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OF THE AIR FORCE**

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F-15--OPERATIONS PROCEDURES

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This publication establishes effective and safe operations of the F-15 and implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V3, *General Flight Rules*. It establishes the minimum Air Force operations procedures for personnel performing duties in the F-15. It applies to all F-15 A-D units, including the Air Force Reserve and Air National Guard (ANG), except where noted otherwise. This publication may be supplemented at any level, but all supplements must be routed to the Office of Primary Responsibility (OPR) listed above for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. Requests for waivers must be submitted to the OPR listed above, or as otherwise stipulated within this publication, for consideration and approval. 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. This publication

incorporates Air Combat Command (ACC), Air National Guard (ANG), Pacific Air Forces (PACAF) and United States Air Forces in Europe (USAFE) supplements using the paragraph supplementation method. Supplemental material is highlighted in BOLD italics and prefaced with [ACC], [ANG], [PACAF] or [USAFE] as applicable. Waiver authority to this publication is established in paragraph 1.3. See paragraph 1.5 for guidance on submitting comments and suggesting improvements. This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Instruction 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*; AFI 11-401, *Aviation Management*; and E.O. 9397 (SSN) as amended by Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008. System of records notice F011 AF/XOA, *Aviation Resource Management System (ARMS)*, applies. Ensure 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 the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

Note: This instruction contains references to field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from the respective Major Command (MAJCOM) publication distribution office.

(KADENAAB) Air Force Instruction (AFI) 11-2F-15, Volume 3, *F-15--Operations Procedures*, 18 September 2014, is supplemented as follows: It establishes local guidance and procedures for operating fighter aircraft at Kadena Air Base (AB). It applies to 18th Wing (18 WG) and partner/visiting units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve units and members. It is a standalone publication and must be read in conjunction with AFI11-2F-15, Volume 3. Refer recommended changes and questions about this publication to 18 OG/OGV, the Office of Primary Responsibility (OPR), using the AF Form 847, *Recommendation for Change of Publication*. 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) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

SUMMARY OF CHANGES

This instruction has been substantially revised and must be completely reviewed. Major changes include: new **Chapter 1** title and content; changes waiver authority for those forces presented to a Commander, Air Force Forces (COMAFFOR); adds Air-to-Air Interrogator System (AAI) use guidance, adds fuel conservation guidance, adds long-term structural health mitigation measures; adds **Chapter 6** Air-to-Surface Weapons Employment for High Angle Strafe (HAS), Basic Surface Attack (BSA) and Maritime Air Support (MAS) missions; adds briefing guide attachments for HAS and BSA/MAS missions; complies with Headquarters (HQ) USAF direction to capture Chemical, Biological, Nuclear and High-Yield Explosive (CBRNE)

information from rescinded AFI 10-2602 by creating a new Attachment; changes Crew Coordination/Passenger/Ground Crew Briefing Guide to emphasize oxygen mask emergencies; removes items now covered by changes to Instructions and Technical Orders; updates avionics and weapons system terms to match current suite upgrades; changes all instances of Knots Calibrated Airspeed (KCAS) to Knots Indicated Airspeed (KIAS); adds non-visual formation discussion; makes numerous administrative changes; increases standardization with other Combat Air Forces (CAF) 11-2MDS Volume 3s.

(KADENAAB) This document has been substantially revised and must be completely reviewed. Major changes include the removal of all local F-15 administrative standards and techniques, which have been compiled as the *18OG F-15 Administrative Standards* pamphlet. What remains is purely regulatory in nature, and cannot be briefed “non-standard”. This revision incorporates several recent Flight Crew Information Files (FCIFs) and write-in changes due to local airspace restructuring. Removed from this document are all references to duplicate information located in Kadena Air Base Instruction (KABI) 13-204, *Airfield Operating Instruction*, regarding local area operations both in flight and on the ground. It assumes a working knowledge of many AFIs and relies heavily on AFTTP 3-3.F-15, *Combat Aircraft Fundamentals, F-15*, for standards.

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Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, and Terms.

1.1.1. See [Attachment 1](#).

1.2. Responsibilities. (T-2).

1.2.1. This instruction, in conjunction with other governing directives, prescribes procedures for operating F-15 aircraft under most circumstances. It is not a substitute for sound judgment.

1.2.2. Procedures not specifically addressed may be accomplished if they enhance safe and effective mission accomplishment.

1.3. Waivers. (T-2).

1.3.1. Unless another approval authority is cited, waiver authority for this volume is MAJCOM/A3 or equivalent (e.g. COMAFFOR/A3 [COMAFFOR when AFI 11-202V3, paragraph 1.6.2.3, stipulations are not met]).

1.3.2. Waivers are issued for a maximum of one year from the effective date.

1.3.3. COMAFFOR staff will notify HQ ACC/A3 and home station MAJCOM/A3 of waivers within 72 hours of approval.

1.4. Deviations. (T-2).

1.4.1. In the case of an urgent requirement or aircraft emergency, the pilot in command (PIC) will take appropriate action(s) to safely recover the aircraft.

1.4.2. If time permits, specific MAJCOM/A3 approval will be obtained for one time deviations from these procedures.

1.5. Processing Changes. (T-1).

1.5.1. Submit recommended changes and questions about this publication through MAJCOM channels to the OPR per AFI 11-215, USAF Flight Manuals Program (FMP) using AF Form 847, Recommendation for Change of Publication.

1.5.2. The submitting MAJCOM will forward information copies of AF Forms 847 to all other MAJCOMs that use this publication. Using MAJCOMs will forward comments on AF Forms 847 to the OPR.

1.5.3. OPR will:

1.5.3.1. Coordinate all changes to the basic volume with affected MAJCOM/A3s.

1.5.3.2. Forward change recommendations to HQ AFFSA for staffing and HQ USAF/A3 approval.

Chapter 2

MISSION PLANNING

2.1. Responsibilities. (T-2).

2.1.1. The responsibility for mission planning is shared jointly by all flight members and the operations and intelligence functions of fighter organizations.

2.2. General Procedures. (T-2).

2.2.1. Accomplish sufficient flight planning to ensure safe mission accomplishment to include fuel requirements, map preparation, and takeoff/landing data.

2.2.1.1. *[PACAF] Fly planned over water flights outside the local training area (i. e., deployments, cross countries, PDM inputs, etc.) as a two-ship minimum. OG/CC may approve single-ship missions.*

2.2.1.2. *[USAFE] In addition, when applicable, pilots will consult the following for mission planning:*

2.2.1.2.1. *DOD FLIP Planning Europe, Africa, and Middle East.*

2.2.1.2.2. *UK Military Low Fly Handbook.*

2.2.1.2.3. *UK Low Fly Notices to Airmen (NOTAMS).*

2.2.1.2.4. *UK Royal Flights.*

2.2.1.2.5. *AFI 11-202V3_USAFESUP_I, Attachment 5 CONTROL OF FIGHTER AIRCRAFT FOR OFF STATION SORTIES/DIVERT.*

2.2.1.2.6. *ASRR, Airfield Suitability Report/Summary Airfield Restrictions.*

2.2.1.2.7. *AFI 13-212, volume 1/USAFE 1, USAFE Range Procedures.*

2.2.1.2.8. *AFPAM 11-216, Air Navigation*

2.2.2. **Fuel Conservation.** Design procedures for optimal fuel use and efficiency throughout all phases of mission execution. Incorporate enroute tasks to maximize use of airborne training opportunities.

2.3. Map/Chart Preparation. (T-2).

2.3.1. **Local Area Maps.** A local area map is not required if the unit pilot aid includes jettison areas, divert information, controlled bailout areas, and provides a local area map of sufficient detail to remain within assigned training areas.

2.3.1.1. *[USAFE] On flights from a deployed location, each aircrew will have available a local map annotated with designated flying areas, emergency airfields, buffer zones, control zones, and restricted or danger areas if this information is not available in the aircrew aid.*

2.3.2. **Charts.** Flight Information Publications (FLIP) enroute charts may be used instead of maps on navigational flights within areas that are adequately covered by these charts.

2.3.2.1. *[USAFE] Pilots may use UK Enroute Low Charts to supplement US DoD Enroute Low charts as deemed necessary. Aircrew will reference UK Flight Information Handbook for index and chart definitions contained on UK Enroute Low chart.*

2.3.3. Low Altitude Maps.

2.3.3.1. Reference AFMAN 11-217V2, *Visual Flight Procedures*, chapter 3, for Low Altitude Map requirements and procedures.

2.3.3.2. For all flights conducted in the low-level structure (i.e. below 1,000 feet AGL or as defined by host nation), each aircraft in the flight will contain a minimum of one Chart Handbook Manual (CHUM) updated map of the low altitude route or training areas. The map will be of a scale and quality that terrain features, hazards, and chart annotations are of sufficient detail to allow navigation and safe mission accomplishment.

2.3.3.3. Highlight all manmade obstacles at or above the planned flight altitude.

2.3.3.4. IAW AFMAN 11-217V2, Chapter 3, annotate all maps with both an Emergency Route Abort Altitude (ERAA) for the overall route/area and Minimum Safe Altitudes (MSA) for each leg of the intended route of flight.

2.3.3.4.1. Compute the ERAA (a.k.a. Emergency Safe Altitude [ESA]) IAW AFMAN 11-217V2, Chapter 3.

2.3.3.4.2. Compute the MSA at a minimum of 1,000 feet above the highest obstacle/terrain (rounded up to the next 100 feet) within 5NM of the planned course to include the aircraft turn radius.

2.3.3.5. [CONUS Only] Aircrew members flying under VFR or inside MTRs will supplement existing mission planning materials (e.g., CHUM, FLIP AP/1B, etc.) IAW AFI 11-202V3, ACCSUP, Chapter 2, mission planning requirements.

2.3.3.6. Low level charts and route books used during flight will be annotated with location and dimensions of class B/C/D airspace, civil/military airfields and other potential high density traffic areas (e.g., parachute activity areas and ultralight/hang glider/glider sites, etc.). Within 5 NM of any planned VFR route or MTR lateral boundary. Applicable airfield approach control frequencies in the vicinity of class B/C/D airspace will be annotated and briefed on all such flights. In addition, annotate and brief the intersection of other VR/IR routes (if applicable) and any other possible areas of conflict.

2.3.3.7. Use of sectional aeronautical charts in flight is not required.

2.3.3.8. Aircrew members flying outside CONUS will follow gaining MAJCOM, theater or host nation guidance on mission planning. If no gaining MAJCOM, theater or host nation guidance exists, use the best charts or Falcon View overlay options available to accomplish the requirements of paragraph [2.3.3.6](#)

2.4. Briefing/Debriefing. (T-2).

2.4.1. Briefings. Flight leaders are responsible for presenting a logical briefing that will promote safe, effective mission accomplishment. In addition to items required by AFI 11-202V3, all briefings will include the following:

2.4.1.1. All pilots/crewmembers/passengers must attend the flight briefing unless previously coordinated with unit supervisors. Anyone not attending the flight brief must receive a briefing on mission events and emergency procedures.

2.4.1.2. Ensure brief start time provides adequate time to discuss required items and accounts for mission complexity. As a minimum, begin briefs at least 1.5 hours before scheduled takeoff. Alert briefs will start in sufficient time to be completed prior to aircrew changeover.

2.4.1.3. Structure flight briefing to accommodate the capabilities of each flight member.

2.4.1.4. Briefers will reference applicable portions of briefing guides. Items listed may be briefed in any sequence. Those items published in Air Force Instructions (AFI), Air Force Tactics, Techniques, and Procedures manuals (AFTTP) or unit standards and understood by all participants may be briefed as “standard.” Specific items not pertinent to the mission do not need to be covered.

2.4.1.5. Takeoff and landing data (TOLD) will be annotated on mission data cards. The minimum TOLD required is maximum abort speed (dry/wet), takeoff distance and speed, single engine takeoff speed (SETOS), and normal/heavy weight landing distance (dry/wet).

2.4.1.6. Review takeoff data, and ensure every member of the flight understands it. Place particular emphasis on takeoff and abort factors during abnormal situations such as short/wet runway, heavy gross weights, non-standard cable configurations, and abort sequence in formation flights.

2.4.1.7. Ensure contracts, roles, and responsibilities of each flight member are established, briefed, and debriefed.

2.4.1.8. Include mission priorities, significant rules (e.g., Rules of Engagement [ROE], Special Instructions [SPINS], Training Rules [TRs]), task management, weather, NOTAMs, and Emergency Procedures (EPs).

2.4.1.9. Ensure a formation deconfliction, blind, and get well plan for every phase of flight is briefed and every flight member understands the plan (see para [3.10](#)). All flight members are responsible for executing this plan.

2.4.1.10. When dissimilar aircraft are flown in formation, brief flight responsibilities, proper formation position (to ensure adequate wingtip clearance), and aircraft-unique requirements for each phase of flight.

2.4.1.11. For missions using Night Vision Goggles (NVG), emphasize proper tuning, use, and limitations. See para [3.21](#) for additional procedures.

2.4.1.12. For all low-level mission briefings, place emphasis on obstacle/ground avoidance, altitude-warning features (low altitude warning tone) low altitude comfort level, and complacency avoidance.

2.4.1.13. Brief an appropriate alternate mission for each flight. The alternate mission must be less complex than the primary unless Wings have developed and published standard alternate mission profiles. The one exception to this rule is that Air Combat Maneuvers (ACM) may be briefed as an alternate mission from a Basic Fighter

Maneuvers (BFM) surge brief. Brief specific mission elements that differ from the primary mission or published profiles. Mission elements or events may be modified and briefed airborne as long as flight safety is not compromised. Flight leads will ensure all flight members acknowledge changes. Do not fly unbriefed missions or events.

2.4.1.14. All missions will be debriefed.

2.4.2. Deployed Operations, Exercise, and Quick Turn Briefings. If all flight members attend an initial or mass flight briefing, the flight lead on subsequent flights need brief only those items that have changed from the previous flight(s).

2.4.2.1. [PACAF, USAFE] On multiple-go days when aircraft turn times do not allow follow-on mission brief(s) and only the initial flight brief is accomplished for all goes, the following guidance applies:

2.4.2.1.1. [PACAF, USAFE] Upgrade missions will be planned for the first sortie flown. Subsequent missions will be of equal or less complexity with no upgrade training planned without OG/CC approval.

2.4.2.1.2. [PACAF, USAFE] Participants in continuation training missions may fly their primary or alternate missions in any sequence.

2.4.3. Briefing Guides. Mission briefing guides are contained in the Attachments. Units may augment these guides as necessary. Pending development by a higher headquarters, units that fly missions not covered by this instruction or its supplements will develop briefing guides for those missions and submit them to MAJCOM/A3TO for review.

2.5. Unit Developed Checklists and Local Pilot Aids. (T-2).

2.5.1. Unit developed checklists may be used in lieu of flight manual checklists provided they contain, as a minimum, all items (verbatim and in order) listed in the applicable checklist.

2.5.2. Units will produce a pilot aid that, as a minimum, includes:

2.5.2.1. Briefing Guides.

2.5.2.2. Local radio channelization and airfield diagrams.

2.5.2.3. Emergency information (impoundment procedures, emergency action checklists, no radio [NORDO] procedures, divert information, Search and Rescue procedures, and On-Scene Commander [OSC] checklist).

2.5.2.4. Arresting gear information for divert bases.

2.5.2.5. Bailout and Jettison Areas.

2.5.2.6. Cross-country procedures to include: command and control, engine documentation, JOAP samples, and aircraft servicing.

2.5.2.7. Other information as deemed necessary by the units. For example: stereo flight plans, turnaround procedures, local training areas, instrument preflight, and alert procedures.

2.6. Stowing Equipment in Bay 5. (T-2).

2.6.1. Stow containers or baggage with hard sides inside a Bay 5 cargo container. Without a cargo container, stow only locally manufactured fabric intake covers and soft-sided personal equipment baggage, such as hang-up or A-3 bags, in Bay 5. Items stowed in Bay 5 will be:

2.6.1.1. Positioned 1 foot aft of the top of the canopy thruster “catcher’s mitt.”

2.6.1.2. Forward of the trailing edge of the aft circuit breaker panel on the right wall of Bay 5 (do not interfere with internal countermeasures set cables).

2.6.1.3. Below the top of the circuit breaker panels on the right wall of Bay 5.

2.6.1.4. Secured with non-stretchable cord in such a manner to prevent movement in all three axes of motion. Place aircraft safety equipment and egress pins in locally manufactured fabric bags and stow in panels 154L, 35, 47L and R or in the cockpit map case. The pilot is responsible for ensuring items stowed in Bay 5 are loaded correctly and properly secured. The carriage restrictions for the Bay 5 cargo container are identical to the MXU-648/A cargo pod except for the airspeed restriction, which does not apply. This guidance does not preclude the pilot from taking any action necessary for safety of flight. Pilots will comply with the following restrictions:

2.6.1.4.1. Aircraft with items stowed in Bay 5, with or without a cargo container, are restricted from performing aerobatics.

2.6.1.4.2. Training missions in aircraft with items stowed in Bay 5, with or without a cargo container, are restricted to LIMITED maneuvering training rules. At no time during the flight will the pilot execute zero or negative Gravitational Load Factor (G) maneuvers unless safety of flight dictates.

2.7. G-suit Use. (T-2).

2.7.1. IAW AFI 11-301, Volume 1, ACC Supplement, *Aircrew Flight Equipment (AFE) Program*, the following apply:

2.7.1.1. G-suit is required during all flights when 2 or more Gs are anticipated.

Chapter 3

NORMAL OPERATING PROCEDURES

3.1. Ground Communications. (T-2).

3.1.1. The pilot will accomplish the ground crew briefing (when required) in accordance with the briefing guide contained in this instruction.

3.1.2. Prior to starting the JFS in a B/D model with the Rear Cockpit (RCP) occupied, the pilot will get an "OK" signal from the rear cockpit occupant.

3.1.3. Normally, the pilot and ground crew will communicate using the intercom during all engine start and pre-taxi checks. Use the intercom system, to the maximum extent possible, anytime aircraft engines are operating and maintenance technicians are performing tasks on the aircraft. Units with active air defense commitments may waive the use of intercom during alert scrambles.

3.1.3.1. During the After Engine Start flight control checks, confirm the proper movement and position of the flight control surfaces with the crew chief.

3.2. Ground Visual Signals. (T-2).

3.2.1. When ground intercom is not used, use visual signals IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*, and this instruction. All signals pertaining to operation of aircraft systems will originate with the pilot. The crew chief will repeat the given signals when it is safe to operate the system. The pilot should not activate any system that could pose danger to the ground crew prior to receiving proper acknowledgment from ground personnel. The following signals augment AFI 11-218.

3.2.1.1. **JFS START.** With clenched fist, pilot makes a pulling motion.

3.2.1.2. **FLIGHT CONTROLS CHECK.** Raise arm, clench fist, and make a stirring motion.

3.2.1.3. **BRAKE CHECK.** Hold left or right arm horizontal, open hand and push forward, breaking at the wrist (as in applying rudder pedal pressure with feet).

3.2.1.4. **DEEC Check.** With the fingers and thumb of each hand extended and joined at the tips, open and close the fingers and thumbs of both hands simultaneously, simulating nozzle opening and closing.

3.2.1.5. **LOSS OF BRAKES WHILE TAXIING.** Lower tailhook.

3.2.1.6. **GUN ARMAMENT CHECK.** Point index finger forward with thumb upward simulating a pistol and shake head (yes or no).

3.3. Preflight. (T-2).

3.3.1. Do not carry baggage/equipment in an unoccupied F-15B/D rear cockpit (Exception: forms/maps may be stowed in the map case).

3.3.2. In lieu of HHQ guidance (e.g. theater special instructions), set the emergency locator beacon to AUTO while on local training missions and ferry flights.

3.4. Ground Operations. (T-2).

3.4.1. IAW AFTTP 3-3.F15, the minimum taxi interval is 150 feet staggered or 300 feet in trail. Spacing may be reduced when holding short of or entering the runway.

3.4.2. Do not taxi during snow and/or icy conditions until the taxi route and runway have been checked for safe conditions. In this case, taxi on the centerline with a minimum of 300 feet spacing.

3.4.2.1. *[USAFE] Minimum runway condition reading (RCR) on taxiways for taxi operations is RCR 10.*

3.4.3. Maximum taxi speed during sharp turns is 10 knots. Above 10 knots the aircraft may skid and/or depart the three-point attitude.

3.4.4. Quick Check and Arming. Keep hands in view of ground personnel during quick check, arming or dearming operations. If the intercom system is not used during end of runway (EOR) checks, the pilot will establish and maintain visual contact with the ground personnel to allow the use of visual signals.

3.4.5. Do not taxi in front of aircraft being armed/de-armed with forward firing ordnance.

3.5. Flight Lineup. (T-2).

3.5.1. Flights will line up as appropriate based on weather conditions, runway conditions, and runway width. Use a minimum of 500 feet spacing between separated elements/flights. For formation takeoffs, wingmen must maintain wingtip clearance with their element leader. If runway width precludes line-up with wingtip clearance between all aircraft in the flight, use 500 feet spacing between elements or delay run-up until the preceding aircraft/element releases brakes.

3.6. Before Takeoff Checks. (T-2).

3.6.1. Just prior to takeoff, all flight members will inspect each other for proper configuration and any abnormalities. Wingmen will indicate they are ready for takeoff by a head nod, radio call, or landing/taxi light signal.

3.7. Takeoff. (T-2).

3.7.1. Per MAJCOM guidance, OG/CC may waive RCR minimum for specified units operating in cold weather locations, but in no case will takeoffs be conducted with an RCR of less than 8.

3.7.1.1. *[ACC/ANG] Do not takeoff if the RCR is less than 12.*

3.7.2. On training missions, do not takeoff if the computed takeoff roll exceeds 80 percent of the available runway. For single ship takeoffs, if the single ship computed military power takeoff distance exceeds one-half of the available runway, takeoff using afterburner.

3.7.3. When operating from airfields equipped with a compatible, remotely operated cable, ensure the departure end cable is raised for all takeoffs and landings, unless another departure end cable is in place.

3.7.4. Use a minimum of 10 seconds (15 seconds when using afterburners) takeoff interval between aircraft/elements. When joining “on top” use a minimum of 20 seconds takeoff interval.

3.7.5. Wing/Group Commander or Ops Group Commander (Supervisor of flying [SOF] for ANG) may approve intersection takeoffs if operational requirements dictate.

3.8. Formation Takeoff. (T-2).

3.8.1. Formation takeoffs are restricted to elements of two aircraft.

3.8.2. A qualified flight leader must lead a formation takeoff unless an Instructor Pilot (IP) or flight lead qualified squadron supervisor is in the element.

3.8.3. Aircraft must be within 3,000 pounds weight of each other and symmetrically loaded. Consider symmetrically loaded as those store loadings that do not require an abnormal trim or control application to counter a roll or yaw during takeoff and acceleration to climb airspeed.

3.8.4. In accordance with AFTTP 3-3.F15, for rolling formation takeoffs, the wingman must be properly aligned on the runway prior to the flight lead advancing the throttle for takeoff.

3.8.4.1. *[PACAF, USAFE] Rolling formation takeoffs are not authorized.*

3.8.5. Do not make formation takeoffs when:

3.8.5.1. The runway width is less than 125 feet.

3.8.5.2. There is standing water, ice, slush, or snow on the runway.

3.8.5.3. The crosswind or gust component exceeds 15 knots.

3.8.5.4. Loaded with live munitions (excluding air-to-air missiles, 20mm ammunition, and chaff/flares).

3.8.5.5. Ferrying aircraft from a contractor or AFMC facilities.

3.8.5.6. The computed takeoff roll exceeds 50% of the available runway.

3.9. Join-up/Rejoin. (T-2).

3.9.1. Day weather criteria for a visual flight rules (VFR) join-up underneath: ceiling 1,500 feet and visibility 3 miles.

3.9.2. Reference AFTTP 3-3.F15 for formation rejoin standard contracts (airspeeds, bank angle, and formation position).

3.9.3. **Battle Damage Checks.** When circumstances permit, flight leads will direct a battle damage check after each mission prior to or during return to base (RTB). Except at night/Instrument Meteorological Conditions (IMC), this check is mandatory following the expenditure of any ordnance (including all types of 20mm ammunition). Fly no closer than fingertip formation spacing. Ensure deconfliction in accordance with AFTTP 3-3.F15.

3.9.4. For further join-up procedures, reference AFTTP 3-3.F15 and see Night Joinup paragraph [3.20.3](#) and [Chapter 4](#).

3.9.5. **Air-to-Air Interrogator (AAI), Identification Friend or Foe/Selective Identification Feature (IFF/SIF) Operation.**

3.9.5.1. Military use of AAI Mode 4 interferes with ATC and civil Mode 3/C codes. F-15 AAI use in the National Airspace System (NAS) will comply with the following:

3.9.5.2. To reduce the potential for adverse effects on Combat Identification, ATC, and Traffic Collision Avoidance systems, aircrew will limit interrogations to the minimum required for the mission.

3.9.5.3. For AAI operation within the United States and its Possessions (US&P), aircrew will comply with the equipment and operational restrictions as specified in the applicable Radio Frequency Authorization(s) which can be obtained from the unit spectrum management office.

3.9.5.4. OCONUS, follow gaining MAJCOM, Theater, or Host Nation guidance for AAI operation.

3.10. Formation, General. (T-2).

3.10.1. In IMC, the maximum flight size in close/route formation is four aircraft except when flying in close formation with a tanker.

3.10.2. Do not use rolling maneuvers to maintain or regain formation position below 5,000 feet Above Ground Level (AGL) or in airspace where aerobatics are prohibited.

3.10.3. Airborne visual signals will be in accordance with AFI 11-205, *Aircraft Cockpit and Formation Flight Signals*. For four-ship flights, formation changes will be initiated by radio call, when practical. When formation position changes are directed by radio, all wingmen will acknowledge prior to initiating the change. A radio call is mandatory when directing position changes at night or under instrument conditions.

3.10.4. Flight leaders will not break up formations until each wingman has a positive fix from which to navigate (visual, radar, Embedded Global Positioning System/Inertial Navigation System [EGI], or Tactical Air Navigation [TACAN]).

3.10.5. Changing Leads.

3.10.5.1. When flying in limited visibility conditions, initiate lead changes from a stabilized, wings level attitude.

3.10.5.2. The minimum altitude for a lead change is 500 feet AGL over land or 1,000 feet AGL over water (for night see paragraph [3.20.4.2](#), for IMC see paragraph [4.6.1](#))

3.10.5.3. Do not initiate lead changes with the wingman further aft than 30 degrees from line abreast.

3.10.5.4. Flight/element leads will not initiate a lead change unless the aircraft assuming the lead is in visual contact and in a safe position to do so.

3.10.5.4.1. When flying an instrument approach in IMC, do not initiate lead changes inside the final approach fix (FAF).

3.10.5.5. Initiate a lead change by visual signal or radio call.

3.10.5.6. Acknowledge receipt of the lead by head nod or radio call, as appropriate.

3.10.5.7. A lead change is effective upon acknowledgment.

3.10.5.8. The former leader then moves to the appropriate wing position.

3.10.6. The flight lead is always responsible for flight actions, regardless of the physical position in which he flies. Wingmen should always be prepared to fly the number one position if, in the judgment of the flight lead, such action is warranted.

3.10.7. Pilots who are not flight leads may lead limited portions of missions provided an instructor pilot (IP) or squadron supervisor is in the same element.

3.10.8. Dissimilar Formations. Dissimilar aircraft may be flown in the same formation if mission requirements dictate or to expedite traffic flow during departures and recoveries. Specific procedures will be thoroughly briefed.

3.11. Tactical Formation. (T-2).

3.11.1. **General.** In addition to guidance in AFTTP 3-3.F15, apply the following rules for flight path deconfliction during tactical maneuvering:

3.11.1.1. Flight/element leads will consider wingman/element position and ability to safely perform a maneuver before directing it.

3.11.1.2. Wingmen/elements must maneuver relative to the flight lead/lead element and maintain sight. Trailing aircraft/elements are responsible for deconflicting with lead aircraft/elements.

3.11.1.3. Wingmen/elements will normally cross above the lead/lead element when deconfliction is required.

3.11.2. **Loss of Visual.** Use the following procedures when one or more flight members/elements lose visual contact within the formation:

3.11.2.1. When any flight member/element calls "Blind," then the appropriate flight member/element will immediately respond with "Visual" and a position report or "Blind."

3.11.2.2. When the other flight member/element is also "Blind," that pilot will transmit his altitude as an immediate action to deconflict flight paths. The flight lead will ensure a minimum of 500 feet altitude separation is maintained. Avoid climbs/descents through the deconfliction altitude when possible.

3.11.2.3. When there is not a timely acknowledgment of the original "Blind" call, then the flight member/element initiating the call will maneuver away from the last known position of the other flight member/element and alter altitude.

3.11.2.4. If visual contact is still not regained, the flight leader will take additional positive action to ensure flight path deconfliction within the flight to include a Terminate/Knock-It-Off call if necessary. Consider scenario restrictions such as sanctuary altitudes and/or adversary blocks.

3.11.2.5. Aircraft will maintain altitude separation until a visual is regained and, if necessary, will navigate with altitude separation until mutual support is regained.

3.11.2.6. During certain tactical formations (Tactical, Fighter Data Link [FDL] Tactical, Night Tactical, weather intercepts, wedge, etc.) visual may be lost due to environmental conditions, terrain, or desired tactics. Always ensure two sources of deconfliction are

maintained until visual is re-established (A/A TACAN, FDL, sanctuary altitudes, geographic deconfliction, Radar Situational Awareness [SA], AAI, etc.).

3.11.3. **Two-Ship.** Deconfliction during tactical maneuvering of two-ship formations is in accordance with AFTTP 3-3.F15.

3.11.4. **Three/Four-Ship (or greater).** When flights of more than two aircraft are in tactical formation:

3.11.4.1. Formation visual signals performed by a flight/element leader pertain only to the associated element unless specified otherwise by the flight leader.

3.11.4.2. Trailing aircraft/element(s) will maintain sufficient spacing so that primary emphasis during formation maneuvering/turns is on low altitude awareness and deconfliction within elements, not on deconfliction between elements.

3.12. Chase Formation. (T-2).

3.12.1. **Restrictions.** Any pilot may fly safety chase for aircraft under emergency or impending emergency conditions. In addition:

3.12.1.1. Qualified pilots (including Initial Qualification Training [IQT]/Mission Qualification Training [MQT] pilots who have successfully completed an Instrument/Qualification evaluation) may chase as safety observer for aircraft performing simulated instrument flight or hung ordnance patterns.

