF will operate from the SOF vehicle outside the Runway Supervisory Unit (RSU). SOFs will park the truck as required to monitor takeoffs and landings. The SOF will carry the, SOF QRC, T.O. 1F-16CM-1, T.O. 1F-16CM-1CL, *F-16CM Flight Crew Checklist*, T.O. 1F-16CM-34-1-1CL-1, *Avionics and Nonnuclear Weapons Delivery Flight Crew Procedures*, 8 FW In-Flight Guide, and binoculars.

6.4.5.1. The 8 OG/OGV maintains the SOF Read File (Reference Index D), QRC, and all applicable publications listed in Index A (See FCIF library), as well as, all applicable flight information publications in the tower.

6.4.5.2. In addition to the hardcopy publications maintained in the tower, all applicable publications can be found electronically in the 8 OG/OGV E-Pubs Library (\\mlwx-fs-021v\8OG\OGV\E-Pubs Library) and/or 8 OG/OGV SharePoint page (<https://kunsan.eis.pacaf.af.mil/8OG/OGV/SitePages/Home.aspx>).

6.6.1.1. Conduct and document SOF training IAW the 8 FW Pilot Training Syllabus. Annotate certifications per para 6.5.5. A SOF will be considered “experienced” after 5 tours at Kunsan (or if previously qualified).

6.7.2.1. SOF’s will log their tour on a Training Accomplishment Report (TAR) in PEX after every SOF tour.

6.9.1.1. The 8 OG/OGV is the OPR for the SOF program.

8.5.1. The SOF QRC, developed by 8 OG/OGV, contains all checklists and procedures applicable for 8FW SOF duties.

8.8.1. During CONFERENCE HOTEL procedures, the SOF will follow guidance established in the SOF QRC.

JOHN W. BOSONE, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2F-16V3, *F-16-Operations Procedures*, 13 Jul 2016

T.O. 1F-16CM-1, *F-16CM Flight Manual*, 1 Oct 17

T.O. 1F-16CM-1CL, *F-16CM Flight Crew Checklist*, 1 Oct 17

T.O. 1F-16CM-34-1-1CL-1, *Avionics and Nonnuclear Weapons Delivery Flight Crew Procedures*, 1 Oct 17

8FW In-Flight Guide, 1 Jan 18

Abbreviations and Acronyms

ATIS—Automated Terminal Information Service

CCV—Stan/Eval

EOR—End of Runway

FCIF—Flight Crew Information File

FG—Fighter Group

FOD—Foreign Object Damage

FW—Fighter Wing

IAP—International Airport

IFR—Instrument Flight Rules

PEX—Patriot Excalibur

QRC—Quick Response Checklist

RAPCON—Radar Approach Control

RFI—Read File Index

ROKAF—Republic of Korea Air Force

SODO—Senior Operations Duty Officer

TAR—Training Accomplishment Report

VFR—Visual Flight Rules