BY ORDER OF THE COMMANDER
8TH FIGHTER WING

8TH FIGHTER WING INSTRUCTION
13-204

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Nuclear, Space, Missile, Command, and Control

AIRFIELD OPERATIONS

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(Col Kristopher W. Struve)
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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Airfield, Airspace, and Range Management*; Air Force Instruction (AFI) 13-201, *Air Force Airspace Management;* AFI 13-204V1-3, *Airfield Operations;* and Joint Order (JO) 7110.65, *Air Traffic Control*. This instruction consolidates basic Air Traffic Control (ATC) procedures, base directives, and policies of the 8th Fighter Wing Commander (8 FW/CC) for safe and effective operation of ground and air traffic at Kunsan Air Base (AB) under normal and emergency conditions. It contains policies and procedures used by Kunsan AB Air Traffic Control Tower (ATCT), Radar Approach Control (RAPCON), and Airfield Management Operations (AMOPS) and is the source document for airfield and flying procedures found in AFI 11-2F-16V3CH8_8FWSUP1, *F-16 Operations/Procedures*. This instruction applies to all units and personnel (permanently assigned or temporary duty) operating at 8th Fighter Wing (FW), Kunsan AB, airspace, airfield and airfield facilities. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route the AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include Air Traffic Control procedures, Unmanned Aircraft Systems (UAS) operations, and Airfield operational information and procedures. Minor changes were made throughout and include reference updates and editing errors.

Chapter 1

ADMINISTRATIVE GUIDANCE

1.1. Reproduction: Reproduction of this instruction in whole or in part is authorized to prepare supporting procedures only. Appendices and unit Critical Information (CI) lists can be reproduced and posted "FOR OFFICIAL USE ONLY" in unit read files.

1.2. Implementation: Commanders and supervisors are responsible for implementing the procedures of this instruction as they pertain to their assigned function. Many procedures contained herein task specific agencies for specific actions.

1.3. General Prudential Rule: The procedures and policies set forth herein are not intended to cover every contingency nor every rule of safety and good practice. Operations or procedures not specifically addressed may be accomplished if they enhance safe and effective mission accomplishment. 8 FW/CC is the waiver authority for Kunsan specific procedures outlined in this document or as allowed via applicable AFIs.

1.3.1. The attachments provided in this instruction are designed to clarify the specific purpose of the referenced procedure and are not necessarily to scale.

1.4. Revisions: In accordance with (IAW) AFI 13-204V3, *Airfield Operations Procedures and Programs*, this instruction will be reviewed annually. Any recommendations for change should be sent to the 8th Operations Support Squadron (8 OSS), Airfield Operations Flight Commander (8 OSS/OSA). Any revisions to this instruction may require revisions to AFI 11-2F-16V3CH8_8FWSUP1 and should be coordinated with 8th Operations Group, Standardization and Evaluation (8 OG/OGV).

Chapter 2

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

2.1. Hours of Operation: 8 OSS/OSAR RADAR Approach Control **(**RAPCON), 8 OSS/OSAT Air Traffic Control Tower (ATCT), and 8 OSS/OSAA Airfield Management Operations (AMOPS) hours of operation are 24 hours/7 days a week.

2.2. Runway, Taxiways and Aprons: See **Attachment 15**.

2.2.1. Runway: Single, grooved concrete; 9,008 ft x150 ft; magnetic bearing 176º/356º; designated 18/36. The runway shoulders are 25 ft concrete/asphalt.

2.2.2. Overruns:

2.2.2.1. Runway 18 (south end): 999 ft x 150 ft; first 151 ft is concrete, remaining portion is asphalt.

2.2.2.2. Runway 36 (north end): 1,000 ft x 150 ft; first 141 ft is concrete, remaining portion is asphalt.

2.2.3. Taxiways/Towways:

2.2.3.1. Alpha (A): Concrete (140 ft); 25 ft asphalt shoulders. Restricted to fighter-type aircraft with a wingspan of 43 ft or less (i.e. F-15, F-16, F-18, etc. [A-10 does not have sufficient wingtip clearance]) when arm/de-arm operations on-going. To ensure the availability of Taxiway Alpha 1 for alert scrambles, narrow/wide-body aircraft shall taxi up to the Visual Flight Rules (VFR) Holdline or hold short of Taxiway Alpha 1 intersection on Taxiway Papa.

2.2.3.2. Alpha 1 (A1 - High Speed Taxiway): Concrete (75 ft). Restricted to fighter-type aircraft; no shoulders.

2.2.3.3. Bravo (B): Concrete (75 ft); 25 ft asphalt shoulders. No restrictions.

2.2.3.4. Charlie (C):

2.2.3.4.1. Runway 18/36 to Taxiway Papa: Concrete (150 ft); no shoulders. When aircraft are parked on Overflows North or South, restricted to aircraft with a wingspan of 110 ft or less (i.e. fighter-type aircraft, C-12, B-737/100-500, etc.); restricted to aircraft with a wingspan of 140 ft or less (i.e. B-737/600-900, C-130, KC-135, etc.) when wing-walkers are utilized.

2.2.3.4.2. Taxiway Papa to North Loop Taxitrack: Concrete (75 ft); no shoulders. Restricted to 8 FW based/sponsored fighter-type aircraft and helicopters, unless otherwise approved by the Airfield Manager (AFM).

2.2.3.4.3. North Loop Taxitrack to Taxiway Hotel: Concrete (75 ft); 10 ft asphalt shoulders. Restricted to 8 FW based/sponsored fighter-type aircraft and helicopters, unless otherwise approved by the AFM. This will only be used during daylight/VFR due to the absence of taxiway edge lights. **NOTE:** Taxiway C serves as the Alternate Landing Surface (ALS). The taxiway dimensions are 8,100 ft x 75 ft. A BAK-12 aircraft arresting system is located 3,369 ft from the west end of Taxiway C; 4,746 ft from the east end of Taxiway C.

2.2.3.5. Delta (D): Concrete (75 ft); 25 ft asphalt shoulders. No restrictions.

2.2.3.6. Echo (E): Concrete (250ft +); 25 ft asphalt shoulders. No restrictions.

2.2.3.7. Foxtrot (F): Concrete (50 ft); no shoulders. Restricted to 8 FW based/sponsored fighter-type aircraft and helicopters, unless otherwise approved by the AFM.

2.2.3.8. Towway Golf (G): Asphalt (102 ft); (North Loop Taxitrack to B-2238); (75 ft) (B-2238 to Taxiway C); no shoulders. Restricted to tow operations and daylight/VFR only due to absence of taxiway edge lights, unless otherwise approved by the AFM.

2.2.3.9. Hotel (H): Concrete (50 ft); no shoulders. Restricted to 8 FW based/sponsored fighter-type aircraft and helicopters, unless otherwise approved by the AFM. Taxiway H can also be used as parking for helicopter operations.

2.2.3.10. Papa (P): Concrete (9,000 ft x 80 ft); Center 20ft Concrete; outer 20ft Asphalt; 25 ft asphalt shoulders.

2.2.3.10.1. "A" to "B": No restrictions.

2.2.3.10.2. **"** B" to "C": When aircraft parked on Overflow South, restricted to aircraft with a wingspan of 136 ft or less (i.e. fighter-type aircraft, C-12, C-130, B-737/100-900, B-757, KC-135, etc.); restricted to aircraft with a wingspan of 166 ft or less (E-3, KC-10, B-767, L-1011, etc.) when wing-walkers are utilized.

2.2.3.10.3. "C" to "D": When aircraft parked on Overflow North, restricted to aircraft with a wingspan of 136 ft or less (i.e. fighter-type aircraft, C-12, C-130, B-737/100-900, B-757, KC-135, etc.); restricted to aircraft with a wingspan of 166 ft or less (E-3, KC-10, B-767, L-1011, etc.) when wing-walkers are utilized.

2.2.3.10.4. "D" to "E": Restricted to aircraft with a wingspan of 146 ft or less (i.e. C-130, KC-135, E-3, B-737, B-757, etc.); restricted to aircraft with a wingspan of 176 ft or less (i.e. C-17, KC-10, B-767, L-1011) when wing-walkers are utilized; restricted to aircraft with a wingspan of 228 ft or less (i.e. C-5, E-4, B-747/100-800) when wing-walkers are utilized and personnel are posted on Avenue A to block traffic. Aircraft continuing on to Gunsan Airport Terminal are restricted to a wingspan of 120 ft or less due to location of north End of Runway (EOR) Shack, 85 ft east of Taxiway E.

2.2.3.10.5. "E" to Gunsan Airport Terminal: Asphalt (75 ft); 25 ft asphalt shoulders; restricted to aircraft with a wingspan of 120ft or less due to location of north EOR shack and security gate opening width.

2.2.3.11. Aprons: See Flight Information Publication AP3 for a detailed description of all apron weight and tire pressure restrictions.