3.12.1.2. Specialized missions (i.e., Operational Test and Evaluation [OT&E], Weapon System Evaluation Program [WSEP], live weapons delivery, etc.) and training conducted IAW AFI 11-2F-15, Volume 1, *F-15 Aircrew Training*, may be chased by Combat Mission Ready (CMR)/Basic Mission Capable (BMC) pilots designated by Group/Squadron Commanders.

3.12.1.3. All other chase events may only be flown by IP / Stan/Eval Flight Examiners (SEFEs) or upgrading IPs under the supervision of an IP.

3.12.2. Procedures:

3.12.2.1. A safety observer in a chase aircraft, except IP/SEFE/specialized mission chase, will maneuver in a 30-60 degree cone with nose/tail clearance to 1,000 feet, to effectively clear and/or provide assistance.

3.12.2.2. IP/SEFE/specialized mission aircraft will maneuver as necessary, but must maintain nose/tail separation until required to transition to close formation when deemed necessary by the IP/SEFE.

3.12.2.3. No chase aircraft will stack lower than the lead aircraft when below 1,000 feet AGL.

3.13. Show Formation. (T-2).

3.13.1. Brief and fly show formations as approved. Refer to AFI 11-209, Aerial Event Policy and Procedures, and applicable MAJCOM directives for specific rules and appropriate approval levels to participate in static displays and aerial events.

3.14. Maneuvering Parameters. (T-2).

3.14.1. **Minimum Altitudes.** For aerobatics, remain above 5,000 feet AGL. During nose high/low speed and Air Handling Characteristics (AHC) vertical maneuvering ensure maneuvers are terminated to allow recovery above 5,000 feet AGL.

3.14.2. Avoid flight through wingtip vortices and jetwash. If it is unavoidable, immediately unload the aircraft to approximately 1 G.

3.14.3. Do not extend flaps to improve aircraft maneuvering performance during Air Combat Maneuvering (ACBT).

3.14.4. Long Term Structural Health Mitigation Measures.

3.14.4.1. In order to alleviate unnecessary structural fatigue on the F-15 fleet while making pilots aware of existing service life issues, units will comply with the following restrictions:

3.14.4.1.1. Limit maneuvering during administrative portions of the flight (to/from airspace, patterns, etc.) to less than 5Gs to the maximum extent possible.

3.14.4.1.2. Minimize high G, heavy weight maneuvering if not necessary to accomplish the mission.

3.14.4.1.3. Minimize unnecessary operation in flight regions most damaging to the F-15 structure to include:

3.14.4.1.3.1. Repetitive occurrences in double rate/solid tone Overload Warning System (OWS) beeper.

3.14.4.1.3.2. Consistent flight transients within the 6-7.5 G region.

3.14.4.2. Proper tactics and essential proficiency training are paramount to combat effectiveness and should not be sacrificed in an attempt to conserve structural health.

3.15. Ops Checks. (T-2).

3.15.1. Accomplish sufficient ops checks to ensure safe mission accomplishment. Additionally, each pilot should monitor the fuel system carefully throughout the flight to identify low fuel, trapped fuel, or out of balance situations as soon as possible. Ops checks are required:

3.15.1.1. During climb or at level off after takeoff.

3.15.1.2. Prior to each (D)ACBT engagement or intercept. In addition, a check for proper operation of all transfer tanks (wing tanks balanced and tank 1 feeding) will be performed prior to and between engagements or planned maneuvering above 30 units Angle of Attack (AOA).

3.15.1.3. Following Air Refueling.

3.15.2. Minimum items to check are engine instruments, total and internal fuel quantities/balance, G-suit connection, oxygen system, cabin altitude, and G meter/OWS.

3.15.3. For formation flights, the flight leader may initiate ops checks by radio call or visual signal and wingmen will respond appropriately.

3.15.3.1. The query and response for ops checks will include pointer over counter readings (Example: “13.5 over 15.0” Exception: Total fuel only may periodically be used during high demand phases of flight). Following external fuel consumption, ensure tank-one is feeding correctly and include “Tank-one feeding” in the ops check. Add a “balanced” call to the normal Ops Check reply when wing fuel balance checks are required and the difference is no greater than 200 lbs. (Example: “8.5 squared and balanced”). If wingmen are within 500 lbs. of the flight lead, a “same” call may be used at the discretion of the OG/CC.

3.15.3.2. When more than one external tank is carried, add a “tanks feeding” call to the normal Ops Check reply. When flying the two-wing tank configuration, make a “tanks dry” call once the external tanks are confirmed dry and prior to transitioning to unlimited training rules. Once the “tanks dry” call has been made, no further reference to tanks need be made on subsequent Ops Checks.

3.15.4. G-awareness Exercise. (T-2).

3.15.4.1. Reference AFI 11-214 and AFTTP 3-3.F15, Chapter 9. A G-awareness exercise will be briefed and accomplished on all tactical missions, day or night, with or without night vision goggles, anytime you plan or are likely to maneuver above 5 G's. Pilots must have sufficient visual cues to perform this maneuver. Flight members will maintain a minimum of 6000 feet separation between aircraft during the execution of all G-Awareness exercises. Visual lookout and formation contracts will be the primary means for deconfliction. All available onboard systems will be used to aid in maintaining separation during execution. If poor weather or night illumination conditions preclude safe accomplishment of the G-awareness exercise, flight leads will modify the profile and limit maneuvering accordingly. Briefings for night G-awareness maneuvers will emphasize wingman deconfliction procedures and maintaining spatial/situational awareness throughout the maneuver. In accordance with AFTTP 3-3.F15, both turns will be tactical 180's.

3.15.4.2. G-awareness maneuvers and all tactical portions of all missions will be taped hot mike for review of G straining techniques during the debrief.

3.15.4.3. *[PACAF, USAFE] Do not use G-awareness turns for systems checks or other items that detract from the intended purpose.*

3.15.4.4. If an operational requirement exists (as determined by the OG/CC) for an indication of individual aircraft stability, after the second G-Awareness turn the pilot should accomplish a stability exercise (aircraft with external tanks should accomplish the stability exercise prior to unlimited maneuvering). This exercise will begin upon the flight lead's call at 350 KIAS and above 10,000 feet AGL (Mil power for clean configuration or After Burner [AB] if configured with external tanks). Pilots will execute the Stability Exercise IAW AFTTP 3-3.F-15.

3.16. Radio Procedures. (T-2).

3.16.1. Preface all communications with the complete flight call sign unless excepted below. Transmit only that information essential for mission accomplishment or safe flight. Use visual signals when practical.

3.16.2. Make a “Knock-It-Off”(KIO)/”Terminate” radio call to cease tactical maneuvering for any reason, particularly when a dangerous situation is developing. Any flight member may make this call. A KIO applies to any phase of flight and any type of mission. All participants will acknowledge a KIO by repeating the call.

3.16.3. The flight/mission leader will initiate all radio checks and channel changes.

3.16.4. Acknowledge radio checks that do not require the transmission of specific data by individual flight members in turn (Example: “2, 3, 4”). Acknowledgment indicates the appropriate action is complete, in the process of being completed, or the flight member understands.

3.16.5. In addition to the radio procedures outlined in AFI 11-202 Volume 3, Specific Mission Guides, and FLIP publications, the following radio transmissions are required:

3.16.5.1. All flight members will acknowledge understanding the initial Air Traffic Control (ATC) clearance. Acknowledge subsequent ATC instructions when directed by the flight lead, or anytime during trail departures/recoveries as detailed in paragraph [4.3](#)

3.16.5.2. **Gear Checks.** Report gear down IAW AFI 11-202V3 after extending the landing gear and prior to the landing threshold. A wingman or chase need not make this call during a formation or chased approach.

3.16.6. Use brevity code and other terminology IAW AFI 11-214, AFTTP 3-1.1, *General Planning and Employment Considerations* and local standards.

3.17. Change of Aircraft Control. (T-2).

3.17.1. Both pilots of an F-15B/D must know at all times who has control of the aircraft. Use the statement “You have the aircraft” to transfer aircraft control. The pilot receiving control of the aircraft will acknowledge “I have the aircraft.” Once assuming control of the aircraft, maintain control until relinquishing it as stated above.

3.17.2. **Exception:** If the intercom fails, the pilot in the front cockpit (if not in control of the aircraft) will shake the stick and assume control of the aircraft, radios, and navigational equipment unless briefed otherwise.

3.18. General Low Altitude Procedures. (T-2).

3.18.1. Fly low level formation positions/tactics using AFTTP 3-1.F-15 and AFTTP 3-3.F15, as guides.

3.18.2. During briefings, emphasize low altitude flight maneuvering and observation of terrain features/obstacles along the route of flight. For low altitude training over water/featureless terrain, include specific considerations with emphasis on minimum altitudes and spatial disorientation.

3.18.3. All obstacle avoidance planning will be based on Minimum Safe Altitude (MSA) and Emergency Route Abort Altitude (ERAA) as defined in [paragraph 2.3.3.3](#)

3.18.4. If unable to visually acquire or ensure lateral separation from known vertical obstructions which are a factor to the flight, flight leads will direct a climb no later than (NLT) 3 NM prior to the obstacle to ensure vertical separation. The climb must be to an

altitude at or above briefed ERAA/MSA. Do not descend below this altitude until positional/situational awareness dictates it is safe to do so.

3.18.5. At altitudes below 1,000 feet AGL, wingmen will not fly at a lower AGL altitude than lead.

3.18.6. When crossing high or hilly terrain, maintain positive G and do not exceed approximately 120 degrees of bank. Maneuvering at less than 1G is limited to upright bunting maneuvers.

3.18.7. The minimum airspeed for low level navigation is 300 KIAS unless operating IAW **paragraph 5.3.5**, low altitude restricted maneuvering target.

3.18.8. **Minimum Altitudes.** The unit commander will determine and certify pilots' minimum altitude IAW AFI 11-2F-15 Volume 1, as supplemented. Flight members participating in approved step-down training programs will comply with the requirements and restrictions of that program. The following minimum altitudes apply to low level training unless national rules, route restrictions, or a training syllabus specifies higher altitudes:

3.18.8.1. 500 feet AGL for: Low Altitude Training (LOWAT) Category I qualified pilots.

3.18.8.2. For night or IMC operation: The minimum altitude is 1000 feet above the highest obstacle within 5 NM of course unless operating under the conditions of **paragraph 3.21.3**

3.18.8.3. *[ACC/ANG] 53 WG, 57 WG and AATC will fly low level as required for test sorties or IAW Weapons School Syllabi.*

3.18.8.4. *[ANG/USAFE] ANG/USAFE units participating in 53 WG and AATC tests will fly low level as required to meet test objectives.*

3.18.8.5. For over water operation, the minimum altitude is 1000 feet above the surface unless in sight of land. If in sight of land, the minimum altitude may be lowered to 500 feet above the surface.

3.18.9. During all low altitude operations, the immediate reaction to task saturation, diverted attention, knock-it-off, or emergencies is to climb to a prebriefed safe altitude (minimum 1000 feet AGL).

3.18.10. Weather minimums for visual low level training are 1,500 feet ceiling and 3 miles visibility for any route or area, or as specified in FLIP for Military Training Routes, unit regulations, or national rules, whichever is higher.

3.18.10.1. *[USAFE] Weather minimums in countries where minimum low level altitude is 1000 feet AGL are: ceiling 2,000 feet or 500 feet above planned flight altitude, whichever is higher, and visibility 8KM. Minimums for low altitude intercept training in these countries are 2,500 feet AGL and 8 KM visibility.*

3.18.11. **Low Level Route/Area Abort Procedures:**

3.18.11.1. Compute and brief a low-level ERAA for all low level operations IAW **paragraph 2.3.3.4**

3.18.11.2. **Visual Meteorological Conditions (VMC) route/area abort procedures:**

3.18.11.2.1. Maintain safe separation from the terrain and other aircraft.

3.18.11.2.2. Comply with VFR altitude restrictions and squawk applicable Identification Friend or Foe (IFF)/Selective Identification Feature (SIF) modes and codes.

3.18.11.2.3. Maintain VMC at all times. If unable, follow IMC procedures outlined below.

3.18.11.2.4. Attempt contact with controlling agency, if required.

3.18.11.3. IMC route/area abort procedures:

3.18.11.3.1. Immediately climb to, or above, the briefed ERAA.

3.18.11.3.2. Maintain preplanned ground track. Execute appropriate lost wingman procedures if necessary.

3.18.11.3.3. If deviations from normal route/area procedures are required, or if the ERAA/MSA is higher than the vertical limits of the route/area, squawk (IFF/SIF) emergency.

3.18.11.3.3.1. *[USAFE] Squawk emergency or according to national rules for all IMC route aborts.*

3.18.11.3.4. Attempt contact with the appropriate ATC agency for an Instrument Flight Rules (IFR) clearance. If required to fly in IMC without an IFR clearance, cruise at appropriate VFR altitudes until IFR clearance is received.

3.18.11.3.4.1. *[USAFE] Request IFR traffic separation if VMC cannot be maintained.*

3.19. Air Refueling. (T-2).

3.19.1. Pilots undergoing initial or recurrency training in air refueling will not refuel with a student boom operator (does not apply to KC-10).

3.19.2. Pilots will inform boom operator when refueling from particular tanker type (e.g., KC-10, KC-135, KC-46A) for the first time.

3.20. Night Procedures. (T-2).

3.20.1. Night Ground Operations.

3.20.1.1. When ground personnel are working under the aircraft, the anti-collision lights should be OFF, and the position lights STEADY.

3.20.1.2. Taxi on the taxiway centerline with a minimum of 300 feet spacing.

3.20.1.3. Use the taxi light while taxiing unless it might interfere with an aircraft landing or taking off. The taxiing aircraft will come to a stop if the area cannot be visually cleared without the taxi light.

3.20.1.4. Both wingtip position lights, both wing root anti-collision lights, and 2 out of 3 formation lights per side, must be operational for flight (substituting a formation light in lieu of a wingtip position light is not permitted).

3.20.1.5. For formation takeoffs, flight/element leaders will turn anti-collision lights OFF and position lights STEADY when reaching the run-up position on the runway. Wingmen will maintain the anti-collision light ON and position lights STEADY for takeoffs.

3.20.2. **Night Takeoff.** During a night formation takeoff, direct brake release and configuration changes on the radio. Following takeoff, each aircraft/element will climb on runway heading to 1,000 feet AGL before initiating turns, except where departure instructions specifically preclude compliance.

3.20.3. Night Join-up. Weather criteria for night join-up underneath is a ceiling of 3,000 feet and 5 miles visibility. After join-up, turn all the anti-collision lights OFF and position lights to STEADY except for the last aircraft in formation, which will keep the anti-collision light ON unless otherwise directed by the flight lead.

3.20.4. **Night Formation Procedures.**

3.20.4.1. When in positions other than fingertip, route, or tactical, maintain aircraft spacing primarily by instruments, FDL, Radar/AAI, and/or timing. "Use visual references as a secondary means of deconfliction. If aircraft spacing cannot be ensured, then establish altitude separation (1,000 feet minimum). Crosscheck instruments at all times to ensure ground clearance.

3.20.4.2. Do not change lead or wing formation positions below 1,500 feet AGL unless on RADAR downwind. Direct lead and position changes using the radio and from a stabilized, wings-level attitude.

3.20.4.3. Night Fingertip/Route Position. Night references for fingertip and route formation positions are specified in AFTTP 3-3.F-15.

3.20.5. Night Break-up. Prior to a formation break-up at night, the flight leader will transmit attitude, altitude, airspeed, and altimeter setting, which will be acknowledged by wingmen. Wingmen will confirm good navigational aids and return aircraft lighting, if reduced, to normal.

3.20.6. Night Landing. Normally land from an instrument straight-in approach. Refer to AFI 11-202, Volume 3, as supplemented for specific procedures.

3.20.6.1. Only perform night formation landings when required for safe recovery of the aircraft.

3.21. **Night Vision Goggles (NVG) Procedures. (T-2).**

3.21.1. USAF/MAJCOM guidance (including AFI 11-202 Volume 3 and AFI 11-214) outline NVG procedures. AFTTP 3-1.F-15 and AFTTP 3-3.F15 incorporate expanded tactical guidance. Additionally:

3.21.1.1. NVGs will only be worn by qualified flight members or when upgrading with NVGs with a qualified NVG instructor in the flight.

3.21.1.2. Fly with NVGs only in MAJCOM approved NVG compatible lighted cockpits. Permanently modified NVG compatible cockpits that have a degraded light source may be used for NVG missions at the discretion of the unit commander. All control and performance instruments must be illuminated by an NVG-compatible light source to provide immediate reference.

3.21.1.3. Flight leads will brief the appropriate time to don/doff goggles for the sortie to be flown. Pilots will ensure deconfliction while donning/doffing goggles.

3.21.2. NVGs must be preflight tested and adjusted for the individual in the unit eyeline prior to NVG operations. Do not wear NVGs during takeoff or landing. Do not don NVGs until at least 2,000 feet AGL in climbing or level flight. In all cases, remove NVGs prior to the final approach fix.

3.21.3. NVG equipped aircraft may operate below the ERAA/MSA down to a minimum of 1,000 ft AGL during high-illumination (HI) periods (as defined by AFI 11-214). The flight lead or individual pilot is the final authority to assess actual illumination for a particular mission element, based on visibility and terrain features/resolution.

3.21.4. NVGs may be worn for night tanker rejoins, but will be raised to the up/stowed position or removed no later than the precontact position.

3.21.5. Unless required for battle damage checks or aircraft assistance, wingmen wearing NVGs will fly no closer than route formation.

3.21.6. **Battle Damage Checks.** NVGs will remain on. The aircraft performing the check will approach with position lights bright steady/flash or beacons on while the aircraft being checked sets external lights to a minimum, preferably off.

3.21.7. **In-flight Emergencies with NVGs.** During in-flight emergencies, immediately assess whether the NVGs aid or hinder completing emergency procedures. If they are a hindrance or the emergency may deteriorate into an ejection situation, remove and stow the NVGs.

3.21.8. **Abnormal Procedures.**

3.21.8.1. **Lost sight.** If you lose sight within a flight, execute appropriate lost wingman procedures. Consider highlighting position by increasing exterior lighting level, activating the afterburners, or deploying chaff/flares as the situation warrants.

3.21.8.2. **NVG failure.** Ensure separation from other aircraft and the ground before attempting to remedy the NVG failure.

3.21.8.2.1. Transition to instruments.

3.21.8.2.2. Perform lost wingman procedures if appropriate.

3.21.8.2.3. Route abort/climb above MSA if appropriate.

3.21.8.2.4. Terminate/KIO as applicable.

3.21.8.2.5. With other aircraft in the vicinity, direct them to raise their external lights to non-NVG visible levels if two sources of deconfliction have not been established.

3.21.8.2.6. Attempt to regain NVG operation by switching to the opposite battery. Once clear of other aircraft and terrain, change the battery. If these steps do not solve the problem, stow NVGs and proceed with non-NVG plan.

3.21.8.3. **Inadvertent flight into weather.** Encountering poor weather conditions during NVG operations may cause loss of SA and aircrew distraction/disorientation.

3.21.8.3.1. **Single ship or separated from flight members:**

3.21.8.3.1.1. Transition to instruments.

3.21.8.3.1.2. Route abort if LOWAT, otherwise climb/descend to VMC.

3.21.8.3.1.3. Terminate/KIO as applicable.

3.21.8.3.2. **Formation flight.** If entering weather in formation/close proximity to other aircraft, perform the first five steps under NVG failure, as appropriate, then climb/descend to attempt to regain VMC.

3.22. Fuel Requirements. (T-2).

3.22.1. **Joker Fuel.** A pre-briefed fuel quantity needed to terminate an event and proceed with the remainder of the mission.

3.22.2. **Bingo Fuel.** A pre-briefed fuel quantity that allows the aircraft to return to the base of intended landing or alternate, if required, using preplanned recovery parameters and arriving with normal recovery fuel as listed below:

3.22.3. **Normal Recovery Fuel.** The fuel quantity on initial or at the FAF at the base of intended landing or alternate, if required. Fuel quantity will be as established locally or 2,000 pounds, whichever is higher.

3.22.4. Declare the following when it becomes apparent that an aircraft may land at the intended destination or alternate, if required, with:

3.22.4.1. Minimum Fuel - 1200 pounds or less.

3.22.4.2. Emergency Fuel - 800 pounds or less.

3.23. Approaches and Landings. (T-2).

3.23.1. The desired touchdown point for a VFR approach is 500 feet from the threshold or the glideslope interception point for a precision approach. When local procedures or unique conditions require landing beyond the normal touchdown point, adjust the touchdown point accordingly.

3.23.2. Minimum pattern and touchdown spacing between landing aircraft is 3,000 feet for similar aircraft (e.g., F-15 versus F-15), 6,000 feet for dissimilar aircraft (e.g., F-15 versus F-16) or as directed by MAJCOM or the landing base, whichever is higher. Increase spacing to 6000 feet for similar and 9000 feet for dissimilar when wind conditions increase the likelihood of encountering wake turbulence or wake turbulence procedures are in effect.

3.23.3. Normally, all aircraft will land in the center of the runway and clear to the turnoff (cold) side of the runway when speed/conditions permit.

3.23.4. Landing Restrictions.

3.23.4.1. When the computed landing roll exceeds 80 percent of the available runway, land at an alternate if possible.

3.23.4.2. Do not land over any raised web barrier (e.g., MA-1A, 61QSII).

3.23.4.3. During the aerobrake portion of a normal, dry runway landing, leave flaps down to provide increased aerodynamic drag and normal nose fall.

3.23.4.4. When the RCR at the base of intended landing is less than 12, land at an alternate if possible. If an alternate is not available, an approach end or midfield arrestment is recommended.

3.24. Overhead Traffic Patterns. (T-2).

3.24.1. Overhead patterns can be made with unexpended practice ordnance and unexpended live air-to-air ordnance.

3.24.2. Initiate the break over the touchdown point or as directed.

3.24.3. Execute individual breaks in a level 180 degree turn to the downwind leg at minimum intervals of 5 seconds (except IP/SEFE chase or when in tactical formation).

3.24.4. Aircraft must be wings level on final at approximately 300 feet AGL and 1 mile from the planned touchdown point.

3.25. Tactical Overhead Traffic Patterns. (T-2).

3.25.1. Tactical entry to the overhead traffic pattern is permitted when:

3.25.1.1. The published overhead pattern altitude and airspeed are used.

3.25.1.2. Specific procedures are developed and coordinated with appropriate air traffic control agencies.

3.25.1.3. No more than four aircraft are in the flight. Aircraft/elements more than 6,000 feet in trail are considered a separate flight.

3.25.1.4. Wingmen in tactical formation offset the runway away from the direction of the break.

3.25.1.5. Normal downwind, base turn positions, and spacing are flown.

3.26. Touch-and-Go Landings. (T-2).

3.26.1. Fly touch-and-go landings IAW AFI 11-202 Volume 3, as supplemented by MAJCOM.

3.26.2. Do not fly touch-and-go landings with live or hung ordnance (except a safed 20mm gun) or with fuel remaining in any external tank.

3.27. Low Approaches. (T-2).

3.27.1. Observe the following minimum altitudes:

3.27.2. Normal/no flap single ship low approaches - so that touchdown does not occur.

3.27.3. IP/SEFE flying chase position - 50 feet AGL.

3.27.4. Formation low approaches and non-IP/SEFE chase - 100 feet AGL.

3.27.5. Chase aircraft during an emergency - 300 feet AGL unless safety or circumstances dictate otherwise.

3.27.5.1. During go-around, remain 500 feet below VFR overhead traffic pattern altitude until crossing the departure end of the runway unless local procedures, missed approach/climbout procedures, or controller instructions dictate otherwise.

3.28. Closed Traffic Patterns. (T-2).

- 3.28.1. Initiate the pattern at the departure end of the runway unless directed/cleared otherwise by local procedures or the controlling agency.
- 3.28.2. When in formation, a sequential closed may be flown with ATC concurrence at an interval to ensure proper spacing.
- 3.28.3. Plan to arrive on downwind at 200-250 KIAS.

3.29. Back Seat Approaches and Landings. (T-2).

- 3.29.1. A RCP landing qualified instructor pilot may accomplish back seat landings. An upgrading IP may only accomplish back seat landings when a RCP landing qualified IP is in the front cockpit.
- 3.29.2. During back seat approaches and landings, the front seat pilot will visually clear the area, monitor aircraft parameters and configurations, and be prepared to direct a go-around or take control of the aircraft (as briefed by the rear cockpit IP) if necessary.

3.30. Formation Approaches and Landings. (T-2).**3.30.1. General:**

- 3.30.1.1. Normally accomplish formation landings from a precision approach. If not, accomplish the landing from a published instrument approach or a VFR straight-in approach using the Visual Approach Slope Indicator (VASI), if available. In all cases, use a rate of descent similar to a normal precision approach.
- 3.30.1.2. A qualified flight lead must lead continuation training formation landings unless an IP or flight lead qualified squadron supervisor is in the element.
- 3.30.1.3. Aircraft must be within 3,000 pounds weight of each other and symmetrically loaded as defined in [paragraph 3.8.3](#)
- 3.30.1.4. Position the wingman on the upwind side if crosswind exceeds 5 knots.
- 3.30.1.5. The wingman must maintain a minimum of 10 feet lateral wingtip spacing.
- 3.30.1.6. If the wingman overruns the leader after landing, accept the overrun and maintain the appropriate side of the runway and aircraft control. Do not attempt to reposition behind the leader. The most important consideration is wingtip clearance.

3.30.2. Formation landings are prohibited:

- 3.30.2.1. When the crosswind or gust component exceeds 10 knots.
- 3.30.2.2. When the runway is reported wet; or ice, slush, or snow is on the runway.
- 3.30.2.3. When runway width is less than 125 feet.
- 3.30.2.4. When landing with hung ordnance or unexpended live ordnance (excluding live air-to-air missiles, 20mm ammunition, or chaff/flares).
- 3.30.2.5. When the weather is less than 500 feet and 1.5 miles or a flight member's weather category, whichever is higher.

3.31. After Shutdown Procedures. (T-2).

3.31.1. All flight members will accomplish a post flight walk-around. The intent of this inspection is to find evidence of birdstrike, lost panels, damaged ordnance, and structural damage resulting from over-Gs or other in-flight abnormalities.

3.32. Refer to Table 3 1 for a summary of weather minimums affecting F-15 operations.

Table 3.1. Weather Minimum Summary (Feet/NM/KM).

Event	Minimum
<i>(USAFE) Formation Takeoff</i>	300 / 1NM / 1.6KM**
Formation Landing	500 / 1.5NM / 2.4KM or PWC**
<i>(USAFE) Formation Chase Approach</i>	500 / 1.5NM / 2.4KM or PWC**
VFR Rejoin (Day)	1500 / 3NM / 4.8 KM
VFR Rejoin (Night)	3000 / 5NM / 8KM
Low Level Navigation (Day)	1500 / 3NM / 4.8KM (notes 1&2)
Low Altitude Intercepts (Day)	3000 / 5NM / 8KM (note 3)
<i>(USAFE) Touch and Go Landings</i>	500/1.5NM / 2.4KM
<i>(USAFE) Approach to Field w/o Approved DOD Minimums</i>	Must remain VMC throughout entire Approach (note 4)
** Whichever is higher	
NOTES:	
1. Unless national rules are higher.	
2. 2000/8 in countries where the minimum altitude is 1000 feet AGL.	
3. 3500/8 in countries where minimum altitude is 1000 feet AGL.	
4. Does not apply if USAFE/A3 waiver is approved for approach being flown.	

3.33. Refer to Table 3 2. for a summary of minimum altitudes that affect F-15 operations.

Table 3.2. Minimum Altitude Summary (in Feet AGL).

Event	Minimum
Aerobatics / ACBT / Stalls	5000
Lead Change	See note
Chase (Emergency)	300
Chase (FE / IP)	50
Formation Low Approach	100
Low Approaches	So as to not touchdown
KIO	1000
Fuel Dumping (non IFE)	10000
NOTE: 1000 feet over water; 1500 feet at night /IMC unless on radar downwind	

Chapter 4

INSTRUMENT PROCEDURES

4.1. Approach Category. (T-0).

4.1.1. The F-15 is Approach Category E. Accomplish missed approach IAW flight manual procedures. Missed approach airspeed is 200-250 KIAS.

4.1.2. Use approach Category D minimums at an emergency/divert airfield where no Category E minimums are published. Airfields with Category D minimums may be designated as an alternate (divert) airfield. Further, practice instrument approaches may be flown using Category D minimums if VMC can be maintained throughout the procedure. Under these circumstances, approach Category D minimums may be used provided:

4.1.2.1. A straight-in approach is flown.

4.1.2.2. The aircraft is flown at final approach airspeed of 165 KIAS or less.

4.1.2.3. The aircraft is flown at 255 knots true airspeed (KTAS) or less for the missed approach segment of the approach. At high-pressure altitudes and temperatures 255 KTAS may not be compatible with published missed approach airspeeds and Category D approaches should not be flown.

4.1.3. The F-15's EGI is approved for enroute Area Navigation (RNAV). Do not fly RNAV approaches.

4.1.4. Due to a variety of host nation and International Civil Aviation Organization (ICAO) procedures which may differ from standard F-15 procedures, pilots must ensure that the airspeeds they plan to fly on instrument approach procedures are compatible with both ICAO/Terminal Instrument Procedures (TERPS) and safety of flight requirements.

4.2. Takeoff and Join-up. (T-2).

4.2.1. The flight leader must get an appropriate ATC clearance (altitude block or trail formation) when a flight join-up is not possible due to weather conditions or operational requirements. Formation trail departures must comply with instructions for a nonstandard formation flight as defined in FLIP.

4.2.2. If weather is below 1500 feet and 3 miles, each aircraft/element will climb on takeoff heading to 1,000 feet AGL before initiating any turns, except when departure instructions specifically preclude compliance.

4.3. Trail Procedures. (T-2).

4.3.1. General.

4.3.1.1. During trail formations, basic instrument flying is the first priority and must not be sacrificed when performing secondary trail tasks. Strictly adhere to the briefed airspeeds, power settings, altitudes, headings, and turn points. If task saturation occurs, cease attempts to maintain trail, concentrate on flying the instrument departure, and then notify the flight lead. The flight lead will then notify air traffic control (ATC).

4.3.1.2. Flight leaders will request non-standard formation from ATC.

4.3.1.3. ATC instructions issued to the lead aircraft apply to the entire flight.

4.3.1.4. Flight leads will brief aircraft/element spacing. Minimum spacing between aircraft when in non-standard formation is 9,000 feet and will be maintained using on board radar systems.

4.3.1.5. Each aircraft/element will follow the No Radar Contact procedures until the aircraft/element immediately in trail has radar contact and called "tied."

4.3.2. **No Radar Contact.**

4.3.2.1. The flight leader will call initiating all turns. Subsequent aircraft must delay turns to maintain the desired spacing.

4.3.2.2. Each aircraft/element will maintain 20 seconds or 2-3 mile spacing using all available aircraft systems and navigational aids to monitor position.

4.3.2.3. During climbs and descents, each aircraft/element will call passing each 5,000 foot altitude increment with altitude and heading (or heading passing) until join-up, level-off, or the following aircraft/element calls "tied."

4.3.2.4. Each aircraft/element will call initiating any altitude or heading change. Acknowledgments are not required; however, it is imperative that preceding aircraft/elements monitor the radio transmissions and progress of the succeeding aircraft/elements and immediately correct deviations from the planned route.

4.3.2.5. Each aircraft/element will maintain at least 1,000 feet vertical separation from the preceding aircraft/element until establishing radar/visual contact, except in instances where departure instructions specifically preclude compliance. Reduce vertical separation to 500 feet if necessary to comply with MSA restrictions.

4.3.2.6. In the event a visual join-up cannot be accomplished on top or at level off, the flight leader will request altitude separation for each succeeding aircraft/element to meet the requirements of the above paragraph.

4.3.3. **Radar Contact.**

4.3.3.1. Each aircraft/element will call "tied" when radar contact is established with the preceding aircraft. Once all aircraft are tied, no further radio calls are required, unless radar contact is lost. If ATC directs a question, or guidance to a certain aircraft, that pilot may respond directly to ATC. Flight leads will ensure that wingman are aware of any unplanned or ATC directed intermediate level off altitudes.

4.3.3.2. In flights of three or more aircraft, use all available aircraft systems (i.e., radar, TACAN, AAI, FDL, etc.) to ensure that trail is maintained on the correct aircraft.

4.3.4. **Trail Departures.**

4.3.4.1. Use a minimum of 20 seconds takeoff spacing.

4.3.4.2. Each aircraft/element will accelerate in MIL/AB power until reaching 350 KIAS. Climb at 350 KIAS until reaching cruise mach/KTAS, unless otherwise briefed.

4.3.4.3. Upon reaching 350 KIAS, the flight leader will set 850 FTIT unless otherwise briefed.

4.3.4.4. Limit all turns to a maximum of 30 degrees of bank.

4.3.5. Enroute Trail. Flight leads must brief airspeeds, power settings, and configurations.

4.3.6. **Trail Recovery.**

4.3.6.1. Trail recovery procedures must be coordinated/approved through the responsible ATC facilities and addressed in a local operating procedure or in the unit supplement to this volume. Trail recoveries will only be accomplished at home stations/deployed locations where procedures have been established and briefed. As a minimum, procedures must address each recovery profile, missed approach, climbout, lost contact, lost communications and desired/maximum spacing requirements.

4.3.6.1.1. *[PACAF] Trail recoveries greater than a 2 ship are not authorized for any arrival at a deployed base other than the pilots' home station.*

4.3.6.2. Limit trail recovery to a maximum of four aircraft.

4.3.6.3. Trail recoveries are authorized when weather at the base of intended landing is at/above the highest pilot weather category in the flight or approach minimums, whichever is higher.

4.3.6.4. Trail recoveries will not terminate in simultaneous Precision Approach Radar (PAR) or Airport Surveillance Radar (ASR) approaches. Recoveries to separate PAR/ASRs are authorized, flights will split prior to PAR/ASR final.

4.3.6.5. The flight lead must brief the flight on spacing, configuration, and airspeeds. Minimum spacing between aircraft is 9,000 feet in IMC and will be maintained using on-board radar.

4.3.6.6. The flight lead must coordinate the trail recovery with ATC prior to taking spacing.

4.3.6.7. Prior to split-up, the flight lead must ensure that all wingmen have operative navigational aids and air-to-air radar.

4.3.6.8. Formation break-up will be accomplished IAW [paragraph 4.4](#) Flight separation will be IAW local ATC directives.

4.3.6.9. The formation must squawk as directed by ATC.

4.3.6.10. ATC instructions to the lead aircraft will be for the entire flight. ATC will provide radar flight following for the entire formation.

4.3.6.11. Limit all turns to a maximum of 30 degrees of bank.

4.3.6.12. Once established on a segment of a published approach, each aircraft must comply with all published altitudes and restrictions while maintaining in-trail separation.

4.3.6.13. Unless local procedures establish defined reference points for airspeed/configuration changes, the flight lead must direct changes by radio. At flight lead's call, all aircraft must simultaneously comply with the directed change.

4.3.6.14. All aircraft must report the final approach fix.

4.3.6.15. If contact is lost with the preceding aircraft, the pilot will transmit "Call Sign (C/S) lost contact." The preceding aircraft will respond with altitude, airspeed and

heading. Establish altitude deconfliction and coordinate a separate clearance with ATC. If contact is lost while established on a segment of a published approach, flight members may continue the approach, but must confirm separation via navigation aids. If separation cannot be confirmed, execute missed approach or climbout as instructed by ATC.

4.4. Formation Break-up. (T-2).

4.4.1. If possible, accomplish formation break-up in VMC. If IMC, accomplish the break-up in straight and level flight. Prior to a break-up in IMC, the flight leader must transmit attitude, airspeed, altitude, and altimeter setting that will be acknowledged by wingmen. Wingmen must confirm good navigational aids.

4.5. Formation Penetration. (T-2).

4.5.1. Restrict formation penetrations in route/close formation to two aircraft when the weather at the base of intended landing is less than overhead traffic pattern minimums.

4.5.2. If a formation landing is intended, position the wingman on the appropriate wing prior to weather penetration.

4.5.3. Formation penetrations using radar trail procedures are authorized when weather at the base of intended landing is at/above the highest pilot weather category in the flight or approach minimums, whichever is higher.

4.6. Formation Approach. (T-2).

4.6.1. During IMC formation flights, do not change lead or wing positions below 1,500 feet AGL unless on RADAR downwind.

4.7. Simulated Instrument Flight. (T-2).

4.7.1. Simulated instrument flight requires a qualified safety observer in either cockpit of the aircraft or in a chase aircraft. Use all means to clear the area for hazards.

4.7.1.1. A safety observer in the same aircraft must have an operable intercom.

4.7.1.2. A chase aircraft is required in order to log simulated instrument flight in an F-15A/C. This does not preclude flying approaches in VMC without a chase, however, in this case place primary emphasis on the "See and Avoid" concept. Chase aircraft will be in a position where they can effectively clear and/or provide assistance. Chased instrument approaches may terminate in formation landings.

4.8. Use of the Heads Up Display (HUD). (T-2).

4.8.1. For the F-15A/B/C/D, use the HUD as an additional instrument reference not as the sole instrument reference. Do not use the HUD to recover from an unusual attitude except when no other reference is available.

4.9. Use of the Joint Helmet Mounted Cueing System (JHMCS). (T-2).

4.9.1. Although JHMCS displays sufficient aircraft flight symbology to provide basic situational awareness, it is not intended to be used for primary flight instrumentation. Do not use JHMCS to recover from an unusual attitude.

Chapter 5

AIR-TO-AIR WEAPONS EMPLOYMENT

5.1. References. (T-2).

5.1.1. AFI 11-214 contains air-to-air procedures, to include operations with live ordnance applicable to all aircraft. This chapter specifies procedures or restrictions applicable to F-15 operations.

5.2. Simulated Gun Employment. (T-2).

5.2.1. Missions may be flown with a loaded gun provided the gun is safe IAW Technical Order (T.O.) 1F-15C-34-1-3CL-1 and a trigger check is first performed with the master arm switch in arm with Training Mode deselected. Point the aircraft away from other aircraft and inhabited areas during the trigger check. Do not perform a trigger check with a hot gun. If an aircraft is flown with a hot gun or live missiles, the procedures in AFI 11-214 apply.

5.3. Maneuvering Limitations. (T-2).

5.3.1. Minimum airspeed during low altitude offensive or defensive maneuvering (LOWAT) is 350 KIAS.

5.3.2. When configured with three external fuel tanks, aircraft will operate under the LIMITED maneuvering category as defined in AFI 11-214. When configured with external wing tanks and no centerline tank, UNLIMITED maneuvering is allowed once the externals are empty (flight manual restrictions still apply). The tank restriction does not apply to aerial gunnery tow aircraft. Tow aircraft may fly using any approved (for test and evaluation) or certified (operational) configurations.

5.3.3. Negative-G gun jinks are prohibited.

5.3.4. When acting as a restricted maneuvering target for low altitude intercepts, the minimum airspeed is 220 KIAS or 20 units AOA, whichever produces the higher airspeed.

5.4. Aerial Gunnery Tow Procedures. (T-2).

5.4.1. AFI 11-214 applies. In addition:

5.4.1.1. **AGTS-36 Target Set Deployment.** Deploy the target set over areas clear of surface activity, near the range where shooting will occur. The tow will maintain 240 +/- 10 KIAS and ensure other flight members are clear during deployment. A chase aircraft will ensure that the AGTS-36 tow reel turbine doors open for deployment and the visual augments (VA) deploys properly. Any time the target set becomes unstable or flies erratic, the chase aircraft will advise the tow to cut the target loose.

5.4.1.2. **AGTS-36 Target Set Reel-In.** The tow will slow to 240 +/- 10 KIAS and initiate target set reel-in when shooting is complete. A chase will evaluate target set stability and advise the tow of any abnormalities. Recover target sets that have been hit if they do not exhibit abnormal flight characteristics. However, if a target set becomes unstable or flies erratic during reel-in, it should be cut loose. Initiate reel-in over areas clear of surface activity in anticipation of VA release. The chase will ensure the tow reel

turbine doors are closed, the target set locks into place, the VA releases and perform a BDA on the tow after reel-in is complete.

5.4.1.3. **TDU-32 A/B Banner Deployment.** The Banner departs the airfield fully deployed. Enroute to the range, chase aircraft will ensure a stable flying Banner. While in straight and level flight, the chase pilot will also pass the direction of “Banner lean” in clock position to the tow pilot. This will establish the best turn direction for employment. (If Banner is flying at the 10 o’clock position; tow will turn right)

5.4.1.4. **TDU-32 A/B Banner Recovery.** The tow will return to the drop zone IAW locally approved procedures for Banner release. Tower will clear the tow to the “drop zone” and the pilot will release the Banner for recovery by the ground crew.

5.4.1.5. Abnormal Procedures.

5.4.1.5.1. **VA fails to deploy.** Reel the target set back in and do not use for firing.

5.4.1.5.2. **VA fails to release after reel-in.** The tow must recover using hung ordnance procedures.

5.4.1.5.3. **Erratic or unstable target set.** In all cases where target sets exhibit unstable or erratic flight characteristics, the target set should be cut loose. Avoid trying to reel-in a target set that begins to become unstable/erratic, cut it free with whatever length of cable is present at the time it begins to fly abnormally.

5.4.1.5.4. **Target set shot off.** Cut the remaining cable off. The cable may jam in the tow reel if reel-in is attempted without a target set present.

5.4.1.5.5. **Cutting target sets loose.** Use primary and secondary cutters as the preferred means to cut target sets loose. If this is unsuccessful, reel out the target set until the cable/target set fall off. The next options depend on fuel availability, weather and resources. The tow may try to burn the cable off using afterburner and high AOA maneuvers. The target set may be drug off in the water. In this case, the chase will fly no lower than 1000 feet AGL and the tow no lower than 400 feet AGL. If all other means of cutting the target set loose are unsuccessful and the target set may not be safely recovered, jettison the AGTS-36 tow reel.

5.4.1.5.6. **Landing with cable remaining (no target set).** The tow must recover using hung ordnance procedures. Plan the landing to avoid damage to runway approach lighting.

5.4.1.5.7. **Controlled Jettison of Banner on Takeoff.** If circumstances permit, tow aircraft jettisons Banner IAW local jettison procedures.

5.4.1.5.8. **Unable to Release Banner.** If possible, gain chase aircraft (shooter desired) and proceed to local jettison area and attempt jettison. If Banner still remains, recover IAW local procedures or use (Aerial Gunnery Target Set) AGTS cable remaining procedures.

5.4.1.5.9. **Erratic/Unrecoverable Banner.** Jettison in working area.

5.4.1.5.10. **Banner Shot Off, Cable Remaining.** Release cable in working area. Shooter rejoins with tow to ensure no cable remains. If cable remains, follow procedures in [5.4.1.5.6](#)

5.5. NORAD VID Procedures. (T-2).

5.5.1. Turn the HUD camera/Digital Video Recorder (DVR) on during active air defense visual identification passes no later than 1 NM in the target's stern and leave it on until after completing the breakaway maneuver.

Chapter 6

AIR-TO-SURFACE WEAPONS EMPLOYMENT

6.1. References.

6.1.1. AFI 11-214, *Air Operations Rules and Procedures*, contains Air-to-Surface procedures and restrictions applicable to all aircraft. This chapter contains procedures and restrictions specific to F-15 operations.

6.1.2. Air-to-Surface weapons employment includes both live and simulated attacks during High Angle Strafe (HAS), Basic Surface Attack (BSA) and Maritime Air Support (MAS) missions including A/G weapons employment against maritime targets.

6.2. Weapons Delivery Parameters. (T-2).

6.2.1. The following parameters and requirements form the basic framework for weapons delivery training and all deliveries will conform to limits established for each specific event.

6.2.1.1. **Gunnery Events.** Procedures, training rules, and foul criteria are contained in AFI 11-214. For over-land training, only preplanned target(s) will be attacked to ensure target elevation is known and safe escape altitudes are valid.

6.2.1.1.1. High Angle Strafe.

6.2.1.1.1.1. Minimum recovery altitude is at or above pilot Low Altitude Training (LOWAT) certified category minimums (day).

6.2.1.1.1.2. Minimum recovery altitudes are IAW AFI 11-214 Chapter 5 (night).

6.3. Simulated Attacks against Range, Off-Range or Manned Targets. (T-2).

6.3.1. May be conducted, to include use of Master Arm when carrying practice ordnance under the following restrictions:

6.3.1.1. No live A/A missiles are loaded.

6.3.1.2. Simulated Strafe.

6.3.1.2.1. Simulated strafe is defined as the combined use of Master Arm and trigger actuation during a practice gun attack against ground targets.

6.3.1.2.2. Simulated strafe is permitted with a safed gun, loaded or unloaded, provided a trigger check is previously accomplished.

6.3.1.2.3. Do not perform simulated strafe with a hot gun (loaded or empty).

Chapter 7

ABNORMAL OPERATING PROCEDURES

7.1. General. (T-2).

7.1.1. Follow the procedures in this chapter when other than normal circumstances occur. These procedures do not supersede flight manual guidance.

7.1.1.1. Do not accept an aircraft for flight with any problem that could jeopardize safe flight.

7.1.1.2. Do not use a malfunctioning system unless it is required for safe recovery of the aircraft. Do not continue in-flight troubleshooting a malfunction after completing flight manual emergency procedures and the aircraft may be safely recovered.

7.1.1.3. Only conduct fuel dumping to reduce aircraft gross weight for safety of flight. When circumstances permit, dump above 10,000 feet AGL over unpopulated areas. Ensure the dump switch is returned to normal before landing. Make the appropriate entry in the AFTO Form 781A, *Maintenance Discrepancy and Work Document*.

7.1.1.4. Do not taxi aircraft with malfunctions that effect the nosewheel steering or brake system.

7.1.1.5. For actual or perceived flight control malfunctions, terminate maneuvering and take appropriate action. If the flight control problem was due to crew member/passenger stick or rudder interference in B/D model aircraft, the pilot will take appropriate action to ensure no further flight control interference occurs.

7.2. Ground Aborts. (T-2).

7.2.1. If a flight member aborts prior to takeoff, the flight leader will normally renumber the flight. Flight leaders must advise the appropriate agencies of such changes.

7.2.2. In the event of an abort, formation flight may only continue if it is led by a qualified flight lead. The alternatives are a sympathetic abort or proceeding on a pre-briefed single-ship mission.

7.2.3. Delayed aircraft may join the flight at a briefed rendezvous point or may fly a briefed alternate single ship mission. If accomplishing a join-up, cease tactical maneuvering until the delayed aircraft is joined and all flight members are ready to continue.

7.3. Takeoff Aborts. (T-2).

7.3.1. If aborting the takeoff, clear to the appropriate side of the runway as expeditiously as possible based on position within the element. If this is not feasible because of possible cable engagement, clear straight-ahead. As soon as practical, give callsign and state intentions. Call "Cable, Cable, Cable" to indicate a departure-end arrestment. Following aircraft hold their position, abort or takeoff as appropriate to maintain adequate clearance.

7.3.2. IAW T.O. 1F-15A-1, consideration should be given to hot brakes when brakes are applied above 100 KIAS. Ground speed, runway length, gross-weight, runway condition, heavy braking and outside air temperature are all variable factors which could contribute to

hot brakes. If hot brakes are suspected; declare a ground emergency, taxi the aircraft to the designated hot brake area, and follow hot brake procedures.

7.3.3. If aborting a takeoff at or above 100 KIAS, lower the tailhook. If aborting below 100 KIAS, lower the tailhook if there is any doubt about the ability to stop on the runway.

7.3.4. Following an aborted takeoff, consider having ground maintenance personnel check the aircraft for hot brakes prior to attempting a subsequent takeoff in the same aircraft.

7.4. Air Aborts. (T-2).

7.4.1. If an abort occurs after takeoff, all aircraft will maintain their original numerical callsign.

7.4.2. Escort aborting aircraft with an emergency to the field of intended landing. In other cases, the flight leader will determine if an escort is required.

7.4.3. Abort the mission and land out of a straight-in approach, regardless of apparent damage or subsequent normal operation, for any of the following:

7.4.3.1. Birdstrike/Foreign Object Damage.

7.4.3.2. Flight control system anomalies. This does not include flight control system lights that reset IAW flight manual procedures.

7.4.3.3. Engine flameout, stagnation or shutdown.

7.4.4. If an aircraft experiences an over-G, use the following procedures:

7.4.4.1. Perform a battle damage check after all over-Gs.

7.4.4.2. Non-OWS equipped aircraft and OWS equipped aircraft whose OWS is not operational.

7.4.4.2.1. Terminate the mission and land as soon as practical from a straight-in approach.

7.4.4.3. Aircraft equipped with an operable OWS system that experiences an over-G.

7.4.4.3.1. Immediately terminate maneuvering and call up the OWS matrix on the VSD to analyze the displayed parameters.

7.4.4.3.2. If a positive G, level "1" (one) is displayed in any column of the matrix except mass items (MIT), perform a battle damage check with emphasis on the overall condition of the aircraft. If no abnormalities are noted, the flight lead may continue the briefed mission. If a subsequent positive G, level "1" or greater over-G occurs, terminate the mission, perform a battle damage check, RTB and fly a straight-in approach, except as noted below.

7.4.4.3.3. If level "1" (positive or negative) or greater is displayed in the MIT column, terminate the mission, perform a battle damage check, RTB and fly a straight-in approach.

7.4.4.3.4. If a positive G, level "2" (two) or greater; or a negative G, any level, is displayed in any column of the matrix, terminate the mission, perform a battle damage check, RTB and fly a straight-in approach.

7.4.4.4. Document actual over-Gs (positive G, level 1 or greater, or negative G, any level) in the AFTO Form 781A, *Maintenance Discrepancy and Work Document* after flight.

7.4.5. In the F-15B/D, the pilot in command is primarily responsible for handling in-flight emergencies. The additional aircrew member will provide checklist assistance at the request of the pilot in command.

7.5. Engine Malfunctions. (T-2).

7.5.1. Report all engine anomalies during maintenance debriefing.

7.6. Radio Failure. (T-2).

7.6.1. **General.** Individual aircraft experiencing radio failure will comply with procedures outlined in FLIP, AFI 11-202 Volume 3, this instruction, and local directives.

7.6.2. Formation:

7.6.2.1. Flight members who experience total radio failure while in close or route formation will maneuver within close/route parameters to attract the attention of another flight member and give the appropriate visual signals. Terminate the mission as soon as practical and lead the NORDO aircraft to the base of intended landing or a divert base. Perform a formation approach to a drop-off on final unless safety considerations dictate otherwise.

7.6.2.2. If flying other than close/route formation when radio failure occurs, the NORDO aircraft should attempt to rejoin to a route position at approximately 500 feet on another flight member. The NORDO aircraft is responsible for maintaining clearances from other flight members until his presence is acknowledged by a wingrock, signifying clearance to join. Once joined, the NORDO aircraft will give the appropriate visual signals. If pre-briefed, the NORDO aircraft may proceed to a rendezvous point and hold. If no one has rejoined prior to reaching BINGO fuel, the NORDO aircraft should proceed to the base of intended landing or a divert base. Aircraft experiencing any difficulty/emergency in addition to NORDO will proceed as required by the situation.

7.6.3. Aerial Gunnery/Air-to-Surface Gunnery/Missile Firing NORDO Procedures:

7.6.3.1. Aircraft will not fire without two-way radio contact.

7.6.3.2. Shooting aircraft: safe the armament switches, join on another member of the flight or the tow aircraft, IAW [paragraph 7.6.2](#)

7.6.3.3. Aerial gunnery tow aircraft: rocks wings and continue the turn if an attack is in progress. The flight leader of the attacking aircraft will “knock off” the attack and join on the tow’s wing, remaining clear of the target in the event it is cut. The tow pilot will use standard hand signals to indicate his difficulty. The flight leader will signal when the target is cleared for cut with a slicing motion across the throat. After the target is away and the flight lead determines there is no remaining cable, the tow will RTB with an escort following the briefed NORDO recovery procedures. If cable remains, follow local procedures.

7.6.4. NORDO Recovery:

7.6.4.1. Apply the procedures in AFI 11-205 and FLIP.

7.6.4.2. If a formation straight-in approach is flown and a go-around becomes necessary, the chase will go-around, pass the NORDO aircraft and rock his wings. The NORDO aircraft will go-around, if the situation allows. If the NORDO aircraft is in formation as a wingman, the leader will initiate a gentle turn into the wingman and begin the go-around.

7.6.4.3. A NORDO aircraft intending to make an approach-end cable engagement should signal the escorting aircraft by extending the tailhook. If the NORDO aircraft is not escorted, the pilot should fly a straight-in approach flashing the landing light on final to signal the tower.

7.7. Severe Weather Penetration. (T-2).

7.7.1. Avoid flight through severe weather. If unavoidable, flights should break-up and obtain separate clearances prior to severe weather penetration.

7.8. Lost Wingman Procedures. (T-2).

7.8.1. In any lost wingman situation, immediate separation of aircraft is essential. Upon losing sight of the leader or if unable to maintain formation, the wingman will simultaneously:

7.8.1.1. Execute the applicable lost wingman procedures. Refer to [para 7.9](#) for specific spatial disorientation (SD) considerations. Smooth application of control inputs is imperative to minimize the effects of SD.

7.8.1.1.1. Transition to primary flight instruments.

7.8.1.1.2. Inform lead by transmitting "C/S is lost wingman."

7.8.1.1.3. After executing a lost wingman procedure, do not attempt rejoining with the flight until obtaining permission from the flight lead.

7.8.1.1.4. When able, obtain a separate clearance.

7.8.1.1.5. Observe all published terrain clearance limits.

7.8.1.2. **Two- or Three-Ship Flights (three-ship echelon, refer to four-ship procedures):**

7.8.1.2.1. **Wings-level flight (climbing, descending, or straight and level).** Turn away using 15 degrees of bank for 15 seconds, then resume original heading.

7.8.1.2.2. **Turns:**

7.8.1.2.2.1. **Outside the Turn.** Reverse the direction of turn using 15 degrees of bank for 15 seconds. Continue straight ahead to ensure separation prior to resuming the turn.

7.8.1.2.2.2. **Inside the Turn.** Momentarily reduce power to ensure nose-tail separation and direct the flight leader to roll out of the turn. Maintain the original turn. The leader may only resume the turn when separation is ensured.

7.8.1.2.3. **Final Approach.** Momentarily turn away from lead to ensure clearance and execute the published missed approach procedure.

7.8.1.2.4. **Missed Approach.** Momentarily turn away from lead to ensure clearance and continue the published or assigned missed approach procedure. Climb to 500 feet above missed approach altitude.

7.8.1.3. **Four-Ship Flights.** Number 2 and 3 follow the procedures outlined above. Number 4's initial action assumes that number 3 has also gone lost wingman. In addition to paragraph 7.8 number 4 will:

7.8.1.3.1. **Wings-Level Flight (climbing, descending, or straight and level).** Turn away using 30 degrees of bank for 30 seconds, then resume the original heading.

7.8.1.3.2. **Turns:**

7.8.1.3.2.1. **Outside the Turn.** Reverse direction of turn using 30 degrees of bank for 30 seconds to ensure separation from lead and number 3.

7.8.1.3.2.2. **Inside the Turn.** Momentarily reduce power to ensure nose-tail separation and increase bank angle by 15 degrees. Direct the leader to roll out. The leader will only resume the turn when separation is ensured.

7.8.1.4. Leader must acknowledge the lost wingman's radio call and, when appropriate, transmit attitude, heading, altitude, airspeed, and other parameters.

7.8.1.5. If a wingman becomes separated and any aircraft experiences radio failure, the aircraft with the operational radio will obtain a separate clearance. The NORDO aircraft will turn the IFF/SIF to NORMAL code 7600 while proceeding with previous clearance. If an emergency situation arises along with radio failure, turn the IFF/SIF to EMERGENCY for the remainder of the flight.

7.8.1.6. Only practice lost wingman procedures in VMC.

7.9. Spatial Disorientation (SD). (T-2).

7.9.1. Conditions that prevent a clear visual horizon or increase pilot tasking are conducive to SD. To prevent SD, the pilot must increase his instrument crosscheck rate. If SD symptoms are encountered:

7.9.1.1. **Single Ship:**

7.9.1.1.1. Concentrate on flying basic instruments with frequent reference to the attitude indicator. Use heads-down instruments. If flying dual, consider transferring control to the other crewmember.

7.9.1.1.2. If symptoms persist and conditions permit, fly straight and level flight until symptoms abate, usually within 60 seconds. Consider using the autopilot.

7.9.1.1.3. If necessary, declare an emergency and advise ATC.

7.9.1.1.4. **Note:** It is possible for SD to proceed to the point where the aircrew is unable to see or interpret the flight instruments. In this situation, aircraft control may be impossible. If this occurs, the aircrew should consider ejecting.

7.9.1.2. **Formation Lead:**

- 7.9.1.2.1. Advise the wingmen that he has SD and comply with procedures in paragraph **7.9.1.1**
- 7.9.1.2.2. Use the wingmen to confirm attitude and provide verbal feedback.
- 7.9.1.2.3. If symptoms persist, terminate the mission and recover the flight by the simplest and safest means possible.
- 7.9.1.3. **Formation Wingman:**
 - 7.9.1.3.1. Advise lead of the disorientation.
 - 7.9.1.3.2. Lead will advise wingman of aircraft attitude, altitude, heading, and airspeed.
 - 7.9.1.3.3. If symptoms persist and conditions permit, lead will establish straight and level flight for 30-60 seconds
 - 7.9.1.3.4. If the above procedures are not effective, lead should consider passing the lead to the wingman, provided the leader will be able to maintain situational awareness from a chase position. Transfer lead while in straight and level flight. Once assuming the lead, maintain straight and level flight for 60 seconds. If necessary, terminate the tactical mission and recover by the simplest and safest means possible.
- 7.9.1.4. **Greater than 2-Ship Formation.** Lead should separate the flight into elements to more effectively handle a wingman with persistent SD symptoms. Establish straight and level flight IAW **paragraph 4.4** (Formation Break-up). Plan to keep the element with the SD pilot straight and level while the other element separates.

7.10. Armament System Malfunctions. (T-2).

7.10.1. Inadvertent Release.

- 7.10.1.1. Record switch positions at the time of inadvertent release and provide to armament and safety personnel. Record the impact point, if known.
- 7.10.1.2. Safe the armament switches and do not attempt further release in any mode. Treat remaining stores as hung ordnance and follow hung ordnance procedures during RTB.
- 7.10.1.3. If remaining stores present a recovery hazard, jettison them in a suitable area on a single pass, if practical.

7.10.2. **Failure to Release/Hung Ordnance.** If ordnance fails to release when all appropriate switches are set, proceed as follows.

- 7.10.2.1. Hung live ordnance or aircraft malfunction that precludes further live weapons delivery.
 - 7.10.2.1.1. Attempt to release store(s) using an alternate delivery mode. (Not Applicable [N/A] for Air-to-Air WSEP.) If unsuccessful, attempt to jettison store(s) using selective jettison procedures. Lastly, consider attempting to selectively jettison the pylon if ordnance is unsecured or security cannot be determined.
 - 7.10.2.1.2. If ordnance remains on the aircraft, follow the hung ordnance recovery procedures in **paragraph 7.10.4**.

7.10.3. Hangfire/Misfire:

7.10.3.1. A missile that fires but fails to depart the aircraft is a hangfire. If this occurs, the missile should be closely observed and safety checked by a chase pilot.

7.10.3.2. A missile that fails to fire when all appropriate switches were selected is a misfire. If this occurs, safe the Master Arm switch and follow the hung ordnance recovery procedures.

7.10.4. Hung Ordnance/Weapons Malfunction Recovery:

7.10.4.1. If practical, visually inspect the aircraft for damage.

7.10.4.2. Declare an emergency for hung live ordnance (not required for hung practice/inert ordnance or for live unexpended ordnance).

7.10.4.3. If available, obtain a chase aircraft (N/A at night) and avoid populated areas and trail formations.

7.10.4.4. Land from a straight-in approach.

7.10.5. Miscellaneous Procedures:

7.10.5.1. Pilots will not attempt to expend ordnance using a delivery system with a known weapons release malfunction.

7.10.5.2. When abnormal missile launch or erratic missile flight is noted after launch, visually inspect the launching aircraft by another pilot (if possible) to determine if any damage has occurred.