2.2.3.11.1. Hot Cargo Pad: Concrete; 25 ft asphalt shoulders. All aircraft not locally assigned or sponsored by the 8 FW must park on the north side of the apron to the maximum extent possible so that no part of the aircraft is south of the runway threshold. Aircraft with forward firing ordnance must park facing west. Perimeter fence (unlit) located 48 ft from west edge of apron. Republic of Korea Air Force (ROKAF) defensive fighting position (unlit) located 44 ft from west edge of apron. Primary parking location for all 1.1 and 1.2 hazardous cargo; 1.3 or 1.4 over Net

Explosive Weight (N.E.W.) 10,000 lbs. Helicopter Forward Arming and Refueling Point (FARP) operations are allowed on Hot Cargo Pad. **NOTE:** The 8 FW or tenant unit will provide road guards for Air Mobility Command (AMC) and/or Tanker and Airlift Control Center (TACC) missions to protect vehicles and pedestrians from jet blast and hazardous operations on the Hot Cargo Pad. Any visiting unit not assigned to the 8 FW will be responsible for providing their own road guards during hazardous operations.

2.2.3.11.2. Transient Aircraft (TA) Pad: Concrete; no shoulders. Primary parking for transient and Distinguished Visitor (DV) aircraft. No apron lights, flood lights only. Approved for 1.3 and 1.4 hazardous cargo N.E.W 10,000 lbs or less.

2.2.3.11.3. Overflow North: Concrete; 50 ft asphalt shoulders. No apron or flood lights. All aircraft shall remain west and north of the taxilane markings (double dashed yellow line) located 93 ft from Taxiway C and Taxiway P centerlines.

2.2.3.11.4. Overflow South: Concrete; 50 ft asphalt shoulders. No apron or flood lights. All aircraft shall remain west and south of the taxilane markings (double dashed yellow line) located 93 ft from Taxiway C and Taxiway P centerlines.

2.2.3.11.5. Tree Area, Juvat Flows, Juvat Pad, Panton Flows, and Wolf Pack Flows: Restricted to 8 FW based/sponsored fighter-type aircraft, unless approved by the AFM. Any fighter type aircraft parking in these areas with a wingspan larger than the following criteria will require wingtip waiver approval from PACAF/CV to park in any hardened facility. Contact the AFM a minimum of 90 days prior for waiver coordination.

2.2.3.11.5.1. Tree area: 33ft

2.2.3.11.5.2. Wolfpack flows: 35ft

2.2.3.11.5.3. Juvat/Panton Flows & Juvat Pat: 50ft

2.2.3.11.6. Contingency Pad ("C" Pad): Concrete; no shoulders. No apron or flood lights. Restricted to 8 FW based/sponsored fighter-type aircraft or as specified in 8 FW Base Support Plan. Coordinate parking of all aircraft through the Airfield Manager. Tow only for all fighter aircraft. Aircraft larger than F-15 (43 ft wingspan) require a wingtip clearance waiver. **NOTE:** Engine runs, other than for normal pre-taxi engine start, or pre-departure thrust requirements, must be approved by the AFM or designated representative on any taxiway, the runway. Hazardous Cargo Apron, TA Apron, and North or South Overflows. Engine run maintenance is not allowed in the Wolfpack Flows, Contingency Pad, or any active taxiway except for contingency operations.

2.3. Runway Selection Procedures:

2.3.1. The OG/CC has determined it is operationally advantageous to use Runway 36 as the primary runway when there is a tailwind component of 10 kts or less. Runway 36 is also the primary instrument/calm wind runway. When the 8 FW Supervisor of Flying (8 FW/SOF) is on duty, ATCT Watch Supervisor determines the active runway with input from the Supervisor of Flying (SOF). At other times, ATCT Watch Supervisor will select the active runway.

2.3.2. ATCT shall coordinate with the 8 FW/SOF or 38 FG/SOF or Liaison (during periods of ROKAF flying) and RAPCON prior to initiating a runway change. Notify AMOPS, Fire, and Weather of the runway change.

2.3.3. ATCT and RAPCON shall broadcast runway change information on all appropriate frequencies. Include transmission on emergency frequencies during 8 FW/ROKAF flying.

2.3.4. AMOPS shall notify 8th Fighter Wing, ROKAF, and Gunsan Airport Authority IAW established checklist.

2.3.5. Barrier Maintenance shall notify AMOPS and ATCT prior to barrier reconfiguration and when configuration following runway change is complete. Runway operations are suspended during the barrier change process and shall resume only after AMOPS performs a post configuration runway inspection. AMOPS will advise ATCT when runway operations may be resumed. **NOTE:** Barrier Maintenance shall use hand-held Land Mobile Radios when out of vehicle and within 100' of runway edge.

2.3.6. Planning factors to consider:

2.3.6.1. Complete aircraft arresting systems reconfiguration during runway changes takes approximately 30-45 minutes.

2.3.6.2. The normal aircraft arresting system configuration during 8 FW flying is "up, down, up" (BAK)-12 raised, BAK-14 lowered and E-5 raised). At night, when the runway is wet, or during periods of reduced RCR/braking action the 8 FW/SOF may consider, on a case-by-case basis, temporary alternate barrier configurations for emergencies and to meet operational requirements (i.e. single departure end cable, landings over raised approach end E-5, BAK-12 without 8-point tie down). **NOTE:** The BAK-14 should be lowered prior to a heavy aircraft arrival/departure to prevent damage to the tie down blocks, and then returned to the required position once the operation is completed.

2.4. Controlled Movement Area (CMA): The CMA encompasses the runway, overruns and any area within 100 ft of the runway and overruns (excluding perimeter road).

2.4.1. All vehicle/pedestrian traffic must be in radio contact with ATCT Ground Control on the Tower or Crash Net and receive specific approval prior to entering the CMA. Likewise, all personnel and vehicles must report and receive ATCT acknowledgment when departing the CMA. Personnel shall monitor Ground Control on the Tower or Crash Nets while in the CMA.

2.4.2. If radio contact is lost, personnel should make an attempt to contact tower by calling 063-470-5800. If still unable to make contact with Tower, personnel/equipment/vehicles shall exit the CMA by the most direct route (NOT crossing the runway), remain a safe distance outside the CMA, and watch ATCT for light gun signals. Personnel should be extremely alert for on-going aircraft operations. ATCT shall flash runway/taxiway lights to alert personnel to exit the CMA in an emergency situation. Personnel should advise ATCT via landline (782-5800) when outside the CMA.

2.4.3. Tower Net. The Tower Net is monitored by ATCT, however, if unable to contact ATCT on the Tower Net, contact AMOPS and they will notify ATCT. The Tower Net is for airfield related operations and not for general communication.

2.5. Airfield Vehicle Operations: See 8 FWI 13-213, *Airfield Driving Program*, for specific procedures relating to the following areas.

2.5.1. Responsibilities: Overview of AMOPS, individual unit and Commander Responsibilities for control of vehicle/pedestrian operations on the airfield.

2.5.1.1. Airfield driving requirements.

2.5.1.2. Agencies authorized Privately Owned Vehicle (POV) Passes.

2.5.1.3. Airfield driving violations and penalties.

2.5.1.4. Vehicle traffic procedures (to include addressing bicycle traffic, when applicable).

2.5.1.5. Vehicle call signs.

2.5.1.6. Emergency vehicle operations (fire and rescue, ambulance, security forces).

2.5.1.7. Airfield Construction/Work Crew/Maintenance Restrictions.

2.6. Airfield Lighting Systems: AMOPS processes all airfield lighting outages IAW AFI 13-204V3, and AFI Interservice Publication 11-208, *Department of Defense Notice to Airmen (NOTAM) System*.

2.6.1. ATCT will operate the airfield lighting IAW JO 7110.65 and AFI 13-204V3. Airfield lighting is turned on, off, and adjusted by ATCT based on time of day and visibility. When not needed for aircraft operations and in accordance with JO 7110.65, the airfield lights should be turned off for energy conservation. Personnel, agencies, or units requiring airfield lighting may coordinate real-time through AMOPS or ATCT.

2.6.2. The following airfield lighting systems are available at Kunsan Air Base:

2.6.2.1. Standard Type 1 Approach Lighting System with Sequenced Flashing Lights (ALSF-1). Runway 18/36 (3000 ft).

2.6.2.2. Precision Approach Path Indicators (PAPI). Glide slope angle is 3.0 degrees and coincides with the PAR/glidepath and ILS/glideslope. Runway point of intercept: Runway 36: 944’. Runway 18: 936’.

2.6.2.3. Threshold and Runway End Lights.

2.6.2.4. High Intensity Runway Lights (HIRL). Five intensity settings are available and utilized based on visibility conditions.

2.6.2.5. Taxiway/Towway/Apron Lights. Taxiways A, B, C (Runway 18/36 to North Loop, east of Juvat Flows), D, E, F, North and South Loop, and the Hot Cargo Pad have standard taxiway edge lighting. Towway G, Wolf Pack Flows, Panton Flows, Juvat Pad, Juvat Flows, Tree Area, Contingency Pad, Overflow North Apron, Overflow South Apron, Taxiway H, Taxiway C (east of Juvat Flows) and the Transient Pad do not have taxiway or apron lights.