7.11. Post Arresting Gear Engagement Procedures. (T-2).

7.11.1. Do not shut down the engine(s) unless directed by the ground crew, there is a fire, or other conditions dictate.

7.11.2. Raise the tailhook on the ground crew's signal.

7.11.3. Do not taxi until directed.

7.11.4. Comply with local directives.

7.12. In-flight Practice of Emergency Procedures. (T-2).

7.12.1. Simulated Emergency Procedure is defined as any procedure that produces an effect that closely parallels an actual emergency, such as retarding the throttle to simulate the drag equivalent to a flamed out engine.

7.12.2. **Aborted Takeoff Practice.** Only practice aborted takeoffs in the flight simulator, Cockpit Procedures Trainer (CPT), or, if the trainer is unavailable, a static aircraft.

7.12.3. Simulated in-flight loss of both engines is prohibited.

7.12.4. Practice in-flight engine shutdown is prohibited.

7.12.5. **Emergency Landing Patterns** (Refer to AFI 11-202 Volume 3).

7.12.5.1. **Field Requirements.** Practice of emergency landing patterns at active airfields is authorized provided that crash rescue and air traffic control facilities are available and in operation.

7.12.5.2. **Supervisory Requirements.** IQT (including Formal Training Unit [FTU]) pilots require an IP on board the aircraft or in a chase aircraft. MQT (including FTU) pilots require a SOF in place and an IP or flight lead monitoring from the traffic pattern.

7.12.5.3. **Pattern Procedures:**

7.12.5.3.1. Include the type of practice emergency pattern in the gear check call.

7.12.5.3.2. Initiate practice single-engine go-arounds in sufficient time to ensure the aircraft does not descend below 300 feet AGL. Simulated single-engine approaches may descend below 300 feet AGL provided the approach terminates in a full stop landing or the go-around from a low approach or touch and go landing is performed with both engines. When conducting such training, the pilot will advise the appropriate air traffic controller of his intentions.

7.13. Search and Rescue (SARCAP) Procedures. (T-2).

7.13.1. If an aircraft crashes, immediately attempt to locate possible survivors and initiate rescue efforts. Expect that the aircrews may initially suffer from shock or have delayed reactions due to ejection injuries. The following procedures are by no means complete and should be adjusted to meet each unique search and rescue situation.

7.13.1.1. Knock off maneuvering.

7.13.1.2. Establish a SARCAP commander.

7.13.1.3. Squawk 7700 to alert ATC/Ground Controlled Intercept (GCI) of the emergency situation.

7.13.1.4. Communicate the emergency situation and aircraft/flight intentions immediately to applicable control agencies. Use GUARD frequency if necessary.

7.13.1.5. Mark the last known position of survivors/crash site using any means available (TACAN, EGI, FDL, ATC/GCI position and/or visual references).

7.13.1.6. Remain above the highest ejection altitude, if known, or the highest observed parachute until determining the position of all possible survivors.

7.13.1.7. Deconflict other aircraft assisting in the SARCAP by altitude to preclude midair collision. Establish high/low Combat Air Patrol (CAP) as necessary to facilitate communications.

7.13.1.8. Revise BINGO fuels or recovery bases as required to maintain maximum SARCAP coverage. Do not overfly the adjusted BINGO fuel.

7.13.1.9. Relinquish SARCAP operation to designated rescue forces upon their arrival.

7.13.1.10. Follow local or briefed procedures.

7.14. Lateral Asymmetry. (T-2).

7.14.1. When a fuel imbalance develops that exceeds 5000 ft/lbs. of lateral asymmetry, terminate maneuvering and investigate. If the imbalance was caused by a slow feeding external or internal wing tank, restrict maneuvering to instruments, deployment missions, or limited maneuvering intercepts less than 30 units AOA, IAW tech order guidance, until the imbalance is corrected. Pilots will use the High AOA Warning Tone as a tool to limit the

aircraft to less than 30 units. If the imbalance cannot be corrected, terminate the mission. The above events can be flown to reduce gross weight.

7.14.2. Weapon and stores asymmetry must also be included to compute the total asymmetry condition.

7.14.3. Use the following rules of thumb in **Table 7.1** to determine if a fuel asymmetry condition exceeds the Dash-1 limit of 5000 ft/lbs:

Table 7.1. Asymmetry ROTs.

Location of Fuel	To get total ft/pounds:
Internal Wing Fuel	8 X imbalance = (ft/pounds)
External Wing Fuel	10 X imbalance = (ft/pounds)

Chapter 8

LOCAL OPERATING PROCEDURES

8.1. This chapter is reserved for unit local operating procedures. (T-2).

8.1.1. Procedures herein will not be less restrictive than those contained elsewhere in this instruction. This chapter is not intended to be a single source document for procedures contained in other directives or regulations. Avoid unnecessary repetition of guidance provided in other established directives; however, reference to those directives is acceptable when it serves to facilitate location of information necessary for local operating procedures. Each pilot is authorized a copy of this chapter. MAJCOMs or other subordinate agencies (Numbered Air Force [NAF], Center, etc.), may direct publications approval channels and a specific format for Chapter 8 based on unique flying areas, missions, and/or procedures. Unless changed by MAJCOM or subordinate agency, the following procedures apply.

8.1.1.1. When published, units will forward copies to MAJCOM and appropriate subordinate agencies, who will review the Chapter 8 and return comments or required changes back to the unit(s), if appropriate. The process need not delay distribution unless specified otherwise by MAJCOM or a subordinate agency. If a procedure is applicable to all F-15 A-D units, it will be incorporated into the basic instruction.

8.1.1.1.1. Organize the local chapter in the following format and, as a minimum, include the following:

- 8.1.1.1.1.1. Section A. Introduction.
- 8.1.1.1.1.2. Section B. General Policy.
- 8.1.1.1.1.3. Section C. Ground Operations.
- 8.1.1.1.1.4. Section D. Flying Operations.
- 8.1.1.1.1.5. Section E. Weapons Employment.
- 8.1.1.1.1.6. Section F. Abnormal Procedures.
- 8.1.1.1.1.7. Attachments. (Illustrations)

8.1.1.1.2. Include procedures for the following, if applicable:

- 8.1.1.1.2.1. Command and Control.
- 8.1.1.1.2.2. Fuel Requirements and Bingo Fuels.
- 8.1.1.1.2.3. Diversion Instructions.
- 8.1.1.1.2.4. Jettison Areas/Procedures/Parameters (IFR/VFR).
- 8.1.1.1.2.5. Controlled Bailout Areas.
- 8.1.1.1.2.6. Local Weather Procedures.
- 8.1.1.1.2.7. Unit Standards (Optional).
- 8.1.1.1.2.8. Approved Alternate Missions.

8.1.1.1.2.9. Cross-Country Procedures (if applicable).

8.1.1.1.2.10. Search and Rescue (SARCAP) Procedures.

8.1.1.1.2.11. Local Environmental Restrictions to Flight Operations (winds, sea state, temperature, etc.) as applicable to unit locations.

Chapter 8 (KADENAAB)

LOCAL OPERATING PROCEDURES

Section 8A (KADENAAB)—Introduction

8.1. (KADENAAB) Scope. This supplement establishes local operating procedures for Kadena AB and supplements the basic instruction. It applies to pilots who fly 18th Operations Group (18 OG) F-15s. Most information is specific to Kadena AB. However, when deployed to other locations, comply with this supplement to the maximum extent possible, or local guidance, whichever is more restrictive.

8.2. (Added-KADENAAB) Deviations. The 18th Operations Group Commander (18 OG/CC) or his designated representative may authorize deviations to local procedures specified in this chapter.

8.3. (Added-KADENAAB) References. The primary references for F-15 operations are T.O.s 1F-15A-1, 1F-15A-1-1, 1F-15C-34-1-3, AFTTP 3-1.F-15, AFTTP 3-3.F-15, AFI 11-214, AFI 11-2F-15V3, and KABI 13-204, *Airfield Operations Instruction*. This supplement should be used in conjunction with the Shogun In-flight Guide, Volume 1, *F-15*, and Volume 2, *F-15 Exercise / Base-X*, maintained by 18 OG Standardization and Evaluation (18 OG/OGV).

8.4. (Added-KADENAAB) Changes. Submit recommendations for improvements via AF Form 847, *Recommendation for Change of Publication*, to 18 OG/OGV.

Section 8B (KADENAAB)—General Policy

8.5. (Added-KADENAAB) 18 OG Standards. Standards provide a common reference for conducting daily flying operations. Flight leads may deviate from the standards; however, deviations must be briefed. Refer to the classified 18 OG Tactical Standards for tactical employment and the 18 OG Admin Standards for administrative guidance.

8.6. (Added-KADENAAB) Flight-Duty Period Limitations. Pilots and supervisors of flying (SOF) will adhere to the Flight-Duty Period (FDP) and minimum pilot rest requirements specified in AFI 11-202, Volume 3, and its PACAF supplement.

8.6.1. **(Added-KADENAAB)** Fighter FDP may be extended to 14 hours for fighter aircraft delivery missions including transoceanic (re)deployment with the 18th Wing Commander (18 WG/CC) approval as per PACAF/DO waiver.

8.6.2. **(Added-KADENAAB)** Pilots may fly up to three sorties per day as long as the third sortie lands before the end of civil twilight.

8.7. (Added-KADENAAB) Go/No-Go Procedures. Pilots must be current for Flight Crew Information Files (FCIFs), Volume I, Sections A, B, C, Safety Read File, Stan/Eval periodic testing requirements, and Situational Emergency Procedures Training (SEPT) prior to being assigned an aircraft.

8.8. (Added-KADENAAB) Situational Emergency Procedure Training (SEPT).

8.8.1. **(Added-KADENAAB)** Accomplish a SEPT each calendar month in accordance with AFI 11-2F-15, Volume 1. Failure to accomplish by the end of the month will result in

grounding until subsequently completed. Log SEPTs on Kadena AB Form 18, *Situational Emergency Procedure Training (SEPT) Card*. Maintain the current cards near the squadron operations desk. Squadron project officers should ensure SEPT cards are taken on flying temporary duties (TDYs).

8.8.2. **(Added-KADENAAB)** SEPT sessions will be accomplished in accordance with AFI 11-2F-15, Volume 1, the current Ready Aircrew Program (RAP) Tasking Message, and individual squadron policy.

8.8.2.1. **(Added-KADENAAB)** Pilots will cover the SEPT Topic of the Month during each SEPT session. 18 OG F-15 Stan/Eval (18 OG/OGV) will publish an SEPT Topic of the Month list. This list will be included in each new reprint of the Kadena AB Form 18, *Situational Emergency Procedure Training (SEPT) Card*.

8.8.2.2. **(Added-KADENAAB)** SEPT sessions will include at least one flight lead and will cover at least ten emergency procedures (EPs). At least 5 of 10 EPs must be critical EPs marked with an “*” on the SEPT card. Cover each EP at least once per half year. Discuss situations that include weather and other factors that require pilots to work through the decision making process to safely recover the aircraft.

8.9. (Added-KADENAAB) Publications.

8.9.1. **(Added-KADENAAB)** Pilots will carry the following on all flights:

8.9.1.1. **(Added-KADENAAB)** T.O.1F-15A-1CL-1, *Flight Checklist*.

8.9.1.2. **(Added-KADENAAB)** T.O. 1F-15C-34-1-3CL-1, *Nonnuclear Weapons Delivery Checklist*.

8.9.1.3. **(Added-KADENAAB)** Shogun In-Flight Guide, Volume 1, *F-15*.

8.9.1.4. **(Added-KADENAAB)** *Shogun Eagle Driver Supplement*.

8.9.1.5. **(Added-KADENAAB)** Appropriate FLIP:

8.9.1.5.1. **(Added-KADENAAB)** En Route Supplement (with any applicable change notices).

8.9.1.5.2. **(Added-KADENAAB)** Flight Information Handbook.

8.9.1.5.3. **(Added-KADENAAB)** Volume 1.

8.9.1.5.4. **(Added-KADENAAB)** Volume 2.

8.9.1.5.5. **(Added-KADENAAB)** En Route Charts 3, 4, 5, and 6.

8.9.1.5.6. **(Added-KADENAAB)** Kadena AB Form 4 (or substitute), *F-15 Flight Data*, on local missions. A substitute Kadena AB Form 4, as a minimum, must include all information on the front of the Kadena AB Form 4 including Takeoff and Landing Data (TOLD).

8.9.2. **(Added-KADENAAB)** During Exercises pilots will also carry a Shogun In-Flight Guide, Volume 2, *F-15 Exercise/Base X*.

8.10. (Added-KADENAAB) Life Support Equipment.

8.10.1. **(Added-KADENAAB)** Pilots will check their life support equipment thoroughly prior to each flight. Oxygen and communications connections will be checked on a compatible tester, if available.

8.10.2. **(Added-KADENAAB)** Select Pressure Breathing (PBG) on the aircraft oxygen regulator for all flights.

8.10.3. **(Added-KADENAAB)** Pilots will wear the survival vest IAW current MAJCOM wear policy and any applicable waivers.

8.11. (Added-KADENAAB) Command and Control.

8.11.1. **(Added-KADENAAB) Aborts.** If a flight member ground aborts, the flight lead may renumber the flight as required and inform squadron operations. Squadron operations will notify Shogun 10 of the change.

8.11.2. **(Added-KADENAAB) Single-Ship Policy.** Approved local single-ship missions due to airborne fallout are advanced handling or dedicated instrument sorties. Both require operations supervisor approval when other F-15s are airborne or squadron commander (SQ/CC) or squadron deputy commander (SQ/DO) approval when no other F-15s are airborne. SQ/CC, SQ/DO or designated rep approval is required for single-ship AHC sorties by inexperienced pilots. Single-ship aircraft will attempt to utilize airspace occupied by other F-15s to the max extent possible and establish radio contact on area common or C2. Single-ship aircraft will also establish two-way radio contact with the SOF (Shogun 10) to include area entry, check-in every 30 minutes, and monitor SOF frequency during RTB. Single-ship off island cross-country flights requires 18 OG/CC or designated representative approval.

8.11.3. **(Added-KADENAAB)** Rescue support is coordinated by the SOF.

8.11.4. **(Added-KADENAAB) Cables at MCAS Futenma.** During all local single-runway operations or anticipated dual runway closure during daily operations, the SOF will verify the cable status at MCAS Futenma.

8.12. (Added-KADENAAB) Fuel Requirements.

8.12.1. **(Added-KADENAAB) VFR Fuel Requirement.** Set area bingos to arrive at the FAF or initial with at least 2,000# (day) and 3,000# (night or single runway ops). Once established in the local VFR or RADAR pattern, pilots will weigh AFI 11-2F-15, Volume 1, training requirements/currencies, land times, tower crew training and pattern congestion to continue pattern work or land, but pilots will land with at least 1,500#.

8.12.2. **(Added-KADENAAB) IFR Fuel Requirement.** Set area bingos (day or night) to arrive at the FAF with at least the required alternate/divert fuel in accordance with **Table 8.1**. During IFR conditions, contact the SOF, as required, for the most current weather information.

Table 8.1. (Added-KADENAAB) Fuel Required.

<u>Airfield Status</u>	<u>Fuel Required at FAF / Initial</u>
Day VFR Recoveries – Either Pattern Open	2,000 #
Night VFR Recoveries or Single Runway Ops	3,000 #
IFR Recoveries – Naha/Futenma Alternate	3,000 #
IFR Recoveries – Nyutabaru Alternate	8,000 #

8.13. (Added-KADENAAB) Weather.

8.13.1. **(Added-KADENAAB) Weather Conditions.** The 18 OG/CC (or designated rep), Top 3, or SOF may WX Hold takeoffs. Expect this WX Hold call to come from the SOF, in consultation with the 18 OG/CC. Individual squadrons will make the decision to delay or CNX flying. This decision will be from the SQ/CC or DO, and can be delegated to the Top 3. Upon making a WX CNX call, Top 3 will notify the 18 OG/CC (or designated rep) and all required agencies IAW WX Cancel checklist. During this notification, the Top 3 must clarify that they are only speaking for the 44 FS or 67 FS, not all flying for the OG.

8.13.2. **(Added-KADENAAB) Extreme Circumstances.** The 18 OG/CC or designated rep may decide to cancel flying for the entire wing in extreme cases. **Example:** An inbound typhoon, impending contingency operation, etc.

8.13.3. **(Added-KADENAAB) Local Wind Limit.** Kadena F-15s will not fly training sorties in airspace where current or forecast surface prevailing winds exceed 30 knots or gusts above 40 knots. Local F-15 flying will be canceled if Kadena AB current or forecast surface prevailing winds exceed 30 knots or gusts above 40 knots. Local wind limit may be waived by the 18 OG/CC on a case by case basis.

8.13.4. **(Added-KADENAAB) Local Wave Heights Limit.** Due to the limited reporting capability of accurate wave heights in the local flying area, the best information is available on the Kadena Weather sharepoint page. The SOF, in conjunction with the 18 OG/CC or his representative, will use the following wave height guidance to determine suitability for fighter flying operations.

8.13.4.1. **(Added-KADENAAB) Wave heights 10' or greater:** No local F-15C sorties may be launched unless waived by the 18 OG/CC.

8.13.5. **(Added-KADENAAB) On Island Alternates.** MCAS Futenma should be the primary alternate, if current or forecast weather allows.

8.13.6. **(Added-KADENAAB) Fighter Index of Thermal Stress (FITS) guidance** applies to pilots outside of an air-conditioned environment. An F-15C with engines running and an operable Environmental Control System (ECS) is considered an air-conditioned environment. See **Attachment 23** for Fighter Index of Thermal Stress chart.

8.14. (Added-KADENAAB) Bird Watch Condition.

8.14.1. **(Added-KADENAAB) Reference KABI 13-204.**

8.14.2. **(Added-KADENAAB) Bird Watch Condition Moderate.** F-15Cs loaded with full external wing tanks will use AB for takeoff until reaching 250 knots. At 250 knots the pilot will select military power and initiate a 250 knot climb to level off at 1000 feet MSL. Remain

below 1300 feet MSL and accelerate to climb speed until past the departure end of the runway.

Section 8C (KADENAAB)—Ground Operations

8.15. (Added-KADENAAB) Preflight.

8.15.1. **(Added-KADENAAB) Step Brief.** Qualified operations supervisors will brief, at a minimum, aircraft tail number, parking location, configuration, maintenance status, airfield status to include significant Notice to Airmen (NOTAMs), hazards, constraints, weather, tanker/AWACS/GCI/adversary coordination and status, and overall Operational Risk Management (ORM). Ops sups will ensure all go-no-go items and currencies have been reviewed. Step time will allow for a minimum of 10 minutes at the jet for preflight ops.

8.15.2. **(Added-KADENAAB)** For cross-country flights or deployment sorties Dash-21 gear [intake covers, canopy strut, horse blanket (ECS vent cover)] will be tied down in Bay 5 or stowed with grounding wire and safing pins.

8.15.3. **(Added-KADENAAB)** Mode 4, Have-Quick (HQ), and Fighter Data Link (FDL) will be rotated on the Zulu date. Pilots must check the aircraft forms to verify the Mode 4 and FDL crypto dates.

8.15.4. **(Added-KADENAAB)** Pilots will tighten thumbscrews on the Kadena Instrumented Training System (KITS) pods with a screwdriver after installing the Data Transfer Device (DTD).

8.16. (Added-KADENAAB) Ground Operations.

8.16.1. **(Added-KADENAAB) Ground Abort.** Coordinate appropriate aircraft write-ups before stepping to a spare. If a pilot ground aborts two aircraft after starting engines on both, do not start a third aircraft with the intent to fly the scheduled sortie, unless waived by SQ/CC or SQ/DO or designated representative. Multiple engine starts, for the purpose of accomplishing redball actions do not constitute an “abort.” Apply FITS guidance if appropriate.

8.16.2. **(Added-KADENAAB) DVRS Procedures.** Title tapes in accordance with the checklist or exercise spins. On local training missions, pilots will turn the DVRS on as soon as practical after engine start on the first sortie, but prior to taxi out, and leave it on until just prior to shutdown after the last sortie of the day. Intercom volume should be up for the trigger check and G-Awareness turns.

8.16.3. **(Added-KADENAAB) Partially Full External Fuel Tanks.** Based on fuel densities varying with outside air temperature and slight inaccuracies of the fuel quantity gauge, pilots will consider any external fuel tank indicating 3,500 pounds or more to be full. If the external fuel quantity is reading less than 3,500 pounds the pilot will return the jet to maintenance for a fuel top-off or step to a spare (if available).

8.16.4. **(Added-KADENAAB) Ground Operations of the Emergency Gear Extension Handle.** There is no written guidance in maintenance T.O.s or in Ops Pubs that allow or direct the use of the Emergency Gear Extension handle to resolve a situation where the gear doors need to be opened while engines are running. **Example:** When a safety pin streamer is stuck in the gear door.

8.16.4.1. **(Added-KADENAAB)** Pilots will ensure a thorough walk-around is accomplished, highlighting inspection of all safety pins and streamers. Ensure safe removal of safety pin streamers from the gear doors prior to engine start.

8.16.4.2. **(Added-KADENAAB)** If a safety pin streamer is discovered to be stuck in the landing gear door after engine start, the pilot will adhere to the following:

8.16.4.2.1. **(Added-KADENAAB)** Pilots will shut down both engines.

8.16.4.2.2. **(Added-KADENAAB)** Maintenance personnel will manually open the gear door and remove the trapped streamer.

8.16.4.2.3. **(Added-KADENAAB)** Once all maintenance actions/documentation are complete, the pilot will initiate restart procedures.

8.16.4.2.4. **(Added-KADENAAB)** If the discrepancy is not noticed until the aircraft reaches EOR, maintenance may direct the pilot to return to parking to accomplish the above steps.

8.17. (Added-KADENAAB) Taxiing.

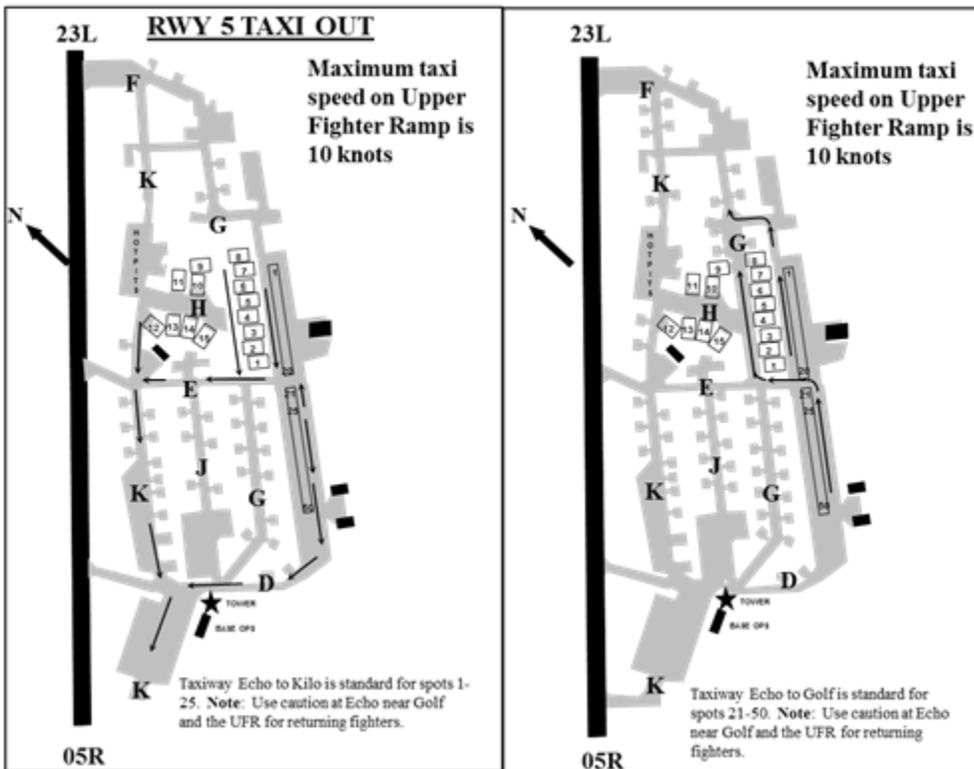
8.17.1. **(Added-KADENAAB) Wingtip Clearance.** 18 OG assigned F-15s are approved for taxi within 10 feet of the maintenance dehumidifier units (MDU) in the Upper Fighter Ramp (UFR) with a measured wingtip clearance of 4.7 feet. Pilots will not attempt to taxi into or out of a flow through without a marshaller clearly visible to the pilot. No equipment or items will be placed on top of the MDU while an aircraft is taxiing in or out of the affected parking spot, unless required for mission accomplishment. If mission-essential equipment or items must be placed on top of the MDU, a wing-walker must be used on that side of the aircraft during taxi operations. Approved areas for the MDUs are designated with permanent markings.

8.17.2. **(Added-KADENAAB) Routing.** See [Figure 8.1](#)

8.17.2.1. **(Added-KADENAAB) Runway 5.** UFR to Taxiway Echo to Taxiway Kilo is standard for flow throughs 1-25. UFR to Taxiway Delta to Taxiway Kilo is standard for flow throughs 26-50.. **Note:** Use caution at Echo near Golf and the UFR for returning fighters.

8.17.2.2. **(Added-KADENAAB) Runway 23.** UFR to Golf via the Northeast Connector is standard for flow throughs 1-20. Echo to Golf is standard for flow throughs 21-50. If desired, request Taxiway Echo to Kilo from Ground. **Note:** Use caution at Echo near Golf and the UFR for returning fighters.

Figure 8.1. (Added-KADENAAB) Taxi Out.



8.18. (Added-KADENAAB) Before Takeoff.

8.18.1. (Added-KADENAAB) EOR. F-15s will arm and quick check before all flights. Upon entering the arming area, park in the available position farthest from the runway with the flight echeloned toward the runway.

Section 8D (KADENAAB)—Flying Operations

8.19. (Added-KADENAAB) Takeoff.

8.19.1. (Added-KADENAAB) Line-up in accordance with AFTTP 3-3.F-15.

8.19.2. (Added-KADENAAB) Single-ship rolling takeoffs are authorized as required. Pilots will verify safe arming and configuration prior to takeoff by ensuring no streamers, pins or covers are installed in any aircraft in the formation.

8.19.3. (Added-KADENAAB) Always use the runway with operational departure end barriers. **Caution: During Cable Bird launch and recovery operations, both approach and departure end barriers will be removed from the inside runway (05R/23L) from 10 minutes prior until 15 minutes after the launch or recovery operation.**

8.20. (Added-KADENAAB) In-Flight Procedures. Local in-flight procedures can be found in KABI 13-204.

8.20.1. (Added-KADENAAB) **Departure.** Consider filing a HOTEL ONE flight plan to W-173 if WX precludes transition to VFR prior to airspace entry. The HOTEL ONE flight plan is only authorized with W-173. See [Figure 8.2](#) and [Figure 8.3](#).

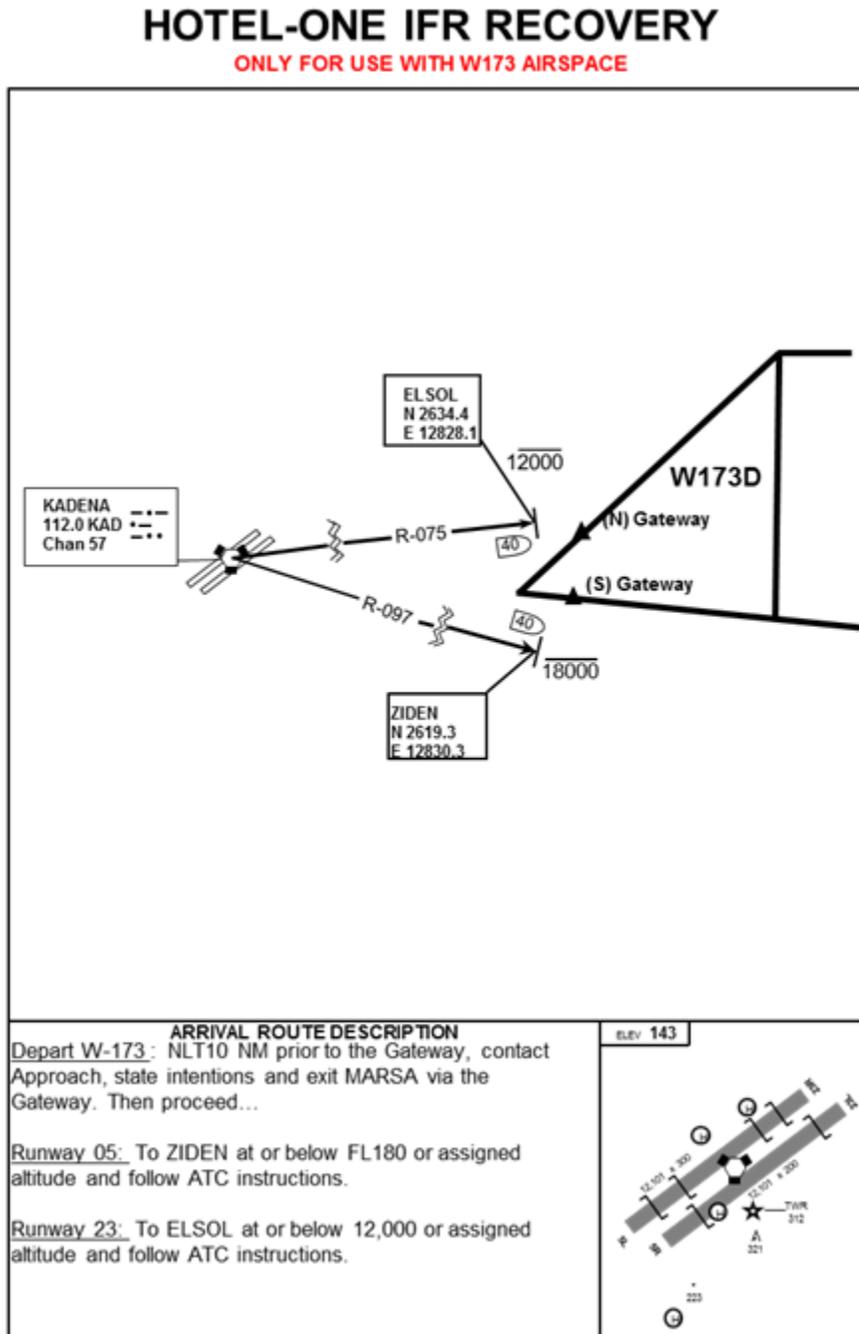
Figure 8.2. (Added-KADENAAB) HOTEL ONE Departure Procedures.

HOTEL-ONE TRANSITION

ONLY FOR USE WITH W173 AIRSPACE

Kadena Air Base (RODN) 18 th Wing Standardized IFR MARSA Departure Clearance Procedures (Warning Areas: W173A/D/E/F)	
HOTEL-ONE DEPARTURE “(BAT/COCK), Cleared to	
Warning Area Transition:	DEPARTURE ROUTE FLOWN:
W173A-F RWY 05	Via Jilee Departure, Direct Elsol, Direct (N) Gateway; Climb and maintain FL 190 or as directed
W173A-F RWY 23	Via Tucof Departure, Direct Ziden, Direct (S) Gateway; Climb and maintain FL 190 or as directed
Notes:	If VFR Pattern is open... Cross Departure end of the Runway @ or below 1,300
1.	
2.	If canceled and proceeding VFR, Hotel-One is no longer active on RTB. RTB IAW W173 VFR Recovery.
3.	Upon reaching Ziden/Elsol report “BAT/COCK MARSA.”
4.	Variations only as requested.
5.	May request amended altitude with RAPCON at or below FL200

Figure 8.3. (Added-KADENAAB) HOTEL ONE Recovery Procedures.



8.20.2. (Added-KADENAAB) F-15 2-Tank Maneuvering Limitations.

8.20.2.1. (Added-KADENAAB) Avoid spiking the AOA below 10,000 AGL/AWL.

8.20.2.2. (Added-KADENAAB) To the maximum extent possible, 18 OG F-15 pilots will continue to fly 3/6/9K' perch BFM in the clean configuration. Should an opportunity to execute 3/6/9K' perch BFM in a 2-tank configuration arise, pilots will weigh the benefits of this training against their ORM for that mission, as well as adhere to the following guidance.

8.20.2.2.1. **(Added-KADENAAB)** 18 OG F-15 pilots will be allowed to execute 3/6/9K' perch BFM while configured with external wing fuel tanks, provided they meet the following criteria:

8.20.2.2.1.1. **(Added-KADENAAB)** Pilots will read and be familiar with the following 5 documents:

8.20.2.2.1.1.1. **(Added-KADENAAB)** 18th Wing Brief: F-15 Perch BFM with External Wing Tanks.

8.20.2.2.1.1.2. **(Added-KADENAAB)** Preventing Departures in the F-15A-D: Proper Jet Inspections and Aircraft Handling Characteristics (AHC) Application, USAF Weapons School Instructor Paper, Maj "Sled" Smith, October 2005.

8.20.2.2.1.1.3. **(Added-KADENAAB)** F-15C/D 2-Bag Maneuvering Restrictions, 422 TES, Capt "Sick" Friedman, March 2012.

8.20.2.2.1.1.4. **(Added-KADENAAB)** High AOA Operation of the F-15A-D with and without External Tanks, Boeing White Paper, 15 June 2005.

8.20.2.2.1.1.5. **(Added-KADENAAB)** T.O. 1F-15A-1, Section VI: Flight Characteristics.

8.20.2.2.1.2. **(Added-KADENAAB)** Pilots will discuss Eagle Handling Characteristics and 3/6/9K' perch BFM while configured with external wing tanks with an IP.

8.20.2.2.1.3. **(Added-KADENAAB)** First assignment pilots will be cleared for 2 Bag BFM after completion of the Advanced BFM MQT sortie in accordance with the 18 OG F-15C Flying Training Syllabus. Previous assignment F-15 pilots may have this flight waived by the SQ/CC.

8.20.2.2.1.4. **(Added-KADENAAB)** All 18 OG F-15 pilots will accomplish a Stability Exercise in ANY configuration, for ANY planned maneuvering above 30 CPU AOA, to include BFM and perch ACM. Proper execution of the Stability Exercise can be found in AFTTP 3-3.F-15. Prior to executing the Stability Exercise, ensure external wing tanks are dry and internal wing tanks are balanced and feeding.

8.20.3. **(Added-KADENAAB) Limited Maneuvering Configurations.** If the T.O. 1F-15A-1 limits the aircraft AOA to less than 30 CPU then pilots will also operate under limited maneuvering restrictions as defined by AFI 11-214, *Air Operations Rules and Procedures*.

8.20.4. **(Added-KADENAAB) Imbalances.** Wingman will inform flight leads of any fuel imbalance of 500lbs or greater.

Table 8.2. (Added-KADENAAB) Fuel Imbalances That Yield 5000 Ft-Lb Lateral Asymmetry.

WPNS	Zero		AIM-9 – 8A No KITS		KITS - 8A No AIM-9		AIM-9 - 2B KITS - 8A		KITS - 2B AIM-9 – 8A	
	L	R	L	R	L	R	L	R	L	R
Start Heavy		1733		3352		3061		1442		2024
Internal Heavy	900	450	1100	200	1050	250	850	450	950	350
External Heavy	700	350	850	150	800	150	650	350	700	300

8.20.5. (Added-KADENAAB) **Air Refueling Procedures.** See Attachment 19.

8.20.6. (Added-KADENAAB) **Kadena Airspace.**

8.20.6.1. (Added-KADENAAB) **Airspace.** Fly VFR hemispheric altitudes to and from the areas when operating VFR.

8.20.6.2. (Added-KADENAAB) **Supersonic Flight.** 18 OG F-15s will limit supersonic operations to overwater training areas and greater than 15 NM from any land. Additionally, avoid supersonic flight within 5,000' or 5 NM of rotary wing aircraft and known surface vessels. Report supersonic flight within 15 NM of land on the AF Form 121, *Sonic Boom Log*.

8.20.7. (Added-KADENAAB) **Recoveries.**

8.20.7.1. (Added-KADENAAB) **Nonstandard Trail.** Flight leads should consider radar status, experience level, fuel remaining, weather categories, etc. when determining who leads the radar trail formation and landing order.

8.20.7.2. (Added-KADENAAB) Flight leads send wingmen to trail via a radio call after confirming wingmen's good radar and NAVAIDS. Wingmen lock and call "**C.S. Tied**" on the Aux.

8.20.7.3. (Added-KADENAAB) **Multiple Radar Patterns.** Expect Kadena standard radar climb-out. Advise tower when executing climb-out, and expect push to RAPCON for further vectors.

8.20.7.4. (Added-KADENAAB) **Off-Station Approaches.** Practice approaches at Naha require USFJ coordination and approval. Practice approaches at Futenma are not allowed without prior coordination/approval from Futenma base operations, due to noise abatement procedures.

8.20.8. (Added-KADENAAB) **Landing.**

8.20.8.1. (Added-KADENAAB) **Minimum Spacing.** Reduced Same Runway Separation (RSRS) is defined in KABI 13-204. If a go-around is required, do not directly overfly aircraft on the runway. **Caution: The runway approach and departure ends are exceptionally slick during wet weather due to rubber buildup.**

8.20.8.2. (Added-KADENAAB) Once at a safe taxi speed, pilots should cross raised cables with the nose gear offset 1 foot to the left or right side of a cable attachment point in order to avoid rollover of attachment points by the main gear.

8.21. (Added-KADENAAB) After Landing.

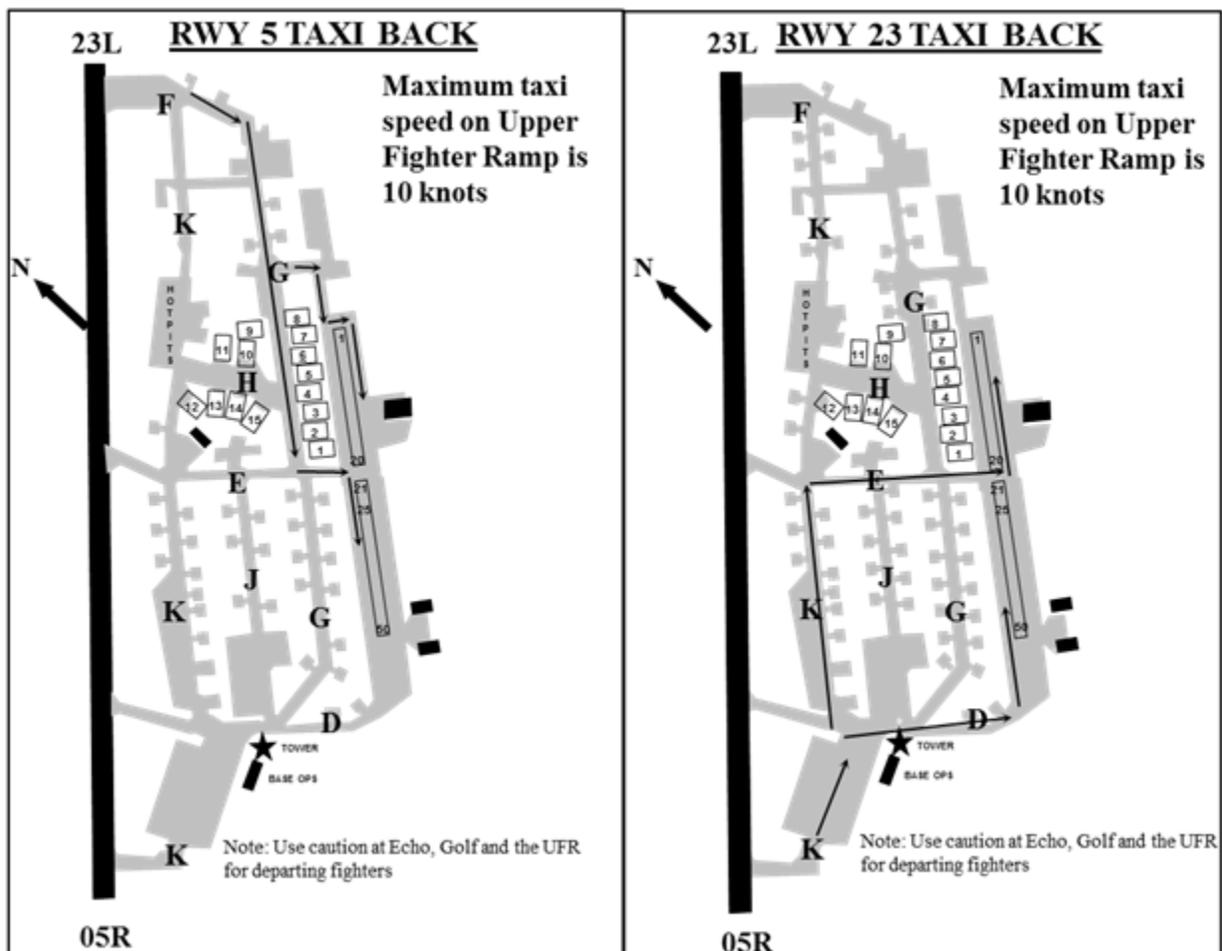
8.21.1. (Added-KADENAAB) **De-Arm.** Park in the de-arm position farthest from the runway with the flight echelon toward the runway. Normally, aircraft will taxi back to the chocks immediately after de-arm is complete as a single ship. Taxi toward the runway before looping behind others in de-arm to limit jet blast and FOD.

8.21.2. (Added-KADENAAB) If de-arm is full, hold in the designated holding areas until de-arm space is available.

8.21.3. (Added-KADENAAB) Call ground for clearance to taxi to parking or hot pits. Include "...via *Fighter Rinse Facility*". If using the fighter rinse facility. See **Paragraph 8.21.5** for rinse facility procedures.

8.21.4. (Added-KADENAAB) **Taxi Back.** See **Figure 8.4**

Figure 8.4. (Added-KADENAAB) Taxi Back.



8.21.5. **(Added-KADENAAB) Fighter Rinse Facility.** F-15s will use the Fighter Rinse Facility after the last flight of the day, to the max extent practical. The Rinse Facility can accommodate a single 4 ship every 10 minutes (for system recharge). A NOTAM will be issued when the Fighter Rinse Facility is unavailable. After de-arm, request taxi clearance with ground prior to proceeding, and be vigilant for taxi conflicts. See KABI 13-204 for procedures and taxi flow.

8.22. **(Added-KADENAAB) Maintenance Debrief.**

8.22.1. **(Added-KADENAAB)** Prior to maintenance debrief, pilots will check DVRS to ensure the system operated properly. Write-up malfunctions and poor picture quality. Debrief all flight and ground aborts in maintenance debrief section. Maintenance codes for aircraft are as follows:

8.22.2. **(Added-KADENAAB) Code 1.** Aircraft flyable with no discrepancies.

8.22.3. **(Added-KADENAAB) Code 2.** Aircraft flyable and capable of further mission assignment with normal turnaround time. However, the aircraft has minor discrepancies or partially inoperative systems. Operations superintendents will coordinate with maintenance supervisors to determine suitability of Code 2 aircraft to fly subsequent training missions.

8.22.4. **(Added-KADENAAB) Code 3.** Aircraft or aircraft system has major discrepancies that may require repair/ replacement prior to further mission assignment, or major discrepancies with tactical systems render the aircraft non-fully mission capable (Non-FMC).

8.23. **(Added-KADENAAB) C2.** Efforts should be made by flight leads to coordinate a phone or face-to-face brief (day prior) / debrief (post-flight) with C2 controllers. At a minimum, send a data card prior to flight and flight critique post flight. Brief and use Have Quick and secure voice on every mission with AWACS if able. C2 cannot approve extensions or schedule changes to the range period. Coordinate range extensions through C2 with squadron operations.

8.23.1. **(Added-KADENAAB) JASDF.** Operates continuously, monitors 276.3 and is available for flight following. The Sector Operations Center is "RODERICK." Primary sites include "HARRIER" (west), "READMIT" (northeast), and "ZEPPELIN" (all others).

8.23.2. **(Added-KADENAAB) USAF.** The 623d Air Control Flight (623 ACF) call sign "LIGHTSWORD" operates from a joint USAF/JASDF facility at Naha.

8.23.3. **(Added-KADENAAB) USMC.** "VICE SQUAD" is available only for missions as reflected in the 18 OG weekly flying schedule. Coordinate 24 hours in advance to add/cancel scheduled sorties.

8.23.4. **(Added-KADENAAB) 961st Airborne Air Control Squadron.** Coordinate with "COWBOY" the day before the mission or with a ground liaison officer (GLO) the morning of the mission. Use the pre-briefed frequency or the C2 Check-In frequency (233.1) for airborne contact.

8.23.4.1. **(Added-KADENAAB)** When AWACS's primary radar is "bent," control using the IFF system, if authorized by the E-3 mission crew commander, may be possible. To ensure that controlled aircraft understand the situation, weapons directors will transmit on initial contact "***COWBOY is IFF only, provide own separation from strangers.***" F-15 pilots will acknowledge. The controller can only see squawking aircraft. During the mission, controllers can transmit applicable tactical information including

bogey dope and picture calls; however, snaps and vectors are advisory in nature. F-15 pilots must ensure safe separation from strangers prior to accepting directive calls from the controller.

8.23.5. **(Added-KADENAAB) Traffic Advisories.** Traffic advisories will be provided to the maximum extent practical. Monitor the working area common frequency when practical. C2 may not have both entering and exiting flights on the same frequency. Check-out with C2 when area work is completed.

8.24. (Added-KADENAAB) Night Procedures. A night phase brief will be given to all pilots prior to night employment per the squadron's training plan.

8.24.1. **(Added-KADENAAB) Aircraft Required Lighting.** Aircraft lighting will be in accordance with AFI 11-2F-15, Volume 3. In addition, one vertical stabilizer light (either anti-collision or position) and the landing light must be operative.

8.25. (Added-KADENAAB) Two/Four Ship Flight Lead Clarification. In accordance with AFI 11-2F-15, Volume 1, and the 18th OG F-15C Flying Training Syllabus, after the successful completion of 2-ship flight lead syllabus, the 2-ship flight lead is cleared to tactically employ two aircraft in daily training and contingency operations as well as administratively control a maximum of eight aircraft in daily training to orchestrate 2 v X (up to 6), or 2 + 2 v X (up to 4) training as required by the operations training plan. After the successful completion of 4-ship flight lead syllabus, the 4-ship flight lead is cleared to tactically employ four aircraft in daily training and contingency operations and administratively control a maximum of 12 aircraft in daily training to orchestrate 4 v X (up to 8) or 4 + X v Y (with X+Y = no more than 8) training as required by the operations training plan. Any blue air employment of more than four aircraft requires the flight lead to complete a mission commander checkout.

Section 8E (KADENAAB)—Weapons Employment

8.26. (Added-KADENAAB) ALE-45 (CMD) Procedures.

8.26.1. **(Added-KADENAAB)** During ground operations, keep the countermeasures dispenser (CMD) off except when accomplishing the CMD ground bit check. Accomplish this check on Taxiway K (RWY 05) or Taxiway K/G (RWY 23) and write up any discrepancies after flight. At Kadena, keep the CMD switch in OFF until "feet wet" and greater than 10 miles from the coast. If diverting to Futenma or Naha, attempt to dispense all chaff and flares "feet wet" greater than 10 miles from the coast. Off station, follow deployed operating procedures. Regardless of location, chaff employment is authorized only within warning area boundaries.

8.26.2. **(Added-KADENAAB)** To reduce the risk of aircraft collision with expendable countermeasures, the following restrictions apply: During training, 18 OG fighter aircraft will not dispense/deploy countermeasures (chaff, flare, or similar decoys – tethered or not) with a known attacking aircraft within 3,000' behind the defender. When training with non-18 OG aircraft, the same restriction is to be applied by the defender and must be briefed as a special instruction. Countermeasure use is not restricted when approaching high aspect merges.

Section 8F (KADENAAB)—Abnormal Procedures

8.27. (Added-KADENAAB) Emergencies. Unless briefed otherwise, handle in-flight emergencies (IFE) within elements and attempt to escort the aircraft with the IFE to landing. Recover via a straight-in ILS / TACAN or visual approach as required. Notify the appropriate ATC agency as soon as possible. Request a single-frequency approach and coordinate with Shogun 10 as required. Reference the Shogun In-flight Guide, Volume 1 (Pink Pages), for more information.

8.27.1. **(Added-KADENAAB) Aborts.** Transmit **“Call Sign, Aborting”** in the aux radio if able. Switch back to tower and repeat the call adding **“Cable, Cable, Cable”** if required. Use speed brake as a visual signal. Trailers: Slow speed – abort behind, or high speed – takeoff (consider max AB, but do not directly overfly aircraft on runway).

8.27.2. **(Added-KADENAAB) Aircraft Departure From Controlled Flight.** After any suspected or actual departure from controlled flight, discontinue the mission and RTB. Conduct a battle damage (BD) check (and a flight controllability check if required). Land via straight-in approach with chase. Inform operations superintendent of the event and save tapes for tape review by squadron supervision. Write up all departures in AFTO Forms 781 in accordance with T.O. 1F-15A-1-1 procedures and submit a 1-hour report to safety regardless of cause.

8.27.2.1. **(Added-KADENAAB)** Pilots may continue to fight if three yaw rate warning tones or less are experienced in the commanded direction under the following circumstances:

8.27.2.1.1. **(Added-KADENAAB)** The aircraft is in a flight regime where tones are possible, but not intended (i.e. 18K’ MSL, 300 KIAS, in a nose low rudder reversal (clam)).

8.27.2.1.2. **(Added-KADENAAB)** The pilot has the SA to accurately perceive and count the number of tones produced.

8.27.2.2. **(Added-KADENAAB)** If the previous criteria are not met, or any doubt as to the actual number of tones exists, then “Knock Off” the fight and follow the procedures in **Paragraph 8.27.2.**

8.27.2.3. **(Added-KADENAAB)** Any time yaw rate warning tones are experienced in flight, the pilot will review the occurrence with an IP and inform the Weapons Officer, Director of Operations, or the Commander. The instructor will discuss how to prevent yaw rate warning tones in future flights.

8.27.3. **(Added-KADENAAB) Rescue.** Aircraft with initial visual on the accident/survivor is the initial on-scene commander (OSC) until lowest digit flight lead coordinates another OSC and designates an airborne mission commander (AMC). If AWACS or a KC-135 aircraft are available, they will become the AMC. If the AMC is an F-15, utilize C2 over Shogun 10 aux. The AMC will be the primary command and control for rescue forces. The OSC will coordinate with survivor on 243.0 or 282.8 (as required) over C2 aux, to communicate with both the survivor and the AMC. OSC will keep the accident area in sight, mark the position, and relay information to AMC.

8.27.3.1. **(Added-KADENAAB)** If the flight was working autonomously, the OSC should utilize Shogun 10 aux to relay information to any other airborne players. After initial contact with survivor, use 282.8 as primary rescue frequency. **Note: Only the OSC and survivor should use this frequency.**

8.27.3.2. **(Added-KADENAAB)** Rescue forces will take control on arrival. Japan Coast Guard (JCG) or JASDF rescue forces may arrive on scene using different frequencies. To prevent any conflicts, one radio in the holding stack should contact RODERICK/LIGHTSWORD to help deconflict with JASDF rescue forces.

8.27.4. **(Added-KADENAAB) Controlled Bailout.** Reference KABI 13-204, Dash-1 checklist, and Shogun In-flight Guide, Volume 1.

8.27.5. **(Added-KADENAAB) Emergency/Alternate Airfields.** Primary alternate: MCAS Futenma. Use Naha if weather/conditions do not allow landings at Futenma. Consider Ie Shima under dire circumstances. Reference the Shogun In-flight Guide, Volume 1, for divert procedures.

8.27.6. **(Added-KADENAAB) NORDO.** If blind, proceed in the assigned block to the designated point and hold in the block in VMC if able. If no aircraft rejoin by joker fuel or the end of area time, RTB in accordance with Shogun In-flight Guide, Volume 1, procedures, squawk M3 7600, and input voice callsign "NRDO" on the Own Data Page of the FPCD. NORDO aircraft will be escorted to landing as soon as practical. Normally, element integrity will be used for RTB.

8.27.7. **(Added-KADENAAB) Hung Ordnance Procedures.** There are two types of hung ordnance. "Category 1" is hung live ordnance (including flares), resulting in a full response by all applicable agencies. "Category 2" includes hung inert bombs or gun anomalies, resulting in limited response by all applicable agencies. With hung "Category 1" ordnance, safe switches and declare an emergency. State the hung ordnance category. Avoid populated areas on RTB and utilize a chase aircraft. Land from a straight-in approach. A flare is considered "hung" when the squib fired and the flare is partially ejected and therefore "hung" vice CMD or squib problems where there is not an attempt to eject the flare.

8.27.8. **(Added-KADENAAB) Canopy Unlocked Procedures.** If a canopy unlocked light during flight is not corrected by Dash-1 procedures, recover the aircraft via hung ordnance Category 2 procedures in the Shogun In-flight Guide Volume 1.

8.27.9. **(Added-KADENAAB) Engine Anomalies.** Accomplish a battle damage check after any engine anomaly.

8.27.10. **(Added-KADENAAB) Landing Gear Anomalies.** If the barrier is not engaged with a gear anomaly, stop straight ahead and have the gear pins installed (traffic and runway availability permitting). Safety permitting, the aircraft may then be taxied or towed to park.

8.27.11. **(Added-KADENAAB) Practice Barrier Engagements / Cable Certification Procedures.** Practice barrier engagements during Exercises or barrier certifications require 18 OG/CC or designated representative approval. Practice engagements and certifications must be scheduled and pre-briefed prior to step with the pilot, ops sup, fire chief, wing safety, airfield management, crash recovery and barrier maintenance. During the engagement all

above players, plus ground control, should coordinate on the SOF (Shogun 10) frequency. The fire chief is the on-scene commander.

8.27.11.1. **(Added-KADENAAB)** Go through de-arm, engage the barrier toward the longer part of the runway. Do not accomplish on landing roll. The maximum speed is 100 knots. Following a barrier engagement, the aircraft will shut down and be towed off of the runway.

8.27.11.2. **(Added-KADENAAB)** Slingshot/power out/rollback barrier extractions are prohibited in accordance with AFI13-204_PACAFSUP, *Functional Management of Airfield Operations*.

8.27.12. **(Added-KADENAAB) Hot Brakes Procedures.** If suspected, confirmed, or abort occurred above 100 knots, inform tower and taxi to hot brake area. Hot brake areas are located in each arm/de-arm area offset toward the runway, and between flow-through 50 and taxiway Delta on the upper fighter ramp. Stop with nose of aircraft facing into the wind. Do not shut engines down until instructed to do so.

8.27.13. **(Added-KADENAAB) Brake Failures.** If a brake failure occurs on the runway, lower the tail hook (if required), stop straight ahead, advise tower and wait for assistance to shut down.

8.27.14. **(Added-KADENAAB) Taxi After Emergencies.** If any doubt concerning aircraft safety exists, get chocked, call for a tug and shut down. Coordinate with the SOF (Shogun 10) for further instruction. Do not taxi aircraft with malfunctions that affect the nose wheel steering or brake system (hydraulic failures, higher than normal thrust, anti-skid failures).

8.27.15. **(Added-KADENAAB) Chase Formation.** Any pilot may fly safety chase for aircraft under emergency or impending emergency conditions. Qualified pilots (including MQT pilots who have successfully completed an instrument/qualification evaluation) may chase as safety observer for aircraft performing simulated instrument flight or hung ordnance patterns. Specialized missions (i.e., OT&E, WSEP, live weapons delivery, etc.) and training conducted in accordance with AFI 11-2F-15, Volume 1, *F-15--Aircrew Training*, may be chased by CMR/BMC pilots designated by group/squadron commanders. All other chase events may only be flown by IP/FEs or upgrading IPs under the supervision of an IP. Except IP/FE/specialized missions, a chase aircraft will maneuver in a 30°-60° cone with nose/tail clearance to 1,000', to effectively clear and/or provide assistance. IP/FE/specialized mission aircraft will maneuver as necessary, but must maintain nose/tail separation until required to transition to close formation when deemed necessary by the IP/FE. No chase aircraft will stack lower than the lead aircraft when below 1,000' AGL. All chase aircraft will attempt to fly on the outside of the turn at Kadena during overhead patterns. The minimum altitude summary is included in the Shogun In-flight Guide, Volume 1.

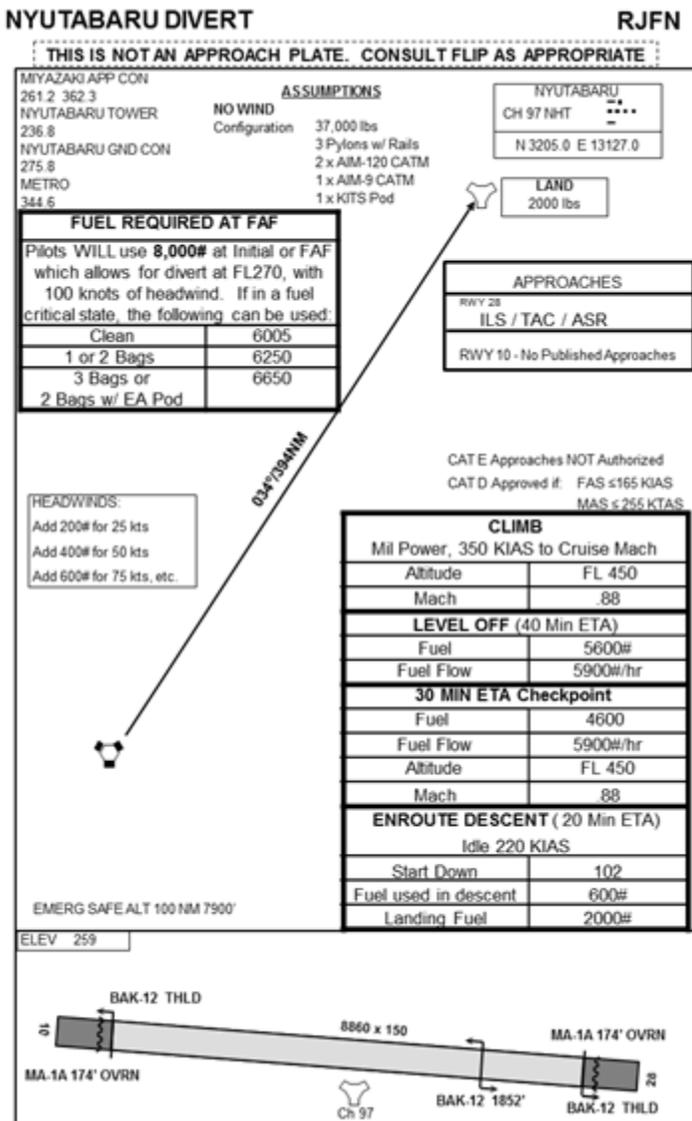
8.28. (Added-KADENAAB) Divert Procedures.

8.28.1. **(Added-KADENAAB)** Monitor Shogun 10 (Ch 10, 302.5) when divert becomes a possibility. Reference Shogun In-flight Guide, Volume 1, for divert information (airfield description, routing and/or fuel requirements). If diverting to Futenma, declare an emergency if there are any CMDs remaining.

8.28.2. (Added-KADENAAB) **Figure 8 5.** is an example of an off-island divert from the Shogun In-flight Guide. It is not an approach plate so consult FLIP as appropriate. Use it as a quick reference for initial actions to get to Nyutabaru from the FAF. For example, from Kadena, go 034° for 394 NM, NHT is CH 97 and the Lat/Long is listed. With 6250# at the FAF, a 2 bag F-15 following the profile will land with 2000#. Add 200# fuel consumption for every 25 kts headwind. The profile is from the bingo charts in the Dash-1 checklist and assumes a mil power climb from sea level at 350 KIAS to FL 455 with – 220s, fly .88 Mach en route. The level off block gives a gauge for how much fuel remains and the fuel flow in pph. A 30-min checkpoint gives another check on all the same numbers. The descent block is for an idle power, 220 KIAS descent for recovery. There are also blocks for the airfield diagram and quick reference approach availability and data.

8.28.3. (Added-KADENAAB) **Nyutabaru.** Nyutabaru is the primary off-island divert location. **Figure 8.5** is an excerpt from the Shogun In-flight Guide, Volume 1. It is for reference only and pilots should consult FLIP as appropriate during an actual divert situation. **CAUTION: This divert profile crosses reduced visual separation minimum (RVSM) airspace.** F-15s may be capped at FL270 based on not being RVSM equipped. This restriction adds roughly 1100# to the calculated divert fuels in the IFG. Therefore, aircraft with 8000# or more at the FAF can accept a level off prior to optimum cruise altitude. 8000# will be the standard fuel required for Nyutabaru as the alternate but pilots must make a decision early based on configuration, wind, fuel state, and ATC compliance to determine if the minimum fuel profile must be flown. Do not hesitate to declare an emergency if ATC does not give the clearance required to stay on the minimum fuel profile.

Figure 8.5. (Added-KADENAAB) Nyutabaru Divert.



8.28.4. (Added-KADENAAB) When accomplishing fuel calculations in the cockpit, remember that use of Attitude Director Indicator (ADI) mode and fuel flows to determine fuel burned for the time remaining does not account for the fuel saved (400-600#) in the descent.

8.28.5. (Added-KADENAAB) **Jettison at Optimum Cruise Altitude.** Jettison external stores over water as required to ensure safe recovery.

8.28.6. (Added-KADENAAB) **Shimoji Shima.** Shimoji Shima is an emergency field only. It is not normally used as an alternate because the field has no cables and radar is required to find the FAF.

8.28.7. (Added-KADENAAB) After landing at the divert airfield, contact the home unit and 18 WG Command Post with divert location, number of aircraft, and aircraft status. If deployed, contact squadron supervision at the deployed location.

8.29. (Added-KADENAAB) F-15 Alternate Missions. See Attachment 20.

8.30. (Added-KADENAAB) Cross Country and Deployment Flights.

8.30.1. **(Added-KADENAAB) Procedures.** In accordance with AFI 11-202, Volume 3, PACAF Supplement, cross country requests are approved by 18 OG/CC or his designated representative. Submit a cross country request (**Attachment 22**), approved by SQ/CC, SQ/DO, or Assistant DO to 18 OG/CC not later than 1200L, 10 days prior to departure. Cross country itineraries will be posted at the squadron and 18 WG Command Post. Once off station, SQ/CC or SQ/DO must approve deviations from the itinerary. The 18 WG Command Post will be notified of changes to the itinerary.

8.30.2. **(Added-KADENAAB) Execution.** Conduct flights on IFR flight plans to the maximum extent possible. Proposed VFR legs must be annotated on the request form and approved by the 18 OG/CC. Carry at least one copy of flight orders. Wear an anti-exposure suit when required. Landings must be accomplished before local sunset unless approved by the 18 OG/CC, or designated representative. Bases of intended landing must have operational and compatible instrument approaches and NAVAIDS for anticipated or forecast weather conditions. Comply with AFI 11-202, Volume 3, takeoff and landing restrictions. JP-4/5/8 single point refueling, liquid oxygen, and nitrogen service must be available. Ensure the aircraft are equipped with Joint Oil Analysis Program (JOAP) kits, probe and intake covers, tank and weapons safety pins (if required), FLIP pubs, and aircraft forms. The gun must be mechanically and electrically safe and unloaded if manning a static display. Ensure security is adequate. Relay the following to 18th Wing Command Post prior to takeoff when off station: Tail numbers, call sign, expected takeoff time, and destination. Upon arrival (not later than 2 hours after landing), pass the following: Tail numbers, call sign, aircraft status, actual takeoff and landing times, sortie duration flown, next proposed takeoff time and destination, and point of contact at cross country location. Ensure all safety and servicing measures are complied with before leaving the aircraft.

8.30.3. **(Added-KADENAAB) Deployments.** Prior to deployments or cross country flights, ensure the flight planning process includes a thorough study of terrain elevations encountered en route, in the operating areas, and during the recovery phase. Ensure pilots are aware of, and brief adjusted controlled and uncontrolled ejection altitudes for all deployment phases and on every deployed location mission. Non-DoD approaches require HQ PACAF approval. Forward requests for approval to 18 OG/OGV not later than 30 days prior to intended use. The 18 OG/OGV will forward to PACAF. Pilots must then confirm approach approval.

8.30.4. **(Added-KADENAAB) Static Displays.** Comply with AFI 11-209. Reference Shogun Eagle Driver Supplement.

8.30.5. **(Added-KADENAAB) Flyovers.** For all flyovers reference AFI 11-209 for guidance.

8.31. (Added-KADENAAB) Hot Turn Operations.

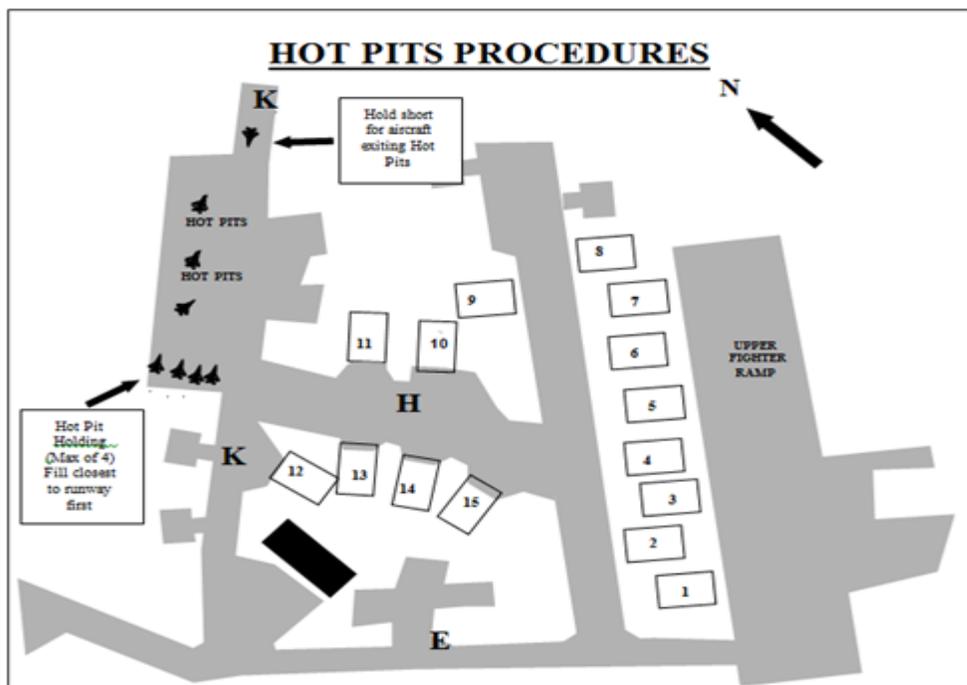
8.31.1. **(Added-KADENAAB)** A "Hot Turn" is refueling the aircraft without shutting down both engines or doing a through-flight/munitions reload and then flying another sortie. Hot turns are normally accomplished during surges or exercises. Normally, the crew chief will

plug-in with a comm cord. No more than two hot turns (three flights) may be flown in sequence without a through-flight inspection.

8.31.2. **(Added-KADENAAB) Hot Pits.** Cursory will normally be accomplished in de-arm after normal checks are complete. Shut down the #1 engine when directed and taxi single engine to the Hot Pits. Do not delay for wingmen unless briefed or directed otherwise. Taxi via taxiway Kilo and hold short of Service Apron 3, if required, for aircraft departing the Hot Pits. Normally, there are 2 or 3 Hot Pit refueling spots. If they are full, hold on the southwest side of Service Apron 3 with a maximum of 4 aircraft. When complete, taxi single engine to arming via taxiway Kilo. Taxi clockwise on Service Apron 3. See **Figure 8.6**

8.31.2.1. **(Added-KADENAAB)** In addition to procedures covered in the T.O. 1F-15A-1CL, pilots will also turn off the KITS pod to prevent it from overheating. Failure to do this will most likely result in a failure to track on subsequent sorties post Hot Pits.

Figure 8.6. (Added-KADENAAB) Hot Pits.



8.31.3. **(Added-KADENAAB) Surge Operations Specifics.** See Attachment 21.

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DCS, Operations, Plans and Requirements

(KADENAAB)

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Commander

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

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T.O. 1F-15C-34-1-3, *Non-Nuclear Weapons Delivery Manual (Air-to-Air) USAF Series F-15A/B/C/D Aircraft, Change 3*, 1 November 2012

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(Added-KADENAAB) Kadena AB Form 18, *Situational Emergency Procedure Training (SEPT) Card*

(Added-KADENAAB) Kadena AB Form 4, *F-15 Flight Data*

Adopted Forms

AF Form 847, Recommendation for Change of Publication

(Added-KADENAAB) AF Form 121, *Sonic Boom Log*

Abbreviations and Acronyms

(Added-KADENAAB) **AFI**—Air Force instruction

AAI—Air-to-Air Interrogator

AB—After Burner

ACBT—Air Combat Training
ACC—Air Combat Command
ACCA—Aircrew Contamination Control Area
ACM—Air Combat Maneuvers
ACMI—Air Combat Maneuvering Instrumentation
AFE—Aircrew Flight Equipment
AFI—Air Force Instruction
AFMAN—Air Force Manual
AFRIMS—Air Force Records Information Management System
AFTTP—Air Force Tactics, Techniques, and Procedures
AGL—Above Ground Level
AGSM—Anti-G Straining Maneuver
AGTS—Aerial Gunnery Target Set
AHC—Aircraft Handling Characteristics
ANG—Air National Guard
AOA—Angle of Attack
ARMS—Aviation Resource Management System
ASR—Airport Surveillance radar
ATC—Air Traffic Control
AWACS—Airborne Warning and Control System
(Added-KADENAAB) AAMD —all aspect missile defense
(Added-KADENAAB) AAR – Air-To-air refueling
(Added-KADENAAB) AB —air base
(Added-KADENAAB) ADI —attitude director indicator
(Added-KADENAAB) AEF —air expeditionary force
(Added-KADENAAB) AFMAN —Air Force manual
(Added-KADENAAB) AGSM – Anti-G straining maneuver
(Added-KADENAAB) ALTRV —altitude reservation
(Added-KADENAAB) AMC —airborne mission commander
(Added-KADENAAB) ASD —aircraft sortie duration
(Added-KADENAAB) ATIS —Automated Terminal Information System
(Added-KADENAAB) AWL —above water level

BASH—Bird/Wildlife Aircraft Strike Hazard

BFM—Basic Fighter Maneuvers

BMC—Basic Mission Capable

BSA—Basic Surface Attack

(Added-KADENAAB) BASH —bird aircraft strike hazard

(Added-KADENAAB) BD —battle damage

(Added-KADENAAB) BDA —battle damage assessment

(Added-KADENAAB) BFM —basic fighter maneuvers

(Added-KADENAAB) BIT – Built-in test

(Added-KADENAAB) BOBR —bullseye own bearing and range

(Added-KADENAAB) BRAAH —bearing range altitude aspect and heading

(Added-KADENAAB) BVR —beyond visual range

(Added-KADENAAB) BWC —bird watch condition

CAF—Combat Air Forces

CAP—Combat Air Patrol

CBRNE—Chemical, Biological, Radiological, Nuclear, and High Yield Explosive Operations

CG—Center of Gravity

CMR—Combat Mission Ready

COMAFFOR—Commander, Air Force Forces

CPT—Cockpit Procedures Trainer

C/S—Call Sign

CW—Chemical Warfare

(Added-KADENAAB) C2 —Command and Control (both air and ground based)

(Added-KADENAAB) CAS —control augmentation system

(Added-KADENAAB) CMD —countermeasures dispenser

(Added-KADENAAB) CPU —cockpit units

(Added-KADENAAB) CW —chemical warfare

DVR—Digital Video Recorder

(Added-KADENAAB) DME —distance measuring equipment

(Added-KADENAAB) DoD —Department of Defense

(Added-KADENAAB) DTD —data transfer device

(Added-KADENAAB) DTM —data transfer module

ECM—Electronic Countermeasures
EGI—Embedded Global Positioning System/Inertial Navigation System
EOR—End of Runway
EP—Emergency Procedure
ERAA—Emergency Route Abort Altitude
(Added-KADENAAB) ECS —Environmental Control System
(Added-KADENAAB) EGI – Embedded GPS—INS
(Added-KADENAAB) EP —emergency procedure
(Added-KADENAAB) EPE —emergency procedure evaluation
(Added-KADENAAB) ETA —estimated time of arrival
FAF—Final Approach Fix
FDL—Fighter Data Link
FE—Flight Examiner
FLIP—Flight Information Publications
FMP—Flight Manuals Program
FTU—Formal Training Unit
(Added-KADENAAB) FCF —functional check flight
(Added-KADENAAB) FCIF —flight crew information file
(Added-KADENAAB) FDL —fighter data link
(Added-KADENAAB) FDP —Flight Duty Period
(Added-KADENAAB) FITS —fighter index of thermal stress
(Added) FLIP — Flight Information Publications
(Added-KADENAAB) FLUG —flight lead upgrade
(Added-KADENAAB) FMC —fully mission capable
(Added-KADENAAB) FMT —frequency managed training
(Added-KADENAAB) FOD —foreign object debris
(Added-KADENAAB) FTIT —fan turbine inlet temperature
G—Gravitational Load Factor
GCI—Ground Controlled Intercept
(Added-KADENAAB) GLO —ground liaison officer
(Added-KADENAAB) GPS —Global Positioning System
HAS—Hardened Aircraft Shelter; High Angle Strafe

HI—High-illumination

HQ—Headquarters

HUD—Heads Up Display

(Added-KADENAAB) HQ – Have-Quick

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFE—In-Flight Emergency

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IQT—Initial Qualification Training

(Added-KADENAAB) ICS —internal countermeasures set

(Added-KADENAAB) IFG – In—flight guide

(Added-KADENAAB) ILS —Instrument Landing System

(Added-KADENAAB) INS —Inertial Navigation System

(Added-KADENAAB) INTX —intercept

(Added-KADENAAB) IPUG —instructor pilot upgrade

JHMCS—Joint Helmet Mounted Cueing System

(Added-KADENAAB) JASDF – Japan Air Self-Defense Force

(Added-KADENAAB) JCG —Japan Coast Guard

(Added-KADENAAB) JOAP —Joint Oil Analysis Program

KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

KTAS—Knots True Airspeed

KM—Kilometers

KIO—Knock It Off

(Added-KADENAAB) KIAS —knots indicated air speed

(Added-KADENAAB) KITS —Kadena Interim Tracking System

LOWAT—Low Altitude Training

(Added-KADENAAB) LAB —line abreast

(Added-KADENAAB) LFE —large force exercise

(Added-KADENAAB) LS —life support
MAJCOM—Major Command
MAS—Maritime Air Support
MIT—Mass Item
MQT—Mission Qualification Training
MSA—Minimum Safe Altitude
MSL—Mean Sea Level
(Added-KADENAAB) MA —manual auxiliary
(Added-KADENAAB) MP —manual primary
(Added-KADENAAB) MRM —medium range missile
(Added-KADENAAB) MWOD —multiple word of day
N/A—Not Applicable
NAF—Numbered Air Force
NLT—Not Later Than
NM—Nautical Miles
NORDO—No Radio
NOTAMS—Notices to Airmen
NVG—Night Vision Goggles
(Added-KADENAAB) NAVAIDS —navigational aids
(Added-KADENAAB) NOTAM —Notice To Airmen
OPR—Office of Primary Responsibility
OT&E—Operational Test and Evaluation
OWS—Overload Warning System
(Added-KADENAAB) ORM —Operational Risk Management
(Added-KADENAAB) OSC – On-scene commander
PACAF—Pacific Air Forces
PAR—Precision Approach Radar
(Added-KADENAAB) PBG —pressure breathing
(Added-KADENAAB) PID —positive identification
(Added-KADENAAB) QC —Quality Check
RCP—Rear Cockpit
RCR—Runway Condition Report

RDS—Records Disposition Schedule
RFA—Radio Frequency Authorization
RNAV—Area Navigation
ROE—Rules of Engagement
RTB—Return to Base
RWR—Radar Warning Receiver
(Added-KADENAAB) RAP —Ready Aircrew Program
(Added-KADENAAB) RAPCON — Radar Approach Control
(Added-KADENAAB) RDS —rounds
(Added-KADENAAB) RVSM —reduced visual separation minimum
SARCAP—Search and Rescue Combat Air Patrol
SA—Situational Awareness
SD—Spatial Disorientation
SETOS—Single Engine Takeoff Speed
SIF—Selective Identification Feature
SOF—Supervisor of Flying
SPINS—Special Instructions
(Added-KADENAAB) SCL —standard combat load
(Added-KADENAAB) SEPT —Situational Emergency Procedure Training
(Added-KADENAAB) SFA —single frequency approach
(Added-KADENAAB) SIM —simulator
(Added-KADENAAB) SOF —supervisor of flying
(Added-KADENAAB) SPINS —special instructions
TACAN—Tactical Air Navigation
TERPS—Terminal Instrument Procedures
TOLD—Takeoff and Landing Data
T.O—Technical Order
TRs—Training Rules
(Added-KADENAAB) TCAS —Traffic Collision Avoidance System
(Added-KADENAAB) TDY —temporary duty
(Added-KADENAAB) TI —tactical intercept
(Added-KADENAAB) TOD —time of day

(Added-KADENAAB) TOLD —takeoff and landing data

US&P—United States and its Possessions

USAF—United States Air Force

USAFE—United States Air Forces in Europe

(Added-KADENAAB) UFR —Upper Fighter Ramp

(Added-KADENAAB) UHF —ultra high frequency

(Added-KADENAAB) USFJ —United States Forces Japan

(Added-KADENAAB) USMC —United States Marine Corps

VA—Visual Augmenter

VASI—Visual Approach Slope Indicator

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

(Added-KADENAAB) VID —visual identification

(Added-KADENAAB) VLO —visual look out

(Added-KADENAAB) VORTAC – Very High Frequency Omni-directional radio beacon, tactical air navigation

(Added-KADENAAB) VTR —video tape recorder

WSEP—Weapon Systems Evaluation Program

WG—Wing

(Added-KADENAAB) WEZ —weapon engagement zone

(Added-KADENAAB) WG —wingman

(Added-KADENAAB) WX —weather

Attachment 2

CHEMICAL, BIOLOGICAL, RADIOLOGICAL, NUCLEAR, AND HIGH YIELD EXPLOSIVE (CBRNE) OPERATIONS

A2.1. General Information. (T-2).

A2.1.1. Potential adversary use of CBRNE weapons against a friendly airfield presents a serious threat to flying operations. Although the most effective way for aircrews to avoid this threat is to be airborne before these weapons are detonated or dispersed and then land at a field that has not been contaminated, all personnel must be prepared to operate from a field that has come under CBRNE attack.

A2.2. Mission Preparation. (T-2).

A2.2.1. Be aware of the status of the CBRNE environment at the planned launch and recovery airfields, potential divert bases, and throughout the area in which the sortie may fly. Know the current and forecast surface wind direction and on the MOPP level in effect for relevant sectors of the airfield. Don appropriate aircrew chemical defense equipment (ACDE) or Ground Crew Ensemble (GCE) to match the appropriate MOPP level (reference AFPAM 10-100, *Airman's Manual*) and carry individual protective equipment (IPE) as required.

A2.3. Stepping to Fly and Aircraft Preflight. (T-2).

A2.3.1. This may entail donning ACDE or transitioning from GCE to ACDE. Take precautions to protect aircrew from injury and or contamination while in transit from the squadron facility to the aircraft. If possible, transport aircrew in a vehicle that provides overhead cover (enclosed vehicle). If aircrew travel on foot is unavoidable, choose a route that takes maximum advantage of available overhead cover (sun shades, buildings, etc.) to avoid agents that may be settling from the air. If extra aircrew members are available for preflight duties, consider assigning them to do so wearing GCE. This will allow the aircrew actually flying to minimize exposure.

A2.3.1.1. **Alarm Red (or Theater Equivalent) Prior to Engine Start.** If Alarm Red occurs during the step or preflight process, take cover and don appropriate MOPP. This may require use of the ground crew mask. A hardened aircraft shelter (HAS) provides optimum protection, if available. Use caution if entering a HAS that contains aircraft or equipment. Close doors after entry. If a HAS or other overhead cover is not immediately available, accept the best rapidly reachable cover.

A2.4. Engine Start to Takeoff. (T-2).

A2.4.1. If a HAS is available, use it to minimize exposure time by accomplishing aircraft arming and EOR procedures inside the HAS (if local procedures permit) and by delaying taxi time as long as possible prior to takeoff.

A2.4.1.1. **Aircraft Launch to Survive.** Units will develop local procedures to provide this option to the commander. In general, aircraft may launch-to-survive any time after engine start if they have sufficient fuel and safe, expeditious access to a runway. This option may only be practical for aircraft that are near the EOR prior to takeoff or that have just landed.

A2.4.1.2. **Alarm Red (or Theater Equivalent) Prior to Taxi.** If in a HAS, the normal procedure is to shut down. Ensure ground personnel are aware of the alarm warning, as engine noise may preclude effectiveness of normal alert notification procedures. Use hand signals if necessary to be sure that ground personnel assume proper MOPP and close HAS doors. If not in a HAS, procedures may include launch to survive.

A2.4.1.3. **Alarm Red (or Theater Equivalent) After Taxi.** Units typically establish procedures for this contingency depending on whether additional protection is available along the taxi route. For instance, if empty HAS are available, taxiing aircraft may be directed to shelter there. Ideally, ground crew sheltering in such a HAS would be available to assist in normal engine shutdown procedures and to close HAS doors. If protection is not available, the best option may be launch to survive. Maintain contact with Command and Control (C2) entities (Wing Operations Center, Maintenance Operations Center, Supervisor of Flying, etc.) to ensure unity of effort in the overall plan.

A2.5. Takeoff to Landing. (T-2).

A2.5.1. **Contamination.** If Chemical Warfare (CW) agent contamination occurs prior to takeoff, flying the aircraft will dissipate the agent to some degree. The greatest dissipation will occur during flights at lower altitudes and longer airborne times. Because the agent may have entered wheel wells, flaps, etc., consider flying in landing configuration to increase airflow to these areas. However, merely flying the aircraft is unlikely to achieve complete decontamination.

A2.5.2. **Preparing to Land.** Aircrew should remain aware of the status of primary and alternate landing locations. Do not attempt to land during Alarm Red situations unless there is no other option. Follow C2 directions and either hold or divert. If mission needs prevent divert, hold until the Alarm Red (or theater equivalent) has cleared or become an Alarm Black. Prior to landing, gain awareness of contaminated sectors of the airfield and of current/forecast surface winds. Use this information in conjunction with C2 direction to plan a route from landing to engine shutdown. The liquid deposition phase following a CW airburst attack can extend up to 1 hour. If landing during Alarm Black, expect a contaminated environment and MOPP 4.

A2.6. Landing to Engine Shutdown. (T-2).

A2.6.1. Take advantage of any protection available, minimizing taxi time and distance. Maintain contact with C2 in order to remain aware of unexploded ordnance and/or damage to airfield movement surfaces. If a HAS is available and local procedures permit, accomplish aircraft de-arm and EOR procedures there. If Alarm Red (or Theater Equivalent) occurs between landing and engine shutdown, considerations are similar to those in para [A2.4](#)

A2.7. After Engine Shutdown. (T-2).

A2.7.1. Don appropriate MOPP. If circumstances permit, accomplish normal post-flight inspection procedures. If the aircraft is not contaminated, close the canopy. If there is any suspicion of personnel contamination, aircrew will process through an aircrew contamination control area (ACCA). Accomplish maintenance debriefings under cover to the maximum extent possible.

Attachment 3**GENERAL BRIEFING GUIDE****A3.1. MISSION DATA**

- A3.1.1. Time Hack
- A3.1.2. EP/Threat of the Day
- A3.1.3. Mission Objective(s)
- A3.1.4. Mission Overview
- A3.1.5. Mission Data Card
 - A3.1.5.1. Mission Commander/Deputy Lead
 - A3.1.5.2. Joker/Bingo Fuel
 - A3.1.5.3. Takeoff and Landing Data
 - A3.1.5.4. Working Area
- A3.1.6. Weather/Sunrise/Sunset/Moon Illumination
- A3.1.7. NOTAMs/Bird Strike Potential
- A3.1.8. Personal Equipment
- A3.1.9. FCIF/Pubs/Maps

A3.2. GROUND PROCEDURES

- A3.2.1. Pre-Flight
 - A3.2.1.1. Aircraft
 - A3.2.1.2. Armament
- A3.2.2. Check-In
- A3.2.3. Taxi/Marshaling/Arming
- A3.2.4. Spare Procedures

A3.3. ATAKEOFF

- A3.3.1. Runway Lineup
- A3.3.2. Formation Takeoff/Takeoff Interval
- A3.3.3. Abort
- A3.3.4. Jettison Procedures
- A3.3.5. Low Altitude Ejection
- A3.3.6. Landing Immediately After Takeoff

A3.4. DEPARTURE/ENROUTE

- A3.4.1. Routing

A3.4.2. Trail Departure

A3.4.3. Join-Up/Formation

A3.4.4. Systems/Ops Checks

A3.5. RECOVERY

A3.5.1. Rejoin

A3.5.2. Battle Damage Check

A3.5.3. Type Recovery

A3.5.4. Flight Break-Up

A3.5.5. Pattern and Landing

A3.5.6. After Landing/De-Arm

A3.5.7. Emergency/Alternate Airfields

Attachment 4

SPECIAL SUBJECT BRIEFING GUIDE

(AS APPLICABLE)

A4.1. Instructor Responsibilities

A4.2. Chase Procedures

A4.3. IFF Procedures

A4.4. Radar/Visual Search Responsibilities/Midair Collision Avoidance

A4.5. Dissimilar Formations

A4.6. Carriage / Jettison Limitations

A4.6.1. External Stores Limitations

A4.6.2. Bay 5 Stowage Requirements / Limitations

A4.7. Terrain Avoidance

A4.7.1. Departure/Enroute/Recovery

A4.7.2. Use of Radar Altimeters/MSL Floor Settings

A4.8. Bird Strike Procedures/Use of Visor(s)

A4.9. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

A4.10. G-Awareness

A4.10.1. G-Suit connection/G-tolerance/G-Awareness Turn

A4.10.2. Use of L-1 Anti-G Straining Maneuver (AGSM)

A4.11. Visual Illusions/Perceptions

A4.12. Spatial Disorientation/Unusual Attitudes

A4.13. Lost Wingman

A4.14. Radio Inoperative

A4.15. SARCAP

A4.16. Recall Procedures

A4.17. SIIs

Attachment 5**ADVANCED HANDLING/INSTRUMENT BRIEFING GUIDE****A5.1. AIRWORK**

- A5.1.1. Airspace Restrictions
- A5.1.2. Area Orientation
- A5.1.3. Instructor Responsibilities
- A5.1.4. Maneuvers

A5.2. APPROACHES

- A5.2.1. Frequencies
- A5.2.2. Holding
- A5.2.3. Penetration
- A5.2.4. Missed Approach / Climb Out

A5.3. SPECIAL SUBJECTS

- A5.3.1. "G" Awareness
- A5.3.2. Fuel Awareness/AB Use/Consumption Rates
- A5.3.3. Maneuvering Limitations
 - A5.3.3.1. Airspeed and "G"
 - A5.3.3.2. Recognition/Prevention/Recovery From Out of Control
 - A5.3.3.3. Maneuvering at Heavyweight/High Angles of Attack/Asymmetrical Configuration
 - A5.3.3.4. Effects of CG Throughout the Flight
 - A5.3.3.5. Time to Ground Impact
 - A5.3.3.5.1. Wings Level
 - A5.3.3.5.2. Overbank/Under G
- A5.3.4. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 6

AIR REFUELING BRIEFING GUIDE

A6.1. GENERAL

A6.1.1. Tanker Call Sign(s)/Receiver Assignments

A6.1.2. Refueling Track(s)

A6.1.2.1. Altitude

A6.1.2.2. Airspeed

A6.1.2.3. Airspace Restrictions

A6.1.3. ARIPs, ARCPs, ARCTs

A6.1.4. Radio Frequencies

A6.2. BUDDY PROCEDURES

A6.2.1. Departure

A6.2.2. Join-Up

A6.3. ENROUTE

A6.3.1. Route of Flight

A6.3.2. Formation

A6.3.3. Ops Checks

A6.4. RENDEZVOUS

A6.4.1. Type Rendezvous

A6.4.2. Holding Procedures/Formation

A6.4.3. Ground Radar Assistance

A6.4.4. Tanker Identification - TACAN/Radar/AAI/FDL/Visual

A6.4.5. Radar Procedures/Techniques

A6.4.6. Wingman/Deputy Lead Responsibilities

A6.4.7. Receiver Formation/Join-Up Procedures

A6.4.8. Rendezvous Overrun

A6.5. REFUELING

A6.5.1. Checklist Procedures

A6.5.2. Radio Calls

A6.5.3. Refueling Order

A6.5.4. Techniques

A6.5.5. Radio Silent Procedures

A6.5.5.1. EMCON

A6.5.5.2. Visual Signals

A6.5.6. Fuel Off-Load

A6.5.7. Bingo Fuel (Abort Points/Abort Bases)

A6.5.8. Drop-Off Procedures

A6.5.9. Wake Turbulence

A6.6. REFORM AND EXIT

A6.6.1. Formation

A6.6.2. Clearance

A6.7. EMERGENCY PROCEDURES

A6.7.1. Breakaway Procedures

A6.7.2. Systems Malfunctions

A6.7.3. Damaged Receptacle

A6.8. IMC/NIGHT CONSIDERATIONS

A6.8.1. Lost Wingman Procedures

A6.8.2. Aircraft Lighting

A6.9. SPECIAL SUBJECTS

A6.9.1. Fuel Awareness/AB Use/Consumption Rates

A6.9.2. Flight Path Deconfliction/Other Receiver Considerations

A6.9.3. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 7**AIR COMBAT TRAINING (ACBT) / INTERCEPT BRIEFING GUIDE****A7.1. GENERAL/ADVERSARY COORDINATION/GCI COORDINATION**

- A7.1.1. Call Signs
- A7.1.2. Number and Type Aircraft
- A7.1.3. Scenario
 - A7.1.3.1. Objective(s)
 - A7.1.3.2. Type Threat Simulated/Tactics Limitations (If Any)
 - A7.1.3.3. CAP Points/Target Locations
 - A7.1.3.4. Safe Areas/FEBA/Ground Threats
 - A7.1.3.5. VID/EID/BVR Criteria
- A7.1.4. Mission Contingencies
 - A7.1.4.1. Single Radar Scope/No GCI
 - A7.1.4.2. Single Frequency
 - A7.1.4.3. Area Weather/Alternate Mission
 - A7.1.4.4. Minimum Participants (Primary/Alternate Missions)
- A7.1.5. Area Information
 - A7.1.5.1. Controlling Agency (GCI/AWACS/ACMI)
 - A7.1.5.1.1. GCI/Flight
 - A7.1.5.1.2. Comm Requirements
 - A7.1.5.1.3. Type/Level of Control
 - A7.1.5.2. Airspace Restrictions
 - A7.1.5.3. CAP Points/Target Locations
 - A7.1.5.4. Frequencies
 - A7.1.5.5. Squawks
 - A7.1.5.6. Block Altitudes/Min Altitudes/Flight Parameters
 - A7.1.5.7. Transmissions
 - A7.1.5.7.1. KIO
 - A7.1.5.7.2. Shots/Kills
 - A7.1.5.7.3. Fuel/Altitude Awareness
- A7.1.6. Rendezvous/Recovery Procedures
 - A7.1.6.1. Dissimilar Formation

A7.1.7. Weapons Employment

A7.1.7.1. Simulated Ordnance (Type/Quantity)

A7.1.7.2. Shot Criteria

A7.1.7.3. Kill Criteria/Removal

A7.1.7.4. Shot/Kill Passage

A7.1.8. Training Rules

A7.1.9. Emergency Procedures

A7.1.9.1. Recovery

A7.1.9.2. Escort Procedures

A7.1.10. Debriefing (Time/Place)

A7.2. FLIGHT/ELEMENT TACTICS

A7.2.1. Avionics Set-up

A7.2.1.1. Radar

A7.2.1.2. EGI

A7.2.1.3. IFF

A7.2.1.4. Air-to-air TACAN

A7.2.1.5. FDL

A7.2.2. CAP/Patrol Phase

A7.2.2.1. Type Pattern

A7.2.2.2. Formation/Altitude/Airspeed

A7.2.2.3. Search Responsibilities

A7.2.2.4. Commit

A7.2.2.4.1. Criteria/Range

A7.2.2.4.2. Procedures

A7.2.3. Ingress/Intercept Phase

A7.2.3.1. Formation/Altitude/Airspeed

A7.2.3.2. Detection

A7.2.3.2.1. Search Responsibilities (Radar/Visual)

A7.2.3.2.2. Radar Sorting

A7.2.3.3. Targeting Plan

A7.2.3.4. Intercept Type/Planned Tactics

A7.2.3.4.1. Plan (Direct Attack/Deception)

- A7.2.3.4.2. Mutual Support Requirements
- A7.2.3.4.3. Identification Requirements/Procedures
- A7.2.3.4.4. Minimum Altitudes/Airspeeds
- A7.2.3.4.5. Vertical/Horizontal Conversions/Turning Room
- A7.2.3.5. Night/IMC Intercepts
 - A7.2.3.5.1. ECM/Chaff/ Evasion Restrictions
 - A7.2.3.5.2. Radar Requirements
 - A7.2.3.5.3. Altitude Separation Requirements
- A7.2.4. Engagement Phase
 - A7.2.4.1. Plan
 - A7.2.4.1.1. Turn and Fight
 - A7.2.4.1.2. Hit and Run
 - A7.2.4.1.3. Abort
 - A7.2.4.2. Clearance for Wingman to Engage
 - A7.2.4.2.1. Offensive
 - A7.2.4.2.2. Defensive
 - A7.2.4.3. Alternate Plan (Degraded Situation)
- A7.2.5. Egress/Separation Phase
 - A7.2.5.1. Disengagement Plan (Why/When/How)
 - A7.2.5.1.1. Loss of Mutual Support
 - A7.2.5.1.2. Fuel
 - A7.2.5.1.3. Ordnance
 - A7.2.5.2. Egress Formation/Responsibilities
- A7.2.6. Contingencies
 - A7.2.6.1. Single Contact
 - A7.2.6.2. Short Range Commit
 - A7.2.6.3. Single Ship (Loss of Mutual Support)
 - A7.2.6.4. Safe Escape/Rendezvous Point
- A7.2.7. Live Missile/Hot Gun Safety Procedures
- A7.2.8. Additional Considerations
 - A7.2.8.1. Threat Reaction
 - A7.2.8.2. Degraded Systems

A7.2.8.3. Tactical Lead Changes

A7.2.8.4. Bandit Options

A7.2.8.5. Film/DVR

A7.2.8.6. Codewords

A7.2.8.7. Environmental Considerations

A7.2.9. Alternate Mission

A7.2.9.1. Type Mission (refer to appropriate mission briefing guide)

A7.2.9.2. Mission Objectives

A7.3. SPECIAL SUBJECTS

A7.3.1. “G” Awareness

A7.3.2. Fuel Awareness/AB Use/Consumption Rates

A7.3.3. Flight Path Deconfliction

A7.3.4. Maneuvering Limitations

A7.3.4.1. Airspeed and “G”

A7.3.4.2. Recognition/Prevention/Recovery from Out of Control

A7.3.4.3. Time to Ground Impact

A7.3.4.3.1. Wings Level

A7.3.4.3.2. Overbank/Under “G”

A7.3.5. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 8

ESCORT MISSION BRIEFING GUIDE

A8.1. ENROUTE TO RENDEZVOUS/POST-MISSION NAVIGATION

- A8.1.1. Formation
- A8.1.2. Route of Flight
- A8.1.3. Control Agency Call Sign/Frequency

A8.2. RENDEZVOUS

- A8.2.1. Protected Force Call Sign
- A8.2.2. Altitude
- A8.2.3. Airspeed

A8.3. ESCORT PROCEDURES

- A8.3.1. Type Formation
- A8.3.2. Tactics
- A8.3.3. Commit
 - A8.3.3.1. Criteria/Range
 - A8.3.3.2. Procedures
- A8.3.4. Escort Route
- A8.3.5. ECM/RWR

A8.4. TRAINING RULES

A8.5. ALTERNATE MISSION

- A8.5.1. Type Mission (refer to appropriate mission briefing guide)
- A8.5.2. Mission Objectives

A8.6. SPECIAL SUBJECTS

- A8.6.1. Airspace Restrictions
- A8.6.2. "G" Awareness
- A8.6.3. Fuel Awareness/AB Use/Consumption Rate
- A8.6.4. Flight Path Deconfliction
- A8.6.5. Maneuvering Limitations
 - A8.6.5.1. Airspeed and "G"
 - A8.6.5.2. Recognition/Prevention/Recovery from Out of Control
- A8.6.6. Time to Ground Impact
 - A8.6.6.1. Wing Level

A8.6.6.2. Overbank/Under “G”

A8.6.7. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 9**AERIAL GUNNERY TOW COORDINATION BRIEFING GUIDE****A9.1. TOW COORDINATION**

- A9.1.1. Ground/Takeoff./Departure
- A9.1.2. Rendezvous
- A9.1.3. Airspace Data
- A9.1.4. GCI Support
- A9.1.5. Target Launch/Chase
- A9.1.6. Shooter Order
- A9.1.7. Type Pattern
- A9.1.8. Tow Altitude Block(s)/Flight Parameters
- A9.1.9. Intercept Phase/Pattern Set-Up
- A9.1.10. Arming Procedures
- A9.1.11. Timing
- A9.1.12. Tow Maneuvering Parameters
- A9.1.13. Shooter/Firing Plan
- A9.1.14. Radio Procedures
- A9.1.15. Termination
 - A9.1.15.1. Timing
 - A9.1.15.2. Minimum Altitude
 - A9.1.15.3. Joker/Bingo Fuel
 - A9.1.15.4. Winchester
 - A9.1.15.5. Fouls
- A9.1.16. Armament Safety Check
- A9.1.17. Scoring
- A9.1.18. Subsequent Set-Ups
- A9.1.19. Target Drop Procedures
- A9.1.20. Recovery Order
- A9.1.21. Abnormal Procedures
 - A9.1.21.1. Erratic Target
 - A9.1.21.1.1. During Deployment
 - A9.1.21.1.2. During Employment

A9.1.21.2. Target Drag-Off

A9.1.21.3. Recovery With Target/Cable

A9.1.21.4. NORDO

A9.1.21.4.1. During Engagement

A9.1.21.4.2. Target Drop

A9.1.21.4.3. Visual Signals

A9.1.21.4.4. Recovery

Attachment 10

AERIAL GUNNERY BRIEFING GUIDE

A10.1. GENERAL

A10.1.1. Formation

A10.1.2. Area Information

A10.1.2.1. Controlling Agency

A10.1.2.2. Airspace Restrictions

A10.1.2.3. Frequencies

A10.1.3. Switch Positions

A10.1.4. Arming Procedures

A10.1.5. Intercept / Set-Up

A10.1.6. Shooter Sequence

A10.1.7. Position Changes

A10.1.8. Chase Procedures

A10.1.9. Timing

A10.2. EMPLOYMENT

A10.2.1. Firing Parameters

A10.2.1.1. Minimum Range

A10.2.1.2. Overtake

A10.2.1.3. Angle-Off

A10.2.1.4. Error Analysis

A10.2.2. Contingencies

A10.2.2.1. Avionics Malfunctions

A10.2.2.2. Gun Malfunctions

A10.2.2.3. Range Estimation Without Radar

A10.2.3. Safety Considerations

A10.2.3.1. Target Fixation

A10.2.3.2. Debris Avoidance

A10.2.3.3. Fouls

A10.3. TRAINING RULES

A10.4. SPECIAL INTEREST ITEMS

A10.5. ALTERNATE MISSION

A10.5.1. Type Mission (refer to appropriate mission briefing guide)

A10.5.2. Mission Objectives

A10.6. SPECIAL SUBJECTS

A10.6.1. Minimum Altitudes

A10.6.2. "G" Awareness

A10.6.3. Fuel Awareness/Ops Checks/AB Use/Consumption Rates

A10.6.4. Maneuvering Limitations

A10.6.4.1. Airspeed/"G"/Stress

A10.6.4.2. Recognition/Prevention/Recovery From Out of Control

A10.6.5. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 11**LOW-LEVEL NAVIGATION BRIEFING GUIDE****A11.1. GENERAL**

A11.1.1. Route/Clearance/Restrictions

A11.1.2. Flight Responsibilities

A11.1.2.1. Navigation

A11.1.2.2. Radar/Visual Search

A11.1.3. Entry/Spacing /Holding/Initial Altitude (MSA)

A11.2. ROUTE PROCEDURES

A11.2.1. Fence Checks

A11.2.2. Tactical Formation/Turns

A11.2.3. Low Level Navigation

A11.2.3.1. Dead Reckoning/Use of Navigation Aids/ Equipment (i.e. EGI/SIT)

A11.2.3.2. Radar Procedures/Techniques

A11.2.3.3. Visual Procedures/Techniques

A11.2.3.4. Updates/Calibrations

A11.2.3.5. Time/Fuel Control

A11.2.3.6. Terrain Following/Avoidance/Wingman Considerations

A11.2.3.7. Leg Altitudes/Set Clearance Plane/Obstacles (MSL/AGL)

A11.2.3.8. Turnpoint Acquisition

A11.2.4. Threat Reactions

A11.2.4.1. RWR/ECM/CHAFF/FLARES

A11.2.4.2. Engagement Criteria

A11.2.4.3. Flight Path Deconfliction

A11.2.4.4. Termination

A11.3. EMERGENCIES

A11.3.1. Aircraft Malfunctions

A11.3.2. Route Abort Procedures (ERAA/MSA)/ATC Frequencies

A11.4. TRAINING RULES**A11.5. SPECIAL INTEREST ITEMS****A11.6. ALTERNATE MISSION**

A11.6.1. Type mission (refer to appropriate mission briefing guide)

A11.6.2. Mission Objectives

A11.7. SPECIAL SUBJECTS

A11.7.1. Airspace Restrictions

A11.7.2. “G” Awareness/Ops Checks

A11.7.3. Fuel Awareness/AB Use/Consumption Rates

A11.7.4. Flight Path Deconfliction

A11.7.5. Maneuvering Limitations

A11.7.5.1. Airspeed and “G”

A11.7.5.2. Recognition/Prevention/Recovery From Out of Control

A11.7.6. Time to Ground Impact

A11.7.6.1. Wings Level

A11.7.6.2. Overbank/Under “G”

A11.7.7. Night Considerations

A11.7.8. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

Attachment 12
NVG BRIEFING GUIDE

This guide is meant to highlight general NVG considerations, and provides a reference for a basic NVG briefing. All applicable NVG considerations should be incorporated into the specific briefing for the mission being flown.

A12.1. WEATHER/ILLUMINATION

- A12.1.1. Civil/Nautical Twilight
- A12.1.2. Moon Rise/Set Times/Phase/Elevation/Azimuth
- A12.1.3. Ceiling/Visibility
- A12.1.4. Lux/EO TDA
- A12.1.5. Obscurants to Visibility

A12.2. NVG PREFLIGHT

- A12.2.1. Check Adjustments/Helmet Fit and Security
- A12.2.2. Batteries
- A12.2.3. Resolution/Focus
- A12.2.4. NVG Compatible Flashlight

A12.3. COCKPIT PREFLIGHT

- A12.3.1. Cockpit Setup
- A12.3.2. Cockpit Lighting (Leaks)/Mirrors Up
- A12.3.3. Cockpit FAM
- A12.3.4. Check Focus and Stow for Taxi

A12.4. BEFORE TAKEOFF

- A12.4.1. Don NVGs/Check and Adjust/Disconnect
- A12.4.2. Stow for Takeoff

A12.5. AIRBORNE

- A12.5.1. Exterior Lights
- A12.5.2. Donning and Doffing Procedures
- A12.5.3. Scan Pattern
 - A12.5.3.1. Forward Scan
 - A12.5.3.2. Narrow Field of View
 - A12.5.3.3. Peripheral Vision
 - A12.5.3.4. Scan Techniques

A12.5.4. Join-up and Enroute Considerations

A12.5.4.1. Rejoin/Closure

A12.5.4.2. Air to Air TACAN/FDL

A12.5.4.3. G-Awareness Considerations

A12.5.4.3.1. Lighting

A12.5.4.3.2. Deconfliction/Separation

A12.6. MISSION

A12.6.1. Route Study/Scene Interpretation

A12.6.1.1. NVG Predictions/Albedo

A12.6.1.2. Terrain/Shadowing/Visual Illusions/Visible Horizon

A12.6.1.3. City/Cultural Lighting

A12.6.1.3.1. Direction/Orientation of Lighting

A12.6.1.3.2. Aggressive Formation Maneuvering

A12.6.1.3.3. Terrain Avoidance

A12.6.1.3.4. Map Reading

A12.7. TARGET AREA

A12.7.1. RV/Holding Procedures (NVG Differences)

A12.7.2. NVG Lost Wingman

A12.7.3. Deliveries/Pattern Procedures

A12.7.3.1. Minimum Altitudes

A12.7.3.2. Flight Member Responsibilities

A12.7.3.3. Moth Effect

A12.7.3.4. Deconfliction

A12.7.3.5. External Lighting/Deconfliction Procedures

A12.7.4. Threat ID and Reaction

A12.7.5. Egress

A12.8. NVG SAFETY

A12.8.1. NVG Lost Sight

A12.8.2. NVG Lost Wingman

A12.8.3. Depth Perception

A12.8.4. Visual Illusions

A12.8.5. NVG Failure

- A12.8.6. Battery Failure/Swap Out
- A12.8.7. Overconfidence in NVG Capabilities
- A12.8.8. Entering Weather/Transition to Instruments
- A12.8.9. Correct Lighting of Primary/Secondary Flight Instruments
- A12.8.10. Disorientation/Misorientation/Vertigo
- A12.8.11. Deconfliction ROE
- A12.8.12. Transference
- A12.8.13. Target Fixation
- A12.8.14. Lack of Attitude Information
- A12.8.15. Fatigue
- A12.8.16. Aircraft Emergency and NVG BDA Considerations
- A12.8.17. Ejection/Goggles Off
- A12.8.18. Laser Eye Protection (LEP) Use
- A12.8.19. NVG FOD Considerations (Batteries, Equipment, Filters, etc)

Attachment 13**ALERT BRIEFING GUIDE**

This guide is all-inclusive and is designed to incorporate all the applicable items from the General Briefing Guide. If a specialized mission such as air refueling is anticipated, the specific briefing guide for that mission should also be used.

A13.1. MISSION DATA

A13.1.1. Time Hack

A13.1.2. Mission Data Card

A13.1.2.1. Call Signs

A13.1.2.2. Aircraft/Location / Status

A13.1.2.3. Takeoff/Landing Data (Worst Case)

A13.1.2.4. Joker/Bingo Fuel

A13.1.3. Actual/Forecast Weather

A13.1.3.1. Home base

A13.1.3.2. Alternates

A13.1.3.3. Individual Weather Category/Mandatory Status

A13.1.4. NOTAMs

A13.1.5. FCIF/Pubs/Maps

A13.1.6. Personal Equipment

A13.1.7. Alert Packet

A13.1.7.1. Authenticators/Duress Code

A13.1.7.2. Security Procedures

A13.1.8. Airfield Status

A13.1.8.1. Actual versus Max Allowable Tailwind

A13.1.8.2. Barriers

A13.1.8.3. Navigation Aids

A13.1.8.4. Hazards to Taxi/RCR

A13.2. GROUND PROCEDURES

A13.2.1. Aircraft/Armament Preflight

A13.2.2. Cockpit Set-Up

A13.2.3. Engine Run/Hot Preflight

A13.2.4. Crew Chief Briefing

A13.2.5. Quick Check Procedures

A13.3. LAUNCH PROCEDURES

A13.3.1. Notification/UHF Frequency/Authentication Requirement

A13.3.2. Status

A13.3.2.1. Airborne Order

A13.3.2.2. Battle Stations

A13.3.2.3. Runway Alert

A13.3.2.4. Scramble

A13.3.3. Taxi

A13.3.4. Takeoff/Runway Lineup/Interval/Formation

A13.3.4.1. Day VMC/IMC

A13.3.4.2. Night VMC/IMC

A13.3.5. Join-up/Trail Formation/Power Settings/Airspeeds

A13.4. IN-FLIGHT PROCEDURES

A13.4.1. Formation

A13.4.2. Airspeeds

A13.4.3. Weapons Safe Checks

A13.4.4. Radar Search Responsibilities

A13.4.5. Degraded Fire Control System

A13.4.6. Transfer of Lead Procedures

A13.4.7. Ops Checks

A13.4.8. EMCON Procedures

A13.4.9. Region Minimum Safe Altitude (MSA)

A13.4.10. VID Procedures

A13.4.10.1. Authority Required to Close

A13.4.10.2. Formation/Tactics

A13.4.10.3. Range/Altitude Separation Requirements on Target Prior Permission to Close With/Without Visual Contact

A13.4.10.4. Radar Lock-On Requirements

A13.4.10.5. Maximum Closure Speed

A13.4.10.6. Minimum Airspeed

A13.4.10.7. Loss of Contact Procedures

A13.4.10.8. Breakaway Procedures

A13.4.10.9. Restrictions

A13.4.11. Aircraft in Distress

A13.4.11.1. Minimum Closure Distance

A13.4.11.2. Visual Signals - Day/Night

A13.4.11.3. Escort Procedures

A13.4.11.4. Recovery/Landing Visual Signals

A13.4.11.5. Dissimilar Formation Procedures

A13.4.12. Jettison Procedures

A13.4.13. Lost Wingman

A13.4.14. SARCAP

A13.4.15. Emergency Airfields

A13.5. SPECIAL SUBJECTS

A13.5.1. Emergency of the Day

A13.5.2. Fuel Awareness

A13.5.3. Maneuvering Limitations

A13.5.4. Recognition/Prevention/Recovery from Loss of Control

A13.5.5. Spatial Disorientation

A13.5.6. Recall Procedures

A13.5.7. Rules of Engagement (ROE)

A13.5.8. Hazards Associated with Human Factors (i.e., Channelized Attention, Task Saturation/Prioritization, and Complacency)

A13.6. GROUND CREW BRIEFING

A13.6.1. Act only on pilot's instructions

A13.6.2. Ground emergency procedures

A13.6.3. Hand signals

A13.6.4. Aircraft danger areas

Attachment 14**HIGH ANGLE STRAFE (HAS) BRIEFING GUIDE****A14.1. GENERAL**

- A14.1.1. Range / Off-Range Information
- A14.1.2. Target / Range / Airspace Description
- A14.1.3. Restrictions
- A14.1.4. Range / Airspace Entry / Holding
- A14.1.5. Radio Procedures
- A14.1.6. Formation
- A14.1.7. Sequence of Events
- A14.1.8. Pattern Procedures
- A14.1.9. Aircraft Fallout Plan
- A14.1.10. Rejoin on Range for Late Takeoffs

A14.2. EMPLOYMENT

- A14.2.1. Employment Procedures / Techniques: Avionics / Switch Positions
- A14.2.2. Weapons Switchology
- A14.2.3. Radar Switchology
- A14.2.4. Ground track / Altitude / Airspeed
- A14.2.5. Radar / Techniques
- A14.2.6. Entry Airspeed / Altitude
- A14.2.7. Target Acquisition
- A14.2.8. Pattern Corrections
- A14.2.9. Roll-In
- A14.2.10. Position
- A14.2.11. Techniques (Pitch / Bank / Power) Roll-Out / Wind Effect
- A14.2.12. Final
- A14.2.13. Dive Angle – 25 degrees for Strafe
- A14.2.14. Airspeed
- A14.2.15. HUD Depiction
- A14.2.16. Sight Picture / Corrections / Aim-Point
- A14.2.17. Trigger Actuation Parameters
- A14.2.18. Climbing Safe Escape Maneuver Procedures

- A14.2.19. Live Ordnance Considerations
- A14.2.20. Safe Escape / Safe Separation / Frag Avoidance
- A14.2.21. Flare Pattern
- A14.2.22. Flare Release Points and Interval
- A14.2.23. Wind Effect / Offset
- A14.2.24. Dud Flare Procedures
- A14.2.25. Switching Aircraft Patterns

A14.3. OVER WATER OPERATIONS

- A14.3.1. Employment Techniques
- A14.3.2. Depth Perception / Reduced Visual Cues
- A14.3.3. Distance / Altitude Estimation
- A14.3.4. Timing
- A14.3.5. Visual / Aircraft References to Establish Pattern
- A14.3.6. Special Considerations
 - A14.3.7. Adjusted Minimum Altitudes
 - A14.3.8. Moving targets

A14.4. RANGE DEPARTURE PROCEDURES

- A14.4.1. Armament Safety Checks
- A14.4.2. Rejoin

A14.5. ABNORMAL PROCEDURES

- A14.5.1. Battle Damage
- A14.5.2. Inadvertent Release
- A14.5.3. Gun Unsafe / Jam / Hot Gun

A14.6. TRAINING RULES

A14.7. SPECIAL INTEREST ITEMS

A14.8. ALTERNATE MISSION

A14.9. SPECIAL SUBJECTS

- A14.9.1. Error Analysis
- A14.9.2. Fouls
- A14.9.3. Minimum Altitudes
- A14.9.4. Target Fixation
- A14.9.5. G-Awareness

A14.9.6. Fuel Awareness / Ops Checks / AB Use / Consumption Rates

A14.9.7. Maneuvering Limitations

A14.9.8. Airspeed / G

A14.9.9. Recognition / Prevention / Recovery from Out of Control

A14.9.10. Time to Ground Impact

A14.9.11. Wings Level Overbank / Under G

A14.9.12. Human Factors Considerations (i.e., Channelized Attention, Task Saturation / Prioritization, and Complacency)

Attachment 15**MARITIME AIR SUPPORT (MAS) AND BASIC SURFACE ATTACK (BSA) BRIEFING GUIDE****A15.1. GENERAL**

A15.1.1. Range / Off-Range Procedures

A15.1.2. Target / Range / Airspace Description

A15.1.3. Restrictions

A15.1.4. Range / Airspace Entry / Holding

A15.1.5. Radio Procedures

A15.1.6. Formation

A15.1.7. Sequence of Events

A15.1.8. Aircraft Fallout Plan

A15.2. EMPLOYEMENT

A15.2.1. Employment Procedures / Techniques: Avionics / Switch Positions

A15.2.2. Weapons Switchology / Delivery Mode

A15.2.3. Radar Switchology

A15.2.4. Ground track / Altitude / Airspeed

A15.2.5. Radar / Techniques

A15.2.6. Backup Deliveries

A15.2.7. Entry Airspeed / Altitude

A15.2.8. Target Acquisition

A15.2.9. Roll-In

A15.2.10. Position

A15.2.11. Techniques (Pitch / Bank / Power) Roll-Out / Wind Effect

A15.2.12. Final

A15.2.13. Shot Altitude / Strafe Dive Angle – 25 degrees

A15.2.14. Airspeed

A15.2.15. HUD Depiction

A15.2.16. Sight Picture / Corrections / Aim-Point

A15.2.17. Trigger Actuation

A15.2.18. Pickle Parameters

A15.2.19. Release Indications

A15.2.20. Climbing Safe Escape Maneuver Procedures

A15.2.21. Special Procedures:

A15.2.21.1. Live Ordnance Considerations Safe Escape / Safe Separation Fuse Arming / Frag Avoidance

A15.2.21.2. Flare Pattern

A15.2.21.3. Flare Release Points and Interval

A15.2.21.4. Wind Effect / Offset

A15.2.21.5. Dud Flare Procedures

A15.2.21.6. Switching Aircraft Patterns

A15.3. OVER WATER OPERATIONS

- A15.3.1. Employment Techniques
- A15.3.2. Depth Perception / Reduced Visual Cues
- A15.3.3. Distance / Altitude Estimation
- A15.3.4. Timing
- A15.3.5. Visual / Aircraft References to Establish Pattern
- A15.3.6. Special Considerations
- A15.3.7. Adjusted Minimum Altitudes
- A15.3.8. Moving Targets
- A15.3.9. Range / Airspace Departure Procedures: Armament Safety Checks
- A15.3.10. Rejoin

A15.4. ABNORMAL PROCEDURES

- A15.4.1. Battle Damage / Parameters Hung / Unexpended Ordnance
- A15.4.2. Inadvertent Release
- A15.4.3. Gun Unsafe / Jam / Hot Gun

A15.5. TRAINING RULES**A15.6. SPECIAL INTEREST ITEMS****A15.7. ALTERNATE MISSION****A15.8. SPECIAL SUBJECTS**

- A15.8.1. Error Analysis
- A15.8.2. Fouls
- A15.8.3. Minimum Altitudes
- A15.8.4. Target Fixation
- A15.8.5. G-Awareness
- A15.8.6. Fuel Awareness / Ops Checks / AB Use / Consumption Rates
- A15.8.7. Maneuvering Limitations
- A15.8.8. Airspeed / G / Stress (Carriage / Release)
- A15.8.9. Recognition / Prevention / Recovery from Out of Control
- A15.8.10. Time to Ground Impact Wings Level Overbank / Under G
- A15.8.11. Human Factors Considerations (i.e., Channelized Attention, Task Saturation / Prioritization, and Complacency)

Attachment 16**CREW COORDINATION/PASSENGER/GROUND CREW BRIEFING GUIDE****A16.1. GROUND OPERATIONS**

- A16.1.1. Ramp safety (danger areas / hearing and eye protection)
- A16.1.2. Foreign object damage (FOD) considerations
- A16.1.3. Normal ingress and egress
- A16.1.4. Strap-in procedures / proper use of restraints
- A16.1.5. Life support equipment
- A16.1.6. Oxygen system - Preflight and normal settings
- A16.1.7. Canopy procedures
- A16.1.8. Ejection seat procedures
- A16.1.9. Critical switches and controls
- A16.1.10. Safety precautions (e.g., stick/leg interference)
- A16.1.11. Prohibitions and restrictions
- A16.1.12. Communications connections and use

A16.2. FLIGHT OVERVIEW AND PROFILE

- A16.2.1. Takeoff and departure
- A16.2.2. Route, air work, maneuvers
- A16.2.3. Anti-G straining maneuver
- A16.2.4. Transfer of aircraft control
- A16.2.5. Recovery, pattern, and landing
- A16.2.6. In-flight checks (challenge and response)

A16.3. ABNORMAL PROCEDURES

- A16.3.1. Emergency ground egress
- A16.3.2. Abort
- A16.3.3. In-flight emergency procedures
- A16.3.4. Bird strike
- A16.3.5. Smoke and fume elimination
- A16.3.6. Physiological
- A16.3.7. Ejection / bail out
- A16.3.8. Intercom failure

A16.3.9. Oxygen Emergency Procedures - confirm passenger demonstrates mask operation and proper regulator settings

A16.4. GROUND CREW

A16.4.1. Ground emergency procedures

A16.4.2. Hand signals

A16.4.3. Aircraft danger areas

Attachment 17**MISSION DEBRIEFING GUIDE****A17.1. GROUND PROCEDURES****A17.2. MISSION DEBRIEFING GUIDE****A17.3. TAKEOFF/JOIN-UP/DEPARTURE****A17.4. ENROUTE PROCEDURES****A17.5. RECOVERY/LANDING/AFTER LANDING****A17.6. GENERAL**

A17.6.1. SIIs

A17.6.2. Radio Procedures

A17.6.3. Flight Discipline/Effectiveness

A17.7. MISSION ACCOMPLISHMENT/ANALYSIS

A17.7.1. Mission Reconstruction

A17.7.2. Mission Support

A17.7.3. DVR Assessment

A17.7.4. Anti-G Straining Maneuver Effectiveness

A17.7.5. Learning Objectives Achieved

A17.7.6. Lessons Learned

A17.7.7. Recommendations for Improvement

A17.8. COMMENTS/QUESTIONS

Attachment 18 (Added-KADENAAB)

LOCAL RADIO CALLS

A18.1. (Added-KADENAAB) Generally, most pattern calls should include position and intentions at next point. See [Table A18.1](#)

Table A18.1. (Added) Local Radio Calls.

2 Minutes	Kadena Ground, <C/S>, 2 Minutes, W-17x (Non-Standard)
Closed Pattern	<C/S>, Request (Closed / Present Position Closed / Midfield Closed)
Pattern Re-Entry	<C/S>, Request Re-Entry, Yomitan / Koza (Include “Straight-In” if desired – not available from Koza)
Reporting Yomitan (Intentions)	<C/S>, Yomitan, Initial / Straight-In, <Intentions> (Full Stop” or “Low Approach)
Reporting Koza (Intentions)	<C/S>, Koza, <Intentions> (Full Stop” or “Low Approach)
Taxi Back	Ground, <C/S>, De-Arm to Park (via Fighter Rinse Facility)

Attachment 19 (Added-KADENAAB)**F-15C TANKER ADMIN PROCEDURES**

A19.1. (Added-KADENAAB) General Guidance. It is the responsibility of the flight lead or mission commander to coordinate with tanker assets the day prior to the mission, if known. If short notice tankers become available, the flight lead or mission commander will make a reasonable effort to coordinate with the tanker aircraft commander or flight lead prior to step. Opportune AR situations are the one exception to this policy.

A19.2. (Added-KADENAAB) Preflight Planning. Air refueling specifics will be outlined in the tanker coordination sheet for daily flying or in the appropriate SPINS/ATO for exercises. The 18 OSS/OSO is responsible for issuing the tanker coordination sheet for daily 18 WG AAR operations. Squadron scheduling shops will adhere to the policies and timelines as determined by 18 OSS/OSO.

A19.2.1. **(Added-KADENAAB) Ops Supervision.** Squadron operations supervisors will confirm the status of tankers and/or receivers before stepping aircrew (See Paragraph **8.15.1** Step Brief). Each squadron is responsible for notifying all affected players if there are changes to the plan. Additionally, the SOF will monitor tankers/receivers and pass any real-time changes to the affected players as time and conditions permit.

A19.2.2. **(Added-KADENAAB) Altitude Deconfliction.** The standard AAR altitude for tankers is FL240 in all tracks except MOOSE-2 and EDIX-1, -2, & -3. Tanker base altitude in MOOSE-2 is FL230 and EDIX-1, -2, & -3 is FL210. Tankers operating in formation will stack 500' above the formation lead; i.e., lead tanker at FL240, #2 at FL245, etc. Receivers will be assigned initial rendezvous altitudes via the coordination sheet. Receivers will maintain a minimum of 1,000' below the tanker altitude until visual or cleared higher by the tanker. Subsequent receivers will be stacked 1,000' below preceding flights; i.e., Bat 1, FL230, Demon 1, FL220, Cock 1, FL210.

A19.3. (Added-KADENAAB) Track Arrival. Unless coordinated otherwise, tankers will enter the airspace and remain within 5NM of the border until reaching the refueling area, at which time they will proceed direct to the anchor point and set up an orbit. Formations may proceed direct to the tanker after radio contact is established and cleared by the tanker lead or C2.

A19.4. (Added-KADENAAB) Command and Control. C2 should control tanker operations in local airspace. Tanker operations can continue if the controlling agency falls out. The lead tanker aircraft commander has the ultimate authority for conducting AAR.

A19.4.1. **(Added-KADENAAB) Communications.** C2 will provide control on AAR rendezvous. Receivers will contact the boom when directed by C2 or the tanker. The standard AAR rendezvous frequencies are 233.1 primary, 288.0 secondary. **Table A18.1** outlines the standard communications plan for local AAR.

Table A19.1. (Added) F-15 AAR Communications Plan.

Designator	Primary Frequency	Secondary Frequency	TACAN (Receiver / Tanker)	Notes
ALPHA	225.3	394.9	51/114Y	1
BRAVO	381.1	225.5	52/115Y	1
CHARLIE	228.1	379.5	53/116Y	1
DELTA	366.3	229.2	54/117Y	1
ECHO	234.3	361.4	56/119Y	1
FOXTROT	357.2	237.5	39/102Y	1
GOLF	242.5	354.2	40/103Y	1
HOTEL	348.9	252.3	18/81Y	1
INDIA	233.6	229.3	20/83Y	1
JULIET	361.4	364.6	22/85Y	1
KILO	314.7	366.3	41/104Y	1
LIMA	340.0	376.4	29/92Y	2
MIKE	297.2	231.8	29/92Y	3
HABU3	286.4 / 255.6	306.4	41/104Y	1

A19.4.2. **(Added-KADENAAB) Rendezvous.** C2 will control operations in the air refueling track and receiver/tanker rendezvous. All aircraft will set altimeter to 29.92 unless directed otherwise by C2 or the lead tanker aircraft commander. At initial contact with C2 (on RDVZ) or the tanker lead (on Boom/AAR PRI), receivers will transmit position, altitude, and weapons status (“Cock 1, 15 miles to the South at Flight Level 2-3-0, noses cold, switches safe”).

A19.4.2.1. **(Added-KADENAAB) Rendezvous Under C2.** C2, in coordination with the tanker lead, will direct receivers to the appropriate tanker. Receivers should contact C2 as soon as possible and will change frequencies as directed by the controller. Receivers will initially set altitudes outlined in the tanker coordination sheet. GCI may redirect the receivers to different altitudes to effect the rejoin and/or manage multiple receiver flights. It is important that C2 maintains positive control over rendezvous operations in coordination with the tanker lead. Receivers not on time for their scheduled ARCT may have to cancel AAR.

A19.4.2.2. **(Added-KADENAAB) Rendezvous Without C2.** Receivers may conduct AAR operations without C2. In this case, receivers must adhere to the times and altitudes outlined on the tanker coordination sheet until in radio contact with the tanker lead. Initially, receivers will proceed toward the anchor point. After establishing radio contact with the tanker on AAR (boom) primary, they may proceed directly to the tanker with approval from the tanker lead. All receivers must be on the common AAR (boom) primary frequency for deconfliction. The tanker lead has the ultimate authority to control the flow of receivers to and from the rendezvous.

A19.5. (Added-KADENAAB) Night Procedures. Follow IMC procedures as described in AFTTP 3-3.F-15C, even during night VMC. Highest digit receiver keeps anti-collision beacons on for the flight until proceeding to the astern area, widest digit turns beacons on when highest

digit turns beacons off. **Example:** In a 4-ship, 4 has beacons on and all others are beacons off. The 3 turns beacons on when 4 turns beacons off. When 4 returns to 3's wing, 4 turns beacons on and 3 turns beacons off.

A19.6. (Added-KADENAAB) Departing the AR Track. Receivers will depart the track high. Climb to 1,000' above the highest aircraft in the air refueling formation before initiating a turn; i.e. in a formation of two tankers at FL240 and FL 245, receivers will depart at FL 255. Use caution departing formation refueling ops during IMC. C2 will control AR track departures. In the event C2 is not available, the tanker lead will control departure flow.

A19.7. (Added-KADENAAB) Emergency Procedures. Handle EPs in accordance with applicable MDS guidance. Under normal circumstances, do not refuel with an EP or malfunctioning AR system. If an emergency arises that requires air refueling, coordination between tanker and receiver aircrew takes priority over all EMCON considerations.

A19.8. (Added-KADENAAB) Opportune Air Refueling. Opportune Air Refueling is a plan to help coordinate real-time air refueling opportunities increasing 18 WG interoperability. Opportune Air Refueling addresses daily mission changes (i.e., weather, receiver fallout, etc.) where time does not allow use of the tanker coordination sheet. This includes airborne KC-135s that have returned to the local area and have offload available. Flight leads will ensure all flight members are properly briefed on AAR before using Opportune Air Refueling.

A19.8.1. **(Added-KADENAAB)** The Shogun In-flight Guide, Volume 1 F-15C, contains the standard anchor point and altitude information for all local AR tracks.

A19.8.2. **(Added-KADENAAB)** Contact squadron ops sup to set up Opportune Air Refueling. With squadron ops sup approval, squadron ops personnel will coordinate with 909 ARS Ops to determine tanker availability. The AR procedures in the preceding paragraphs apply. Planned deviations will be specifically briefed. Receivers conducting Opportune Air Refueling must obtain appropriate deconfliction before entering the tanker track.

A19.9. (Added-KADENAAB) Airspace. AR will be scheduled in local airspace via the tanker coordination sheet. In the case where aerial refueling and ACBT are being conducted in the same airspace, 18 OSS/OSO will assign altitude and/or geographic deconfliction on the daily airspace sheet. When using altitude as the primary means of deconfliction, there must be a minimum of 2,000' between floors and ceilings; e.g., Bat in EAGLE below FL180; AR in EAGLE above FL200. This deconfliction plan will also be included on the tanker coordination sheet. Airspace limited by altitude may restrict the number of flights able to refuel within the same timeframe.

A19.10. (Added-KADENAAB) Contingencies. Any changes to any part of the AAR plan must be communicated to all players as soon as possible. After aircraft launch (receivers or tankers), the SOF (or Shogun Control, during exercises/contingencies) via C2 will serve as the focal point for distributing information. Any aircraft that cannot comply with the tanker coordination sheet for any reason (fallout, weather, etc) will pass alibis to Shogun 10. Shogun 10 will attempt to contact all players affected by the change (flight discrete freqs, C2, Tiger Ops, etc). Airborne aircraft and C2 should contact Shogun 10 for the most current information.

Attachment 20 (Added-KADENAAB)**F-15 ALTERNATE MISSIONS**

A20.1. (Added-KADENAAB) Alternate missions for F-15s include Instruments, AHC, BFM, ACM, or TI. See paragraph **8.11.3** for single-ship policy.

A20.1.1. **(Added-KADENAAB)** The flight lead is responsible for ensuring all participants are aware of any alternate mission that may be flown. At a minimum, cover specific fallout examples that may arise and the mission type that will result given that fallout.

A20.1.2. **(Added-KADENAAB)** Alternate missions will be less demanding or complex than the primary mission. Approved missions from the in-flight guide (AHC, BFM, ACM and TI) may qualify as an alternate mission, assuming they are less demanding or complex than the primary. If multiple formations attend the same coordination brief, a BFM primary mission may be upgraded to a more complex ACM mission due to MX fallout. Examples follow:

A20.1.2.1. **(Added-KADENAAB) Example 1.** Primary mission is LFE 8vX (Cope Thunder, Red Flag). Weather precludes launch of adversaries. F-15s decide to fly. A 4v4 Blue vs. Red Tactical Intercept (TI) mission is acceptable. Blue 1-4 executes with Blue SPINs. Red 1-4 (formerly Blue 5-8) executes with LFE-briefed adversary Red SPINs. Red must have pre-briefed a Red-air tactic. Limited maneuvering applies.

A20.1.2.2. **(Added-KADENAAB) Example 2.** Primary mission is ACT 4vX (Local OCA/DCA), and maintenance fallout on the Blue side with no spare aircraft available results in a 3-ship for Blue Air. Blue 1 may pull a Red Air player over to the Blue side provided that player sat in the overall coordination brief. To transition from Red to Blue, the pilot must be a qualified 2-Ship flight lead, at a minimum. If the player swapping from Red to Blue was **NOT** in the tactical element brief, a missionized sortie **CANNOT** be flown, but TI in accordance with AFTTP 3-1.F-15 is allowed.

A20.1.2.3. **(Added-KADENAAB) Example 3.** Primary mission is 4v4 TI. A 2v4 TI mission may be flown. ACM, BFM, AHC, or Instruments may also be flown.

A20.1.2.4. **(Added-KADENAAB) Example 4.** Primary mission is ACM. BFM, AHC, or Instruments may be flown.

A20.1.2.5. **(Added-KADENAAB) Example 5.** Primary mission is BFM. The only fallout missions that may be flown are AHC or Instruments, **unless** multiple formations attended the same coordination brief, **and** combining formations for ACM was briefed as a fallout option.

A20.1.3. **(Added-KADENAAB)** During surge operations, combining flight members and flexing between BFM and ACM is allowed to provide for logical flow and to maximize training. All anticipated missions will be briefed in accordance with **Attachment 21, Surge Operations**.

A20.1.4. **(Added-KADENAAB) Use of Spare IPs for MQT, FLUG, and IPUG.** The SQ/DO or higher must concur with the spare IP plan. With SQ/DO approval, the following situations can be modified on a case by case basis. The following details IP fallout options:

A20.1.4.1. **(Added-KADENAAB) BFM.** Briefed and flown as scheduled. No mixing/matching of IP/Students.

A20.1.4.2. **(Added-KADENAAB) ACM, TI, or ACT missions.** There is an option for a spare IP Red Air pilot to spare forward into the position of Blue 1 (or Blue 2 in the case of FLUG or IPUG) if Blue 1 falls out. In order to spare forward, the following provisions must be met:

A20.1.4.2.1. **(Added-KADENAAB)** The spare IP Red Air pilot must be a qualified IP.

A20.1.4.2.2. **(Added-KADENAAB)** The spare IP Red Air pilot must be designated prior to and attend the blue air element brief. Red air coordination for the fallout IP will occur prior to step.

A20.1.4.2.3. **(Added-KADENAAB)** The spare IP Red Air pilot will review the student's grade book in advance.

A20.2. (Added-KADENAAB) AHC. See the Shogun In-flight Guide, Volume 1, F-15 or AFTTP 3-3.F-15 for specific maneuvers.

A20.3. (Added-KADENAAB) BFM.

A20.3.1. **(Added-KADENAAB) General.** Load SCL-1. Use modified AIM-9 WEZ for perch BFM, and full-up AIM-9M/X for Combat Perch and High Aspect BFM. Kill Criteria: 2 shots / 1 guns track. No AIM-120-only kills. Missile shots within the first 5 seconds on a perch setup and pre-merge (neutral setup) shots do not count towards kills. 5,000' Floor. 500' Bubble.

A20.3.2. **(Added-KADENAAB) BFM Objectives.** See [Table A19.1](#)

Table A20.1. (Added) BFM Objectives.

Offensive	Maneuver to a WEZ and kill while maintaining the offensive Separate before going defensive.
Defensive	Defeat the initial threat of weapons employment Deny subsequent weapons employment opportunities Neutralize, separate, or go offensive.
High Aspect	Maneuver to a WEZ and kill the bandit. Maneuver to gain the offensive Separate before becoming defensive.

A20.3.3. **(Added-KADENAAB) Perch Setups.** In accordance with AFTTP 3-3.F-15 except starting altitude will be 18,000' MSL and 6K/9K base airspeed 430 KIAS.

A20.3.4. **(Added-KADENAAB) Combat Perch Setups.** 16,000'-18,000'. 4AA. 2.5nm line abreast. Check turn into defender. Offender calls "2.2 miles" and any aspect angle other than 4. The Offender will call, "fight's on" at any range between 2.2NM and 10K'. CMD actuations will be limited to 4 actuations by the Defender, and no CMDs for the Offender. The Offender will simulate an AA-11 shooter while the Defender employs to the full limits of the AIM-9X.

A20.3.5. **(Added-KADENAAB) High Aspect BFM Setups.** In accordance with AFTTP 3-3.F-15 and the 18 OG F-15C Flying Training Syllabus.

A20.4. **(Added-KADENAAB) ACM.**

A20.4.1. **(Added-KADENAAB) Perch ACM Setups.** In accordance with the 18 OG F-15C Flying Training Syllabus.

A20.4.2. **(Added-KADENAAB) Tally 1 Only ROE.** The Tally 1 Only ROE has been updated to provide more realistic training while still maintaining deconfliction between Blue and Red players.

A20.4.2.1. **(Added-KADENAAB)** Blue Air will call ***“C/S Tally 1 only, Single (or 2-Ship)”*** on the common frequency and maintain their block. If Blue Air communicates ***“2-Ship”*** on the initial call, 2 Blue Air players are flowing to the merge and the radio call communicates that both Blue Air fighters are tally the Red Air player. If Red Air is flowing to the merge as a singleton the Red Air player will respond ***“Continue”***. At this point, Blue Air owns deconfliction flowing into the merge. If Red Air is flowing to the merge as a 2-ship ***and*** both Red Air players are tally, the Red Air flight lead will call ***“Continue”***. At this point, Red Air owns deconfliction flowing into the merge. If both Red Air players are not tally, no response will be given and blocks will be maintained by all players.

A20.4.2.2. **(Added-KADENAAB)** Red Air can also call ***“C/S Tally 1 only”*** flowing into the merge. Blue Air will respond with either ***“Single”*** or ***“2-Ship”***. If Blue Air responds ***“Single”*** and the Red Air player has SA of a defensively reacting Blue Air player >10NM from the merge, then Red Air is cleared out of the block. In this situation, the Blue Air fighter pitching out of the notch (or exit) and flowing into the merge owns deconfliction. If Blue air responds ***“2-Ship”*** then the Red Air player will stay in the assigned block until tally 2.

Table A20.2. (Added-KADENAAB) ACM Objectives.

Eagles	Effective SRR, VLO & RWR awareness to detect threat prior to F-pole. Clear, concise, correct comm to:1. Enhance SA. 2. Set Engaged & Support Roles. Quick kills through 100% valid weapons with a proper ID and deconfliction. Survive via killing, VMS and AAMD.
Bandit	Practice tally 2 and 1 v 2 engaged maneuvering. Kill one or both Eagles and separate.

A20.5. **(Added-KADENAAB) 2 v X Tactical Intercepts.**

A20.5.1. **(Added-KADENAAB)** 2 v X Tactical Intercepts can be executed as either Launch and Decide or Launch and Leave IAW AFTTP 3-1.F-15. SPINS are IAW the Shogun In-flight Guide, Volume 1 F-15C. Setups should start with at least 60 NM spacing. Threat tactics, ordnance, and EA are at the discretion of the Blue Air flight lead.

Table A20.3. (Added-KADENAAB) TI Blue Air Objectives.

Eagles	Effective sensors to build the 3-D picture and target all factor groups Execute intercepts to WEZ manage/WEZ deny Clear, Concise, Correct SA enhancing comm 100% valid ID and weapons employment Survive via killing, AAMD, IRMD, and flow
--------	--

A20.6. (Added-KADENAAB) Tactical Exercises. The following exercises can be briefed as “standard” and used to/from training areas or when weather / fuel precludes a full-up engagement.

A20.6.1. **(Added-KADENAAB) Multiple Weapons Exercise.** In accordance with AFTTP 3-3.F-15.

A20.6.2. **(Added-KADENAAB) Tracking Gun Exercise.** In accordance with AFTTP 3-3.F-15.

A20.6.3. **(Added-KADENAAB) Medium Angle Snap Shot Exercise.** In accordance with AFTTP 3-3.F-15.

A20.6.4. **(Added-KADENAAB) High Angle Snap Shot Exercise.** In accordance with AFTTP 3-3.F-15.

A20.6.5. **(Added-KADENAAB) BVR AAMD.** In accordance with AFTTP 3-3.F-15, AFTTP 3-1.F-15, and the Shogun In-flight Guide, Volume 1 F-15C.

Attachment 21 (Added-KADENAAB)**SURGE OPERATIONS**

A21.1. (Added-KADENAAB) This policy establishes operational guidance to ensure safe, efficient F-15 surge operations. Surges allow for efficient sortie generation. The nature of a surge also carries an increased risk in comparison to the normal flying schedule. When that risk exceeds an acceptable level, squadron leadership or the flight lead will call “Knock it off.” The following guidance applies for surges:

A21.1.1. **(Added-KADENAAB)** The mixing and matching of flight lead and wingmen (in accordance with current Letter of X’s) is authorized as long as the overall guidance of this policy is met.

A21.1.2. **(Added-KADENAAB)** All flyers will receive the same mass brief. Two or more squadrons desiring the option of mixing and matching flight leads and wingmen must either brief together in the same location or receive identical briefings created by wing weapons if briefings are in separate locations. The intent is to prevent single ship missions when BFM or ACM can be accomplished. Operations supervisors will use good judgment and coordinate pairings.

A21.1.3. **(Added-KADENAAB)** Primary mission and surge tactical objectives (BFM, ACM, TI, etc.) will be thoroughly briefed.

A21.1.4. **(Added-KADENAAB)** Mass brief will cover WX, NOTAMS, admin, standard out/back, and TRs.

A21.1.5. **(Added-KADENAAB)** Desired learning objectives and KIO criteria will be thoroughly briefed. Due to the increased tempo of surge operations, more conservative KIO criteria will be used by flight leads.

A21.1.6. **(Added-KADENAAB)** There will be a dedicated portion of the mass brief covering all pertinent tactical phases of flight for the primary mission. The 18 WG and CAF F-15 tactical standards will be utilized.

A21.1.7. **(Added-KADENAAB)** Red Air options will be briefed and understood. A hard copy of a Red Air playbook will be available to each pilot for review.

A21.1.8. **(Added-KADENAAB)** MQT students may fly in the surge with the following guidance:

A21.1.9. **(Added-KADENAAB)** The primary option for an MQT student is to brief and fly with a dedicated IP. MQT students will only fly missions that are commensurate with their progress in the MQT syllabus. **Example:** If MQT student is complete with BFM phase and is currently in the ACM phase, then student can fly BFM or their current MQT ACM Upgrade sortie with the dedicated/briefed IP. They cannot fly in a TI or ACT mission.

A21.1.10. **(Added-KADENAAB)** However, any IP can fly with any MQT pilot, assuming both attended the surge brief. If this option is used, the type of mission will reduce to one that the student has already demonstrated proficiency in. **Example:** If MQT student is complete with BFM phase and is currently in the ACM phase, they can fly BFM. They cannot fly the MQT ACM upgrade sortie, or any TI or ACT mission.

A21.1.11. **(Added-KADENAAB)** Alternate missions will be briefed. Alternate missions will be less demanding than the primary and conform to standing alternate mission guidance.

Attachment 22 (Added-KADENAAB)
CROSS COUNTRY SAMPLE REQUEST

Figure A22.1. (KADENAAB) Cross Country Sample Request

MEMORANDUM FOR XX FS/DO XX FS/CC 18 OG/CC FROM: XX FS/XX (CAPT XXXX) SUBJECT: Cross Country Request 1. Request approval for a 4-ship cross country beginning on <date> and returning on <date>. The itinerary and pilot qualifications are: <u>ITINERARY</u> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>DATE</u></th> <th style="text-align: left;"><u>FROM</u> (T/O) <u>REM</u></th> <th style="text-align: left;"><u>TO</u> (LAND)</th> <th style="text-align: left;"><u>FUEL</u> (IAF)</th> <th style="text-align: left;"><u>PPR</u></th> </tr> </thead> <tbody> <tr> <td>21 Jun</td> <td>Kadena AB, JA (0800) Gas & Go</td> <td>Kwang Ju AB, ROK (0930)</td> <td>4400#</td> <td>C03</td> </tr> <tr> <td>21 Jun</td> <td>Kwang Ju AB, ROK (1100) RON</td> <td>Osan AB, ROK (4430)</td> <td>4700#</td> <td>040702</td> </tr> <tr> <td>22 Jun</td> <td>Osan AB, ROK (1030) Gas & Go</td> <td>Kwang Ju AB, ROK (4400)</td> <td>4700#</td> <td>F01</td> </tr> <tr> <td>22 Jun</td> <td>Kwang Ju AB, ROK (1100) RON</td> <td>Osan AB, ROK (4430)</td> <td>4700#</td> <td>040702</td> </tr> <tr> <td>24 Jun</td> <td>Osan AB, ROK (1400) Return</td> <td>Kadena AB, JA (1530)</td> <td>4400#</td> <td>N/A</td> </tr> </tbody> </table> <u>QUALIFICATIONS</u> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>NAME</u> <u>(TOT/PAA)</u></th> <th style="text-align: left;"><u>RANK</u></th> <th style="text-align: left;"><u>QUAL</u></th> <th style="text-align: left;"><u>EXPLVL</u></th> <th style="text-align: left;"><u>WX</u></th> <th style="text-align: left;"><u>HRS</u></th> </tr> </thead> <tbody> <tr> <td>Ragman, Joe S.</td> <td>Capt</td> <td>IP/FE</td> <td>E</td> <td>A</td> <td>1900/1400</td> </tr> <tr> <td>Paper, Wase T.</td> <td>Lt</td> <td>WG</td> <td>I</td> <td>C</td> <td>400/150</td> </tr> <tr> <td>Galland, Adolf G.</td> <td>Maj</td> <td>IP</td> <td>E</td> <td>B</td> <td>4,000/300</td> </tr> <tr> <td>Bader, Douglas</td> <td>Lt</td> <td>WGEC5,000/200</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> 2. The purpose of this cross country is to conduct Off-Station Navigation Proficiency Training and increase familiarity with the Korean AOR.	<u>DATE</u>	<u>FROM</u> (T/O) <u>REM</u>	<u>TO</u> (LAND)	<u>FUEL</u> (IAF)	<u>PPR</u>	21 Jun	Kadena AB, JA (0800) Gas & Go	Kwang Ju AB, ROK (0930)	4400#	C03	21 Jun	Kwang Ju AB, ROK (1100) RON	Osan AB, ROK (4430)	4700#	040702	22 Jun	Osan AB, ROK (1030) Gas & Go	Kwang Ju AB, ROK (4400)	4700#	F01	22 Jun	Kwang Ju AB, ROK (1100) RON	Osan AB, ROK (4430)	4700#	040702	24 Jun	Osan AB, ROK (1400) Return	Kadena AB, JA (1530)	4400#	N/A	<u>NAME</u> <u>(TOT/PAA)</u>	<u>RANK</u>	<u>QUAL</u>	<u>EXPLVL</u>	<u>WX</u>	<u>HRS</u>	Ragman, Joe S.	Capt	IP/FE	E	A	1900/1400	Paper, Wase T.	Lt	WG	I	C	400/150	Galland, Adolf G.	Maj	IP	E	B	4,000/300	Bader, Douglas	Lt	WGEC5,000/200				DATE
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JOE B. AIRFORCE, Capt, USAF
 F-15 Aircraft Commander

1st Ind to XX FS/XX, DATE, Cross Country Request

XX FS/DO

MEMORANDUM FOR XX FS/CC

Recommend approval/disapproval.

IAM A. WONDER, Lt Col, USAF
Operations Officer, XX FS

2d Ind, XX FS/CC

MEMORANDUM FOR 18 OG/CC

Recommend approval/disapproval.

JOHN Q. COMMANDER, Lt Col, USAF
Commander, XX Fighter Squadron

3d Ind, 18 OG/CC

MEMORANDUM FOR XX FS/XX

Approved/disapproved.

THEBIG NMI BOSS, Colonel, USAF
Commander, 18th Operations Group

Attachment 23 (Added-KADENAAB)

FITS GUIDANCE

Table A23.1. (Added-KADENAAB) Fighter Index of Thermal Stress (FITS) Reference Values and Flag Colors.

Dry Bulb Temperature (F)	Zone	Dew Point Temperature								
		30	40	50	60	70	80	90	100	>110
70		70	73	76	81	86	X	X	X	X
75		74	77	80	84	89	X	X	X	X
80	NORMAL	77	80	83	87	92	98	X	X	X
85		81	83	86	90	95	101	X	X	X
90		84	87	90	93	98	104	110	X	X
95		88	90	93	96	101	108	112	X	X
100		91	93	96	99	104	109	115	122	X
105	CAUTION	94	96	99	102	107	112	118	124	X
110		97	99	102	105	109	114	120	126	133
115		100	102	105	109	112	117	123	129	136
120	DANGER	104	105	108	111	115	120	125	131	138

A23.1. (Added-KADENAAB) FITS Caution Zone. The following procedures should be implemented:

A23.1.1. (Added-KADENAAB) Be alert for symptoms of heat stress.

A23.1.2. (Added-KADENAAB) Drink plenty of non-caffeinated fluids.

A23.1.3. (Added-KADENAAB) Avoid exercise 4 hours prior to take off.

A23.1.4. (Added-KADENAAB) Limit ground operations time to 90 minutes outside an air-conditioned environment. An F-15C with canopy closed and an operating ECS qualifies as an air-conditioned environment.

A23.2. (Added-KADENAAB) FITS Danger Zone. In addition to the above procedures:

A23.2.1. (Added-KADENAAB) Limit ground operations to 45 minutes time outside air-conditioned environment.

A23.2.2. (Added-KADENAAB) After the second ground abort under FITS Danger, the pilot must go back into an air-conditioned environment for 30 minutes of rest.

Attachment 24 (Added-KADENAAB)

18 WG MESL

Table A24.1. (Added-KADENAAB) 18 WG Minimum Essential Systems List (MESL).

SYSTEM/SUBSYSTEM	TNG SORTIE	Deployment Sortie (note 1,2)
Airframe	X	X
Cockpit & Fuselage Compartments	X	X
Landing Gear	X	X
Flight Controls	X	X
Turbofan Power plant	X	X
Auxiliary Power plant	X	X
AC/Press (Manuel Mode Only)	X	X
Electric Power Supply	X	X
Ext Lighting System (per OG night stds)	X	X
Interior Light Sys/Caution light Panel	X	X
Hydraulic and Pneumatic Power Supply	X	X
Fuel System	X	X
Oxygen System	X	X
Miscellaneous Utilities	X	X
Instruments	X	X
Autopilot		
Control Augmentation System	X	X
Built-In-Test Display Group	X	X
Malfunction Analysis and Recording	X	X
Integrated Guidance and Flight Control	X	X
UHF/VHF Communication	X(note 3)	X(note 3)
Have Quick	X	
Ky58 <i>including crypto</i> (note 4)	X*	
Integrated CNI Control Set	X	X
Intercommunication System for B/D	N/A	N/A
IFF Transponder Set		
Mode 1 / 2	X*	
Mode 3/C	X*	X
Mode 4 <i>including crypto</i>	X*	
IFF Interrogator Set	X*	
Instrument Landing Set	X	X
EGI System <i>including crypto</i>	X	X
Inertial Navigation (RLG)	X	X
Fighter Data Link System <i>including crypto</i>	X	X*
Tactical Air Navigation	X	X
Radar Set	X*	X*3

Indicator Group OD-60/A (VSD)	X*	X*
Head Up Display Set	X	
Digital Video Recorder System	X	
MPCD/FPCD	X	X
Joint Helmet Cueing	X*	
Weapons Delivery (<i>note 5</i>)	X	
Gun System	X	
RWR ALR-56C	X	
Interference Blanker	X	X
Electronic Warfare Warning Set		
ALQ-135 Band 1, 2	X*	
ALQ-135 Band 3	X	
Countermeasures Dispenser	X	
Emergency Equipment	X	X
Explosive Device and Components	X	X

Notes:

1. OPLAN sorties will be Full System List (FSL) unless determined by 18 OG/CC.
 2. Any reduction in system requirements will be: 1) coordinated with MX to ensure the capability of correction is available at the intended destination and 2) coordinated with Tactical Command and Control to ensure the deployment aircraft with a reduced MESL will not be rolled into a combat sortie. If the requirement to fly a combat sortie exists and cannot be waived, or the parts/capability for a MX solution does not exist at or enroute to the deployed base, before the aircraft will be required to fly a combat sortie then the OPLAN MESL is FSL.
 3. Only need 1 UHF radio for deployment/Local training.
 4. One operational KY radio required per four ship.
 5. All Eight (8) Aim-120 & (4)/Aim-9 Stations are required.
- *Can be waived by squadron Top 3 depending on mission/weather constraints.