2.6.2.6. Obstruction Lights.

2.6.3. AMOPS shall manage airfield lighting outages per standards of tolerance established in AFI 13-204V3, Military Handbook 1023/4, *Maintenance of Visual Air Navigation Facilities*, FAAO 6850.5, *Maintenance of Lighted Navigational Aids*, FAA AC 150/5340-26, *Maintenance of Airport Visual Aid Facilities* Appendix A and issue Notice to Airmen (NOTAM) as required IAW AFI 11-208_IP. Lighting outages will be e-mailed to Airfield Lighting and reported to the CES Service Call Desk during duty hours and to the Fire Department after duty hours. Emergency service requests will be reported immediately and documented as necessary.

2.6.4. Anytime an outage exceeds standards of tolerance, AMOPS will notify the 8 OSS/OSA Airfield Operations Flight Commander (AOF/CC), ATCT (who will notify the 8 FW/SOF as applicable) and RAPCON. Tower shall inform arriving aircraft of any approach lighting problems. AMOPS will coordinate to have the affected lighting system turned off and related pavement area closed as necessary unless the 8 FW/CC waives the requirement and approves continued use of the affected lighting system IAW AFI 13-204V3.

2.6.5. Rotating Beacon: The rotating beacon will be on between sunset and sunrise or anytime airfield weather is below 1,000 ft ceiling and/or 3SM (4800M) visibility.

2.6.6. Inspection Policy/Procedures:

2.6.6.1. Airfield Lighting shall:

2.6.6.1.1. Inspect the airfield lighting system daily, compared to standards published in Unified Facilities Criteria (UFC) 3-535-01, *Visual Air Navigation Facilities*, including the full length of approach lighting systems, and will report any problems to AMOPS immediately.

2.6.6.1.2. Provide AMOPS estimated durations of outages and advise when systems are returned to service.

2.6.6.1.3. Coordinate with AMOPS prior to beginning any maintenance activity and notify them once maintenance is completed.

2.6.6.1.4. Stock at least 5% of airfield lights/lighting fixtures and long-lead order items integral to the operation of these systems. Advise the AFM when parts stock is critically low (at or below 2%) or when depleted.

2.6.6.1.5. Stock at least three windsocks and replace unserviceable windsocks as soon as possible, but no later than (NLT) 8 hours after receiving windsock unserviceable report. **NOTE**: Stock should be increased to 6 before the end of each fiscal year to ensure availability during fiscal year transition.

2.6.6.1.6. Respond immediately to emergency lighting outages and provide estimated repair time.

2.6.6.1.7. Perform daily (or as needed) lighting repairs according to AMOPS provided outage reports.

2.6.6.2. AMOPS shall perform daily airfield lighting inspections, document and track outages, and report outages to airfield lighting via local lighting reporting processes

2.7. Parking Plan/Restrictions.

2.7.1. AMOPS shall:

2.7.1.1. Provide TA the next days Prior Permission Required (PPR) Log on a daily basis.

2.7.1.2. Coordinate with TA to de-conflict aircraft parking plan priorities and airfield activities.

2.7.1.3. Validate, determine, and coordinate Kunsan airfield parking plans. Publish airfield and aircraft operations and parking restriction updates to AP3. Approve daily and contingency parking plans and update, as necessary, the Kunsan AB Base Support Plan.

2.7.2. Maintenance Operations Control (MOC) and TA shall coordinate with AMOPS before parking aircraft outside any Hardened Aircraft Shelters (HAS), to include training (i.e. egress training, crash/recovery, and static displays). AMOPS coordination is not required if aircraft will be parked outside of a HAS during the flying window (i.e. in between sorties).

2.8. Local Channelization: 8 FW and Tenant Units Only.

Table 2.1. Local Channelization.

Channel	**UHF Freq**	**Agency**	**Channel**	**VHF/ Freq**	**Agency**
1	231.9/288.2	35/80 FS OPS	1	53.675	EOR/RWR
2	273.525	KUN Ground	2	123.5	KUN Ground
3	292.3	KUN Tower	3	126.5	KUN Tower
4	293.525	KUN Departure	4	124.1	KUN Departure
5	355.5	Incheon Center	5	122.4	Incheon Center
6	262.75	Incheon Center	6	-	-
7	297.90	Cobra	7	-	-
8	292.65	KUN Approach	8	124.1	-
9	349.9	KUN Arrival	9	133.925	-
10	300.2	KUN Discrete	10	-	-
11	304.525	KUN Discrete	11	-	-
12	268.025	Single Freq Approach	12	-	-
13	304.8	ATIS	13	120.225	ATIS
14	245.1	Viper SOF	14	141.675	Viper SOF
15	226.50/233.60	35/80 FS AUX	15	134.225/119.275	35/80 FS AUX
16	253.50/255.60	35/80 FS AUX	16	118.575/123.625	35/80 FS AUX
			20	133.75	Clearance Delivery
				UHF Freq	**Agency**
	266.50/278.1	35/80 FS AUX	17	302.800	KUN Discrete

17	0				
18	267.90/370.80	35/80 FS AUX	18	254.2	PILSUNG Ranger
19	283.90/280.80	35/80 FS AUX	19	277.200	WOLFPIT
20	286.00/227.90	35/80 FS AUX	20	287.70	Clearance Delivery

2.8.1. 8 OSS/OSA and 8 OG/OGV shall coordinate local radio channelization changes with all concerned agencies.

2.8.2. ATC issuance of a local channel refers to Ultra-High Frequency (UHF).

2.8.3. SOFs may use ATC frequencies with ATCT Watch Supervisor approval. SOFs shall only use ATC frequencies for safety purposes and will not provide control instructions IAW AFI 13-204V3.

2.8.4. Report any unauthorized frequency use to 8 OSS/OSA. 8 OSS/OSA shall forward to 8 OG/CC, via 8 OSS/CC, for action.

2.9. Navigational Aids (NAVAIDs): For specifics on monitoring and response times, see Operations Letter, "*Air Traffic Control and Landing Systems (ATCALS) Monitoring and Reporting".*

2.9.1. Very High Frequency (VHF) Omni-directional Range and Tactical Air Navigation (VORTAC): VOR: 112.8; Tactical Air Navigation (TACAN): CH 75. The VORTAC is located 7,117 ft north of Runway 36 threshold and 859 ft west of centerline.

2.9.2. Instrument Landing System (ILS): Category I; Runway 18/36.

2.9.3. Precision Approach Radar (PAR): The MPN-14K is located 3,703.6 ft north of Runway 36 threshold and 475.87 ft west of centerline.

2.9.4. Digital Airport Surveillance Radar (DASR): The ASR-11/GPN-30 is located 5,519 ft north of Runway 36 threshold and 747 ft west of centerline.

2.9.5. Preventive Maintenance Inspection (PMI) Schedule: Maintenance personnel shall not perform unscheduled PMIs or take NAVAIDs off-line without prior approval from the AOF/CC and RAPCON Watch Supervisor. RAPCON Watch Supervisors will not release NAVAIDS when there are current or forecasted weather minimums of less than 3,000 foot ceiling and/or 5SM(8000M) visibility. Scheduled PMI times are published in the *DOD Pacific, Australasia and Antarctica Enroute Supplement* as agreed to in the Operations Letter, "*Air Traffic Control and Landing Systems (ATCALS) Monitoring and Reporting."*

2.9.6. Back-Up Power: All NAVAIDs have back-up generator power. Additionally, the VORTAC, DASR, Next-Generation Radar (NEXRAD), ILS 36 and ILS 18 are on Uninterrupted Power Supply (UPS).

2.9.6.1. Maintenance personnel must receive RAPCON Watch Supervisor approval prior to transferring NAVAIDs from commercial to generator power.

2.10. Transient Alert (TA): Open Mon-Fri, 0700 - 2100L or as published. For available services, see *Kunsan AB* in the Airport/Facility Directory section of the *DoD Pacific, Australasia and Antarctica Enroute Supplement.* Aircraft requiring service must request PPR via AMOPS.

2.10.1. Fleet Servicing is unavailable at Kunsan AB. Aircraft requiring fleet servicing may receive service at Osan AB.

2.11. Automatic Terminal Information Service (ATIS) Procedures:

2.11.1. Hours of Operation: Kunsan ATIS is available 1 hour before 8 FW or Republic of Korea Air Force (ROKAF) flying until last land. This broadcast provides advance non-control terminal and meteorological information.

2.11.2. Format and Content: In addition to JO 7110.65, requirements, ATCT shall include: VFR/IFR fuel status, tower pattern status, 8 FW VFR/Instrument Flight Rules (IFR) divert status, bird watch conditions, weather category holds, weather advisories, weather warnings and other information as applicable. The ATIS shall refer to Seosan as *"Haemi"* to avoid confusion with Osan.

2.12. Aircraft Special Operations Areas/Ramps:

2.12.1. Arm/De-Arm Areas: Taxi lines and "half-moons" painted on south side of Taxiway Alpha and the north side of Taxiway E.

2.12.2. Engine Run-up Areas:

2.12.2.1. 8 FW assigned aircraft will utilize the hush-house and hangars on Towway Golf, trim pads located on Taxiway C (south of Juvat Flows), the Juvat Flows and the Panton Flows. Other 8 FW sponsored aircraft may coordinate to utilize 8 FW engine run areas through MOC. Engine runs will not be performed that will cause jet blast directly toward a taxiway unless approved by AMOPS.

2.12.2.2. ROKAF 38 FG F-16s utilize the ROKAF Pad HAS. ROKAF may not perform engine runs that create jet blast towards Taxiway P unless approved by AMOPS. 8 FW Maintenance personnel shall serve as escort for ROKAF aircraft utilizing Trim Pads within the Loop Restricted Area after coordination with ATCT and 8 Security Forces Squadron (8 SFS).

2.12.2.3. Transient Aircraft. Kunsan AB does not have designated AMC engine run areas. The AFM in coordination with TA, may approve engine runs, other than normal starts for taxi, on the Transient Pad, Hot Cargo Pad, Overflow North, Overflow South, or any other airfield pavement areas not provided above. Approval is dependent on aircraft type and percentage of maximum engine power required. Engine runs in these areas may require closure of adjacent pavement areas.

2.12.3. Hot Pit Refueling Areas: 8 FW and sponsored unit fighter aircraft only. Adjacent to both Taxiway P (Wolf Pack Flows) and Taxiway C (Panton Flows/Juvat Flows). Overflow north and South aprons can be used for hot pits via fuel truck. (See **Attachment 3**).

2.12.4. Forward FARP Areas (helicopters only): Located on the Hot Cargo Pad. The 353 Special Operations Group (SOG) has sited Taxiway C (West) and the Overflow South apron for fixed wing and rotary wing FARPs. See 8 OG and 353 OG Letter of Agreement (LOA).

2.12.5. Radar Warning Receiver (RWR)/ Radar Threat Warning System (RTWS) Checks: RWR and RTWS checks are accomplished on Taxiway P prior to the EOR or on Taxiway C. During exercises or contingency operations, a "Last Look" check is accomplished simultaneously while aircraft are stopped. MOC or responsible maintenance unit will advise AMOPS one hour prior to RWR pit setup. AMOPS will coordinate and publish taxiway restrictions for non-participating aircraft. Wing Airfield Driving Program Manager, or designated representative, will notify unit program managers for vehicle operation limitations.

2.12.6. Drag Chute Jettison Areas. EORs Alpha and Echo are designated for drag chute jettison. TA (USAF aircraft) or ROKAF Maintenance personnel (ROKAF aircraft) will collect drag chutes as expeditiously as possible to prevent operational delays. AMOPS will conduct a Foreign Object Damage (FOD) check upon confirmation of drag chute removal.

2.13. Aircraft Towing Procedures:

2.13.1. 8 FW Tows: MOC shall notify ATCT and 8 SFS of all tows, to include tail number, starting point and destination. When an aircraft tow must enter or cross any taxiway or the CMA, tow crews shall maintain two-way radio communication with ATCT, watch ATCT for light gun signals and give way to taxiing aircraft. Tows shall not enter the CMA or cross the runway without ATCT approval. Aircraft tows that do not occur within the CMA or any taxiway do not require two-way radio communication between tow crews and ATCT.

2.13.2. ROKAF 38 FG Tows: 38 FG/CP shall pre-coordinate with ATCT prior to initiating. Wing walkers and tail spotter shall carry illuminated wands. Tows shall not enter the CMA or cross runway without ATCT approval.

2.14. Aircraft Taxiing Requirements/Routes/Unauthorized Movements. See **Attachment 2**.

2.14.1. Departures:

2.14.1.1. Prior to taxi, aircraft shall advise Clearance Delivery (CD) of changes to route or number in flight. Aircraft requesting combat departure will coordinate with Ground Control (GC). CD shall issue clearance, forward flight plans, and pass information to ATCT.

2.14.1.2. Aircraft shall request taxi from ground control, stating number in flight (as fragged), current position, current ATIS code, advise of any flight members not taxiing with the flight, and combat departure request.

2.14.1.3. If necessary for completion of pre-flight procedures, aircraft may reposition in the loops and on Taxiway C in front of the flows without contacting ground. Aircraft shall not taxi past the intersection of Towway G and Taxiway C without ground control approval.

2.14.1.4. For suspected unauthorized movement, ATCT should attempt to contact aircraft on all available frequencies. ATCT shall activate the Primary Crash Alarm System (PCAS) and immediately contact 8 SFS if contact cannot be established with the unauthorized aircraft movement.

2.14.1.5. Taxiing aircraft shall yield to alert scrambles, aircraft must avoid blocking runway access from the ROKAF alert pad.

2.14.1.6. Aircraft shall taxi IAW **Attachment 2**. Aircraft shall request approval for deviations with ground control. Aircraft taxiing from the South Loop Taxi-track shall give way to aircraft taxiing west on Taxiway C. Ground control shall advise of any further restrictions.

2.14.2. Arrivals:

2.14.2.1. All aircraft not de-arming at the EOR may exit the runway at the nearest taxiway. Aircraft will exit the runway, hold position, and contact ground control for taxi instructions.

2.14.2.2. Aircraft shall taxi back to North/South Loop Taxitracks via Taxiway F unless deviation is approved by Ground Control.

2.14.3. Heavy Aircraft Jet Thrust Avoidance. Heavy aircraft will utilize reverse thrust on the inboard engines only to the maximum extent possible in order to prevent introduction of FOD on the airfield. All smaller aircraft, vehicles and personnel will avoid passing within 200 ft behind heavy aircraft with engines running to avoid jet blast.

2.15. Airfield Maintenance:

2.15.1. Grass Mowing:

2.15.1.1. 8 CES/CEO shall report to AMOPS and coordinate mowing activities prior to commencing mowing operations.

2.15.1.2. Mowers shall maintain vegetation IAW AFI 91-202, *The US Air Force Mishap Prevention Program* and 8FW OPLAN 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*. A 7”-14” grass height will be maintained except immediately around taxiway edge lights (3”-5”) and airfield signs (no taller than 6”).

2.15.1.3. AMOPS coordinates and publishes all restrictions and NOTAMs related to mowing operations, as needed.

2.15.2. 8 CES/CEO shall maintain a CE airfield maintenance team to perform required maintenance and repair activities and monitor pavement deterioration.

2.16. Runway Surface Condition/Runway Condition Reading Values:

2.16.1. AMOPS determines and reports surface conditions, condition readings, and changes to reportable conditions IAW AFI 13-204V3 and T.O. 33-1-23, *Procedures for Use of Decelerometer to Measure Runway Slickness*. Surface condition and condition readings are reported for all airfield pavements. AMOPS will notify the 8 FW/SOF or 8 OG/CC when Runway Condition Reading (RCR) readings are less than 10.

2.16.2. Reporting Runway Surface Condition (RSC):

2.16.2.1. Wet Runway. A wet runway is reported as WR//, indicating discernible moisture on the runway. When water is the only form of moisture, an RCR is not reported or reportable.

2.16.2.2. Slush on Runway. A slush covered runway is reported as SLR//, indicating slush, but no ice or snow is present on the runway. When slush is the only surface condition, an RCR is not reported or reportable.

2.16.2.3. Ice or Snow on Runway. Ice or snow on the runway is reported as IR/LSR/PSR. The predominant surface condition and associated condition reading will be reported.

2.16.3. Reporting RCR:

2.16.3.1. ATCT shall report the most current RSC and RCR information received from AMOPS prior to issuing taxi, takeoff or landing clearance. It is reported as a three-letter condition code and two-digit number from 01 (worst) to 26 (best). Use "(RCRNR)" when RCR information is unavailable. Tower will provide International Civil Aviation Organization (ICAO) equivalent braking action (Good, Good to Medium, Medium, Medium to Poor, Poor, and Nil) to Korean Airlines/Eastar and any other civilian aircraft as applicable.

2.16.3.2. Minimum RCR for 8 FW F-16 take-offs, landings or taxi is 10. ROKAF Alert KF-16s require a minimum RCR of 13 while normal ROKAF operations require a minimum of 16. For all other aircraft, minimum RCR requirements are determined by aircraft technical order and owning command policy.

2.17. Procedures/Requirements for Conducting Runway Inspections/Checks:

2.17.1. AMOPS performs daily airfield inspection and checks IAW AFI 13-204V3. AMOPS shall notify the AFM and AOF/CC when a reported discrepancy is a hazard requiring immediate corrective action. Special attention will be given to the following areas:

2.17.1.1. General airfield condition.

2.17.1.2. General condition and operational status of aircraft arresting systems.

2.17.1.3. All aprons, taxiways and the runway for debris or other material that constitutes a hazard to aircraft movement.

2.17.1.4. BASH/habitat control, ponding etc.

2.17.2. AMOPS shall conduct a runway FOD check following all In-Flight Emergencies (IFE). The SOF may waive FOD check for emergencies that do not involve the likelihood of fluid, parts, or debris release hazards when necessary to safely recover 8 FW aircraft.

2.17.3. AMOPS shall conduct a runway check following the landing or departure of C-5 and B-747 aircraft. AMOPS will conduct a check after any heavy/wide-body aircraft makes a 180-degree or greater turn on the runway due to the potential of FOD.

2.17.4. AMOPS will increase the frequency of airfield checks during rapidly changing runway conditions to provide the most current RSC/RCR. The AFM will determine necessary frequency based on real-time conditions.

2.18. Engine Test/Run-Up Procedures:

2.18.1. Crew chiefs shall request engine runs through MOC, who shall verify crew chief qualification and notify ATCT of proposed engine run time, parking location and tail number.

2.18.2. Crew chiefs shall request approval from ATCT prior to real-time engine start, monitor the appropriate Ground Control frequency and notify ATCT upon termination.

2.18.3. Engine runs, performed in accordance with facility design standards, maintenance job guides, maximum engine thrust versus anchor device capabilities, and quiet hours policy, may be automatically approved for the following locations:

2.18.3.1. North Loop HAS 2400 through 2414.

2.18.3.2. South Loop HAS 2415 through 2443.

2.18.3.3. Juvat Flows 2444 through 2453.

2.18.3.4. Panton Flows 1A through 8B.

2.18.3.5. Taxiway C (East) Trim Pads.

2.18.3.6. Towway G Hush House Building 2238 (Tie-down anchor rated to 51,320 load pounds).

2.18.3.7. Towway G Hush House Building 2244 (Tie-down anchor rated to 54,700 load pounds).

2.18.3.8. Towway G Maintenance Hangars.

2.18.3.9. Tree Area HAS's 2912 through 2924.

2.18.3.10. ROKAF Pad HAS's 5061 through 5068.

2.18.3.11. ROKAF Alert HAS's.

2.19. Noise Abatement Procedures:

2.19.1. Aircraft are prohibited from flying below 3,000 ft Above Ground Level (AGL) over the small islands that form the Gogunsan-Gundo Island Group. The center of this island group is located at N 35.50.000/E 126.24.000 (located approximately 12 miles southwest of the field).

2.19.2. Aircraft should avoid over-flying the commercial terminal NE of Runway 36 departure end, ROKAF housing area and Gunsan City.

2.20. Quiet Hours: IAW AFPD 11-2, *Aircrew Operations* and applies to all units assigned to 8 FW, as well as units assigned, attached, or supported by Kunsan AB, ROK. There are two types of official quiet hours, full and partial. **NOTE 1**: Korean Airline and Eastar are exempt from all quiet hours. **NOTE 2**: Recurring ROK wide quiet hours for school testing are published via AIRAD by 7AF.

2.20.1. Full Quiet Hours: Takeoffs, landings, low approaches, touch and goes, stop and goes, engine runs, turbine powered Aerospace Ground Equipment (AGE) runs and taxiing anywhere on the airfield are prohibited. Full quiet hours are usually reserved for Change of Command (CoC) ceremonies of colonels and higher or approved wing events.

2.20.2. Partial Quiet Hours: Same as para **2.20.1**., with the exception that the following are permitted: full stop landings via straight-in approach, taxiing of aircraft, engine starts, and AGE runs.

2.20.3. Approving authority for all quiet hours/waivers is the 8 OG/CC.

2.20.4. Quiet Hour Scheduling: Quiet hours shall be requested through 8 OSS/OSO, Current Ops, NLT **2 weeks** prior to the event. 8 OSS/OSO will forward the request along with impact on projected 8 FW, ROKAF, and transient operations to the 8 OSS/DO for approval coordination. 8 OSS/OSO will notify the requestor of approval/denial, and will notify 8 OSS/OSA to publish a NOTAM as needed.

2.20.5. Unofficial Quiet Hours: Kunsan has an unofficial quiet hour agreement with the city of Gunsan for the hours of 2300 to 0600. AMOPS shall notify Public Affairs of any non-base assigned aircraft requesting a departure or arrival during these hours. Public Affairs will pass the information to the Gunsan Mayor's Office as necessary.

2.21. Protecting Precision Approach Critical Areas/Precision Obstacle Free Zone (POFZ):

2.21.1. Kunsan, AB has a Category (CAT) I ILS requiring protection of the precision approach critical area. Physical protection of the ILS critical areas is required when the ceiling is reported less than 800 feet and/or less than 2 miles visibility. Precision approach critical area protection is not required when aircraft conduct a PAR.

2.21.2. When the weather is reported with a ceiling less than ***800 feet and/or the visibility is less than 2 miles, but at or above 200 feet and/or visibility at or above 1/2 mile*** (Runway Visual Range (RVR) 2,400) the ATCT shall:

2.21.2.1. Implement the following ILS critical area and POFZ protection procedures:

2.21.2.1.1. Inform AMOPS that precision approach critical area/POFZ protection procedures are required for the active runway.

2.21.2.1.1.1. AMOPS will expeditiously conduct a physical sweep of the ILS critical areas (north and south) and the POFZ on the airfield to ensure no aircraft, vehicles, or pedestrians are operating within these areas.

2.21.2.1.1.2. AMOPs will report each area (localizer, glideslope, and POFZ) clear. Once these 3 areas are reported as clear, then ATCT will consider precision approach critical areas/POFZ as protected. **NOTE:** Once precision approach critical areas/POFZ are protected, tower is the approval authority for movement within these area. All non-fighter type aircraft, vehicles, and personnel are required to hold short of the instrument hold line and contact tower for clearance to enter. An ATIS advisory will be broadcast that precision approach critical area protections procedures are in effect for all non-fighter type aircraft.

2.21.2.1.2. Advise the SOF and RAPCON Watch Supervisor (WS) once the areas to be protected are secure that precision approach critical area procedures are in effect. **NOTE:** A statement shall be included in the ATIS broadcast that ***precision approach critical area protection procedures are in effect.***

2.21.2.1.3. If both critical areas cannot be and/or are not secured IAW this procedure, ATCT will inform the pilot that the ILS critical area is unprotected, and issue traffic to landing aircraft.

2.21.2.2. ATCT shall be the single point of contact for approval of vehicles and aircraft to transit the critical areas once the areas are secure.

2.21.2.3. ATCT shall not permit vehicles or aircraft to transit or stop within the ***localizer critical area*** when an aircraft on the ILS approach is inside the Final Approach Fix (FAF), unless it is a preceding aircraft landing, departing, or exiting the runway.

2.21.2.3.1. ATCT will restrict all vehicles, from proceeding beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF, unless the arriving aircraft has reported the runway in sight or is circling to land on another runway. **Note**. This excludes launch essential vehicles, mission support vehicles and end of runway vehicles directly escorting/supporting the fighter type size aircraft (ex. EOR crews).

2.21.2.4. ATCT will restrict all aircraft larger than fighter type size from taxiing beyond the instrument hold line within the ***glideslope critical area*** when an aircraft executing an ILS approach is inside the FAF.

2.21.2.4.1. ATCT will not permit vehicles to proceed beyond the instrument hold line within the ***glideslope critical area*** when an aircraft executing an ILS approach is inside the FAF, unless the arriving aircraft has reported the runway in sight or is circling to land on another runway. **NOTE**. This excludes launch essential vehicles, mission support vehicles and end of runway vehicles directly escorting/supporting the fighter type size aircraft (ex. EOR crews).

2.21.3. When the weather is reported with a ceiling ***less than 200 feet and/or RVR 2,000 feet or less (1/2 mile visibility if no RVR),*** ATCT shall:

2.21.3.1. Notify EOR crews to move personnel and equipment accordingly. If utilizing North EOR, all equipment must be located east of Taxiway Papa or within the vicinity of the EOR shack. If utilizing the South EOR, all equipment must be located east of spot 1.

2.21.3.2. Not authorize vehicle or aircraft operations in or over the localizer critical area when an arriving aircraft is inside 1 Nautical Mile (NM) final approach.

2.21.3.3. Not permit any aircraft to taxi or vehicles, and/or personnel to proceed beyond the instrument hold line when an aircraft executing an ILS/Mobile Microwave Landing System (MMLS) approach is inside the FAF to protect the GS critical area. An ATIS advisory will be broadcast that instrument hold line procedures are in effect for *all* aircraft.

2.21.4. To protect the POFZ the following procedures will be conducted IAW FAAJO 7110.65 and AFI 11-230, *Instrument Procedures*:

2.21.4.1. ATCT shall ensure the POFZ is clear of traffic (aircraft or vehicles) when an aircraft on a vertically−guided final approach is within 2 miles of the runway threshold and the reported ceiling is below 300 feet or visibility is less than 3/4 Statute Miles (SM) to protect aircraft executing a missed approach.

2.21.4.2. As a temporary solution, AMOPS will manually turn on stop lights located along the Perimeter road until Airfield Lighting is able to get the system operational from the ATCT.

2.21.4.3. Parking spots 4-6 in the North EOR and 5-6 in the South EOR fall within the POFZ. They will not be used and must be clear when the weather conditions are below 300 feet or visibility is less than 3/4 SM when an aircraft is on an ILS approach. An ATIS advisory will be broadcast that POFZ protection procedures are in effect for all aircraft. If it is needed to be in these areas for contingency operations, contact Tower for permission on the Tower net. **NOTE:** Only horizontal surfaces (e.g., the wings) can penetrate the POFZ, but not the vertical surfaces (e.g., fuselage or tail). Three hundred feet (300) is used because ATC does not measure ceilings in fifty (50) foot increments. Vehicles that are less than 10 feet in height, necessary for the maintenance of the airport and/or navigation facilities operating outside the movement area, are exempt.

2.22. Restricted Areas on the Airfield: See **Attachment 15**. Restricted area access is granted via designated Entry Control Points (ECPs). See 8 FW *Defense Plan*, for further guidance.

2.23. Opening/Closing/Suspending Runway Operations.

2.23.1. Procedures for opening and closing the runway will be accomplished IAW AFI 13-204V3, Chapter 21.

2.23.2. ATCT, 8 FW/SE, 8 OG/CC, 8 FW/SOF, or AMOPS will suspend runway operations when there is reason to believe a hazard exists on/near the runway or in the immediate approach area. Only AMOPS personnel are authorized to open/close/resume runway operations.

2.23.3. Runway ops are automatically suspended following arresting system engagements or when an aircraft shuts down on the runway.

2.24. Ground Support Equipment.

2.24.1. Mobile ground support equipment may be located on aprons, but must be positioned to provide minimum wingtip clearance distances for all aircraft other than those being serviced with the equipment.

2.24.1.1. Examples of ground support equipment exempt under this category are: aerospace ground equipment; electrical carts; forklifts; tow bar trailers; fire extinguisher carts; material-handling equipment; flight line maintenance stands; stair trucks; and portable floodlights. Similar equipment may be included in this category.

2.24.2. When such equipment is not in use, it must be removed from the aircraft parking area and stored at the AGE Yard ready-line or approved AGE sub-pool location. AGE sub-pool locations are defined by a 4 or 6 inch solid white line (non-reflective). On aprons, these areas appear as boxes; on non-aircraft pavements adjacent to aprons, they appear as a solid white line.

2.24.3. Support equipment shall not be positioned earlier than three hours prior to an aircraft arrival and shall be removed no later than three hours after aircraft departure IAW UFC 3-260-01, *Airfield and Heliport Planning and Design*.

Chapter 3

FLYING AREAS

3.1. Local Flying Area/Designation of Airspace: See **Attachment 11**.

3.1.1. RAPCON Area: Delegated by Incheon Area Control Center (ACC). For specific lateral/vertical parameters, see Korean Aeronautical Information Enroute 2.1.

3.1.2. Tower Surface Area (TSA): Tower delegated airspace is within a 6-mile radius from the center of the airfield; surface up to and including 2,000 ft MSL.

3.1.3. Kunsan Class "C" Airspace: That airspace consisting of a 5-mile radius from the center of the airfield; surface up to 5,000 ft MSL and a 10-mile radius shelf area extending from 1,000 ft - 5,000 ft MSL.

3.1.3.1. Parameters: IFR/VFR flights permitted; no specific pilot certification required. Aircraft shall establish two-way radio communication with ATC prior to entering Class C airspace.

3.1.3.2. Equipment requirements: 2-way radio communications and an operational transponder are normally required for operations within Class C airspace.

3.1.3.3. Class "C" Service:

3.1.3.3.1. Provided between aircraft operating within Class C airspace given radar identification and two-way radio communications are established.

3.1.3.3.2. Standard IFR services to IFR aircraft. Separation, traffic advisories, and safety alerts issued between IFR and VFR aircraft. Mandatory traffic advisories and safety alerts between VFR aircraft are provided. VFR helicopters need not be separated from IFR helicopters, however, traffic information and safety alerts shall be issued as appropriate.

3.1.3.3.3. All aircraft landing at Kunsan AB are sequenced to the airport by the RAPCON. Aircraft not working in Military Operations Area (MOA) will contact Kunsan Approach no later than 40nm from Kunsan AB. Aircraft recovering from MOAs or restricted airspace will call Kunsan Approach no later than 20nm from the airport. Upon initial contact, flight lead will advise Kunsan Approach of the number of aircraft in the flight, position from Kunsan, ATIS identifier, and requested approach or intentions.

3.1.3.3.4. Arriving VFR aircraft shall be directed to points "Alpha" and "Delta" (Runway 18) and points "Charlie" and "Bravo" (Runway 36) (See **Attachment 4**) for VFR sequencing into Kunsan AB. Arriving IFR aircraft shall use *JEWEL, JULOP, VIPER, WIZRD,* or *WOLFF* IAFs, or vectors (when able) for IFR sequencing into Kunsan AB.

3.1.3.3.5. Class C services are provided IAW JO 7110.65.

3.1.3.4. Flight Procedures:

3.1.3.4.1. Aircraft approaching Class C airspace shall establish communication with ATC prior to entering the airspace. Aircraft shall provide callsign, number in flight (if applicable), position, altitude, beacon code (if applicable) and destination.

3.1.3.4.2. Aircraft departures will maintain communication until leaving Class C airspace or pilot requests termination of services.

3.1.4. Adjacent Special Use Airspace (SUA): See **Attachment 12**.

3.1.5. Minimum Vectoring Altitude (MVA) Chart: See **Attachment 13**.

3.1.6. Minimum IFR Altitude Chart (MIFRAC): See **Attachment 14**.

3.2. VFR Local Training Areas: Kunsan AB has no designated VFR local training areas.

3.3. WOLF PACK Airspace: The airspace over Kunsan AB outlined with a straight line between the following points: N35 40.00 E125 25.00 (CONAN) to N36 19.93 E126.25.22 (SEMI) to N36 19.78 E126 51.03 to N35 39.85 E126 46.48. Remain clear of restricted areas R97, R111 and R138 (**Attachment 15**).

3.3.1. Schedule use of Wolfpack Airspace with 8 OSS/OSO. Coordinate with RAPCON prior to flight to request working altitudes, discrete frequency, and inform if desiring practice airfield attacks. Coordinate with SOF prior to flight to begin tower coordination. Chaff/flares/Electronic Counter Measures (ECM) are not permitted regardless of altitude.

3.3.2. Practice airfield attacks (in Tower airspace)

3.3.2.1. Notify 8 OG/CC day prior to execution if conducting practice airfield attacks.

3.3.2.2. Require Tower approval/coordination. Coordination will be conducted with RAPCON prior to handoff to Tower.

3.3.2.3. Aircraft will not descend below 1,000 ft AGL, exceed 500 Knots Calibrated Airspeed (KCAS) or use afterburner over airfield.

3.3.2.4. Simulated targets will be west of the control tower (for strafe/pop patterns/dive glides).

3.3.2.5. Aircraft will not fly over the weapons storage area below 1500 ft AGL.

3.3.2.6. Weather will be at least ceiling 3,000 ft /visibility 5 statute miles.

3.3.2.7. Inform SOF of practice attacks (who will notify w/ROKAF SOF).

3.3.3. Base Defense/Emergency Close Air Support (ECAS).

3.3.3.1. Contact SOF CH 14 NLT 40 NM from Kunsan for air base defense status update.

3.3.3.2. Establish initial support holding patterns at corners of the airspace 11,000-13,000' MSL or as directed by ATC/Cobra/ On Site Commander (OSC)/Forward Air Control (FAC). Maintain VFR deconfliction until stack is established.

3.3.3.3. Primary mission is to provide Security Forces with Intelligence, Surveillance, and Reconnaissance (ISR) support.

3.3.3.4. Expending ordnance on/near Kunsan requires WG/CC clearance, passed through the SOF (per attack pass).

3.3.3.5. Use a graduated response taking into account Collateral Damage Estimate (CDE) and Target Location Error (TLE) for weapons available (i.e. show of force, High Angle Strafe (HAS), Low Angle Strafe (LAS), mitigated 500# weapons, unmitigated, airburst, mitigated 2000# weapon, etc).

3.3.3.6. Attack axis should be parallel to or away from the fence line for attacks outside base perimeter.

3.3.3.7. Attack axis should be chosen which limits/prevents damage to base infrastructure for on base attacks.

3.4. Drop Zone (DZ) Operations: Parachute Jumping/Equipment Drop procedures. All drops are conducted at the operational unit's own risk. All operations on Kunsan's DZs are conducted IAW the procedures outlined below. Location of Kunsan AB DZs are depicted in **Attachment 17**.

3.4.1. Coordinate with Airfield Operations Flight through the Airfield Operations Flight Commander (AOF/CC) NLT 14 days prior to DZ operations.

3.4.2. DZ operations will be conducted in Visual Meteorological Conditions.

3.4.3. Ten minutes prior to DZ operations ATC will sterilize applicable airspace. No take-offs, landings, aircraft taxi, or engine starts are authorized until completion.

Chapter 4

VFR PROCEDURES

4.1. VFR Weather Minimums:

4.1.1. Simulated Flameout (SFO) Pattern: 1000 ft ceiling above the highest requested SFO altitude flown and 5SM (8000M) visibility. **NOTE:** SFO altitudes: High Key 7,000' – 10,000, Low Key 3,000 – 5,000, Base Key minimum 2,000'

4.1.2. Minimal Risk Arrival (MRA) Pattern: Ceiling must be at least 1,000' above MRA Altitude and the visibility must be at least 5nm. **NOTE:** Aircraft conducting SFO procedures will not be cleared from High Key to Low Key while a Min Risk Arrival is being conducted. Aircraft may hold at High Key above the Min Risk Arrival altitude.

4.1.3. Overhead Pattern/VFR Pattern Breakout Weather Minimums: 2,500 ft ceiling/3SM (4800M) visibility.

4.1.4. Fighter Rectangular Pattern Weather Minimums: 2,000ft ceiling/3SM (4800M) visibility.

4.1.5. Conventional Aircraft Rectangular Pattern Weather Minimums: 1,500 ft ceiling/3SM (4800M) visibility.

4.1.6. Helicopter Pattern Weather Minimums: 1,000 ft ceiling/3SM (4800M) visibility.

4.2. Preferred Recovery: The overhead pattern via the VFR entry points is the preferred recovery. Pilots recovering to Kunsan on an IFR flight plan must cancel IFR prior to the VFR entry points of "Alpha, Bravo, Charlie, or Delta". If unable to cancel IFR prior to these points, aircraft should recover IFR via an IFR approach procedure.

4.3. VFR Recoveries: RAPCON provides basic radar advisory services for VFR recoveries. Aircraft shall contact RAPCON no later than 30 miles from the field with current ATIS and request type approach and landing. Pattern entry via Kunsan's VFR recovery points (See **Attachment 4**) is standard unless weather or traffic conditions require otherwise. Weather minimums at VFR reporting points are 3,000 ft ceiling/3SM (4800M) visibility for aircraft recoveries via the overhead and 2,000 ft ceiling/3SM (4800M) visibility for aircraft recoveries via VFR straight-in.

4.4. VFR Departures: Aircraft may depart VFR with an approved flight plan. Aircraft shall make VFR departure requests on initial contact with ground control. Aircraft shall maintain at or below 1,000 ft until departure end of runway then climb to requested altitude. Once clear of the Class C, aircraft will advise RAPCON when changing frequencies.

4.5. VFR Traffic Patterns:

4.5.1. Opening and Closing Tower VFR Traffic Patterns: ATCT Watch Supervisor will coordinate with the SOF during periods of 8 FW flying when opening or closing the Tower's VFR patterns. ATCT Watch Supervisor has the final authority for opening or closing the VFR patterns. The 8 FW SOF may restrict 8 FW aircraft from using VFR patterns at any time.

4.5.2. MRA Pattern: Pilots will request “Min-Risk Arrival” from Kunsan Approach and specify type entry "Pt A/B/C/D for MRA" or "MRA Direct East/West Entry". Maintain VFR at 5,000-9,000' MSL to requested entry.

4.5.2.1. Upon check-in with tower, pilots will report current position and MRA intentions. At 5nm from the departure end report "High Initial"; add cardinal direction (East/West) if not on the "initial" ground track for the active runway. When within 3nm of the field, descend in order to transition to a normal base west of the runway. Maintain greater than 2500' until departure end (initial ground track) or until crossing the runway if arriving from the East.

4.5.2.2. In order to maintain separation from departure traffic, pilots will remain clear of the departure end extended centerline while conducting the MRA.

4.5.2.3. Pilots overflying Point C for Rwy 36 should utilize the Normal Entry to High Initial. Additionally, pilots will be prepared to report Point A/B/C/D if the tower is unable to grant "Direct East/West" entry due to pattern saturation

4.5.3. Overhead Pattern: Pattern altitude is 1,500 ft, flown west of the airfield. Unless otherwise instructed by ATCT, standard break is over the approach end of runway. Flight lead reports *“five-mile initial”* (See **Attachment 6**). **NOTE:** If requesting the straight-in, pilots shall state *“Request VFR straight-in”* vs. *“Visual straight-in”* to avoid confusion with the request for a *“Visual Approach”* (IFR approach).

4.5.4. Protection of the Overhead: All aircraft departures, including aircraft conducting low approach, touch and go or missed approach, must remain at or below 1000 ft until past departure end to protect aircraft recovering via the overhead pattern.

4.5.5. Re-Entry Pattern: Aircraft carrying straight through initial shall maintain 1,500 ft and turn east to crosswind 1/2 mile past departure end of runway. Aircraft re-entering after a low approach or takeoff shall maintain at or below 1,000 ft Mean Sea Level (MSL) until ½ NM past the departure end of runway then turn to an east crosswind and climb to 2,000 ft MSL (see **Attachment 5**). Aircraft will maintain 2,000 ft MSL when crossing North and South Point.

4.5.5.1. After entering crosswind, aircraft fly to North/South Point (dependent on runway in use). All aircraft re-entering after a low approach must fly a 2 mile crosswind prior to turning to North/South Point to de-conflict with aircraft offsetting to the east during SFO approaches or recovering via tactical initial (See **Attachment 5**).

4.5.5.2. Prior to reaching North/South Point, aircraft state intentions (initial or straight-in).

4.5.5.3. If approved for straight-in, aircraft descend to 1,000 ft and proceed to final.

4.5.5.4. If approved for initial, aircraft maintain 1,500 ft and proceed from North/South Point to initial.

4.5.6. VFR Pattern Breakout: Aircraft will climb to 2,000 ft and turn SW bound (for Runway 36) or NW bound (for Runway 18). ATCT will issue further instructions.

4.5.7. Rectangular Pattern: Conventional aircraft pattern altitude is 1,000 ft and flown west of the airfield. Fighter/turbojet aircraft pattern altitude is 1,500 ft and flown west of the airfield.

4.5.8. Helicopter Patterns: Pattern altitude is 500 ft MSL.

4.5.8.1. Transient helicopters normally arrive over the Okku Reservoir, East of Kunsan and make a straight-in approach via Taxiway C to land on the runway at Taxiway C. Helicopters shall not overfly the Munition Storage Area (MSA) below 1,500 ft.

4.5.8.2. Kunsan AB has no helipads or specially sited areas for helicopter operations therefore any operations requested to areas other than the runway in use shall be in accordance with JO 7110.65.

4.5.8.3. FARP Pattern: The preferred pattern for helicopters transitioning between the designated parking areas on Taxiway H to the Hot Cargo Pad during FARP operations is to circle the field southeast of the MSA. Helicopters shall not cross the runway or extended runway centerline without ATCT approval. Helicopters may air taxi to Taxiway H via Taxiway C.

4.6. Special Procedures:

4.6.1. SFO Pattern/Procedures: Kunsan AB supports locally assigned, Osan AB, and all other 8 FW sponsored aircraft SFOs. All 8 FW sponsored pilots will adhere to the guidance outlined for locally assigned and/or Osan AB aircraft, and in accordance with this regulation. For specifics on SFO Patterns/Procedures; see current SFO LOA(s) and **Attachment 6**. **NOTE**: 8 FW sponsored aircraft are those aircraft that have been assigned/designated to fall under operational control of the 8 FW.

4.6.2. Tactical Initial:

4.6.2.1. Weather minimums: 2,500 ft ceiling and 3SM (4800M) visibility.

4.6.2.2. Pattern: Flight leads advises RAPCON during initial contact of their intentions to fly tactical initial. Flight/element leads shall align their initial ground track with the extended runway centerline. Wingmen shall fly line abreast 4,000 ft to the east. Elements in-trail shall maintain 1-1.5NM spacing on preceding element. Flight lead shall fly depicted ground track (See **Attachment 6**) and report “five-mile Tac Initial” when established on runway heading and five miles from EOR. Aircraft should use 6 Distance Measuring Equipment (DME) (Runway 36) and 5 DME (Runway 18) when reporting “five-mile Tac Initial”, cross the VFR entry point at and maintain 2,500 ft until five-mile initial, then descend to 1,500 ft. Aircraft will not exceed 400 Knots Indicated Airspeed (KIAS) from VFR entry point to break point). Aircraft shall break over approach EOR unless ATCT directs otherwise. Maximum number of aircraft per element shall not exceed two or four for the flight.

4.6.2.3. Elements flying straight through initial shall terminate tactical maneuvering after the turn to crosswind and de-conflict from trailing elements on the turn to crosswind.

4.6.3. Combat Departures:

4.6.3.1. Pattern: Combat departures are IFR flight plans. Pilots shall climb and maintain ATC assigned altitude and advise departure control of intentions. Pilots requesting to cancel IFR service shall advise RAPCON they are "cancelling IFR" and proceeding VFR (See **Attachment 9**).

4.6.3.2. Pilots requesting combat departures will coordinate with Ground Control prior to taxi.

4.7. Reduced Same Runway Separation Procedures:

4.7.1. IAW AFI 13-204, MAJCOM A3 are responsible for establishing Reduced Same Runway Separation (RSRS) criteria for their specific commands. The following RSRS standards (i.e., less than JO 7110.65, standard separation) apply to all Pacific Air Force (PACAF) assigned aircraft at PACAF bases where ATC is provided by United States Air Force (USAF) controllers (includes aircraft deployed to Kunsan and identified as temporary/sponsored 8 FW assets). Non-PACAF aircraft or those not sponsored by the 8 FW may participate in RSRS if covered under a letter of agreement (i.e., Joint Letter of Agreement on RSRS at PACAF bases).

4.7.2. Air traffic controllers must see the aircraft involved and determine distances by reference to suitable landmarks (i.e., distance markers, taxiways) for daytime and nighttime.

4.7.3. Revert to nighttime RSRS standards when the RCR is reported between 16 and 12 inclusive, or when RCR is not available and RSC is reported as wet, ice, or snow.

4.7.4. For fighter-type aircraft only, a low approach following a full stop shall use the opposite side of the runway and be 500 ft vertically separated when passing the aircraft on landing roll. Aircraft shall not overfly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to all aircraft involved.

4.7.5. Same fighter-type aircraft operations mean the same airframe (e.g., A-10 behind A-10, F-16 behind F-16).

4.7.6. Dissimilar fighter-type aircraft operations mean not the same airframe (e.g., F-16 behind F-15, F-16 behind A-10).

4.7.7. Non-heavy, non-fighter-type aircraft operations mean C-130, C-12, B-737, etc.

4.7.8. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft. Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

Table 4.1. Daytime RSRS Standards.

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	FS behind LA
Same Fighter-Type	3,000’	3,000’	3,000’	3,000’	6,000’	3,000’	3,000’
Dissimilar Fighter -Type	See Note	See Note	See Note	6,000’	6,000’	See Note	See Note
Same Non-Heavy, Non-Fighter –Type	See Note	See Note	See Note	6,000’	See Note	See Note	See Note
Same-Type Aircraft Formations	See Note	See Note	See Note	6,000’	See Note	See Note	See Note
Fighter-Type behind Non-Heavy, Non-Fighter-Type	See Note	See Note	See Note	9,000’	See Note	See Note	See Note
Non-Heavy, Non-Fighter-Type behind Fighter-Type	See Note	See Note	See Note	9,000’	See Note	See Note	See Note
***Revert to nighttime RSRS standards when the RCR is reported between 16 and 12 inclusive, or when RCR is not available and RSC is reported as **ice or snow**.							

Table 4.2. Nighttime RSRS Standards (After civil twilight in areas where applicable).

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	FS behind LA
Fighter-Type	See Note	See Note	See Note	6,000’	9,000’	See Note	See Note
Same Non-Heavy, Non-Fighter –Type	See Note	See Note	See Note	6,000’	See Note	See Note	See Note
Same-Type Aircraft Formations	See Note	See Note	See Note	6,000’	See Note	See Note	See Note
Fighter-Type behind Non-Heavy, Non-Fighter-Type	See Note	See Note	See Note	9,000’	See Note	See Note	See Note
Non-Heavy, Non-Fighter-Type behind Fighter-Type	See Note	See Note	See Note	9,000’	See Note	See Note	See Note
NOTE: Standard FAAO 7110.65 separation shall be applied.							

4.7.9. RSRS standards do not apply:

4.7.9.1. To any situation involving an emergency aircraft.

4.7.9.2. To civil aircraft.

4.7.9.3. To air evacuation aircraft.

4.7.9.4. To a touch-and-go behind full stop.

4.7.9.5. To “heavy” aircraft.

4.7.9.6. When RCR is reported less than 12.

4.7.9.7. RSRS will not be applied when ALS procedures are in effect (See **Attachment 16**).

4.8. Intersection Departures: Aircraft may use full runway length or request an intersection departure. Ground Control shall state useable runway length when issuing taxi instructions to transient aircraft requesting an intersection takeoff. (See **Attachment 15**).

Chapter 5

IFR PROCEDURES

5.1. Radar Traffic Patterns:

5.1.1. The normal radar pattern altitude is 4,000 ft, flown to the east of the airfield. Aircraft may be vectored on a dogleg at 3,000 ft (Runway 36) or 2,500 ft (Runway 18) if within 13 miles of the airfield.

5.1.2. Circling Maneuvers: Pilots shall circle west of the field. RAPCON shall provide appropriate IFR spacing when an aircraft is authorized a circling approach.

5.2. Availability/Restrictions for Surveillance (ASR) Approaches and PAR Approaches/Radar Approach Monitoring:

5.2.1. ROKAF 38 FG shall provide dual PAR and monitoring down final capabilities from 0800L - 2300L, Mon-Fri. PAR capability unavailable Mon-Fri, 2300L-0800L and Sat-Sun unless previously coordinated with 8 OSS/OSAR (782-4939).

5.2.2. When available, ROKAF will monitor all ILS approaches to Runway 36. When ROKAF is not available, USAF controllers shall monitor all precision approaches. USAF controllers shall monitor all non-precision approaches. Radar Approach will provide monitoring for single-piloted turbo jet aircraft conducting instrument approaches when:

5.2.2.1. The overhead traffic pattern is closed, or

5.2.2.2. Aircrew report Instrument Meteorological Conditions (IMC)

5.2.3. The aircrew shall remain on the last assigned frequency until a landing or low approach has been completed except under the following conditions:

5.2.3.1. Upon pilot request

5.2.3.2. When pilot cancels IFR flight plan

5.2.3.3. In an emergency situation

5.2.3.4. When aircraft is cleared for a visual approach **NOTE:** Pilots who are given a frequency change that does not meet the above guidance or if they encounter IMC conditions on final, should request to remain on the current assigned frequency.

5.2.4. Kunsan AB does not have any published ASR approaches.

5.3. Local Departure Procedures:

5.3.1. Pack Flight Plans: see **Chapter 9**, *Flight Planning Procedures.*

5.3.2. Transitions (See **Attachment 7**): The following transitions are clearances that connect to Pack Flight Plans: *LINTA*, *CONAN*, *ENTEL*, *NAMPO*, *OPEDA* and the *SEMI* Transitions. Pilots filing Pack Flight Plans shall automatically be cleared for the transition corresponding to the first point of the flight plan.

5.3.3. On departure, aircraft shall maintain at or below 1,000 ft until departure end of the runway then climb to clearance altitude. Upon passing 3 DME, aircraft shall start a turn in the shortest direction to the first transition point on the Pack Flight Plans. Radar is required.

5.3.4. To ensure separation, the last aircraft of in-trail departures will squawk "subset and altitude" (Mode 3/C of XX00, where XX is the first two-digits of the flight lead's assigned Mode 3/C transponder code).

5.3.5. Non-radar routing is also available.

5.4. Radar Vectors to Initial: Approach control may vector aircraft to VFR Entry Points (See **Attachment 4**) or **10** mile initial for sequencing with IFR/VFR traffic. Pilots recovering to Kunsan on an IFR flight plan must cancel IFR prior to the VFR entry points of "Alpha, Bravo, Charlie, or Delta" or 10 mile initial. If unable to cancel IFR prior to these points, aircraft should recover IFR via an IFR approach procedure. Aircraft shall cross the VFR Entry Point at or above 2,500 ft while proceeding direct to a five-mile initial, then descend to 1,500 ft. Maintain 300 KCAS from the VFR Entry Point to the break point.

5.5. IFR Recovery Procedures:

5.5.1. Aircraft shall contact RAPCON no later than 30 miles from the field with current ATIS, requested approach, type landing and number of aircraft in flight.

5.5.2. Radar In-Trail Recoveries: Pilot initiated only. Upon initial contact, flight lead shall inform RAPCON of number of aircraft in flight and request *"radar trail recovery."* See "*8 OG/51 OG Radar In-Trail Recovery Letter of Agreement".*

5.5.2.1. Flights shall maintain standard formation until coordination with ATC for a non-standard trail recovery formation.

5.5.2.2. To ensure separation, the last aircraft of in-trail recoveries will squawk "subset and altitude" (Mode 3/C of XX00, where XX is the first two-digits of the flight lead's assigned Mode 3/CA transponder code and altitude).

5.5.2.3. Radar trail recoveries to simultaneous PAR approaches are not authorized.

5.5.2.4. All aircraft shall fly the same type of final approach (TACAN, ILS, or VFR straight-in) and report the Final Approach Fix (FAF). Recoveries shall normally terminate in a full stop landing. **NOTE:** When remaining on RAPCON's frequency until landing, RAPCON shall only broadcast the landing clearance to the lead aircraft. Clearance to the lead aircraft is clearance for the entire flight to land. RAPCON shall, however, acknowledge all "FAF, gear down" calls.

5.5.2.5. Abnormal procedures: Trail aircraft losing radar contact on preceding aircraft prior to intercepting a segment of the approach shall inform lead, climb 500 ft above last assigned altitude, and obtain a separate clearance from ATC. Subsequent trailing aircraft may, if able, continue the trail recovery. If radar contact is lost after established on a segment of the approach, the approach may be continued if separation can be confirmed by NAVAIDs. In the event of a breakout/go-around, each element shall comply with specific ATC instructions.

5.6. Non-Radar Procedures: In the event Kunsan RAPCON surveillance radar is out of service, the following procedures shall be in effect**:**

5.6.1. Weather permitting and upon 8 OG/CC approval, 8 FW aircraft should depart/arrive VFR to the maximum extent possible to avoid long delays. If the weather is IMC, aircrews are encouraged to remain as a flight to the maximum extent possible, and Return to Base (RTB) through established transition points while in Kunsan approaches' airspace.

5.6.2. Departures: ATC shall issue aircraft (on IFR flight plans) altitudes that ensure non-radar separation and advise Osan Approach Control or Incheon ARTCC of assigned altitudes. ATC shall inform aircraft filed for MOA 2, MOA 3, MOA 15, MOA 15A, MOA 19 Low, R-97A, R-97B, R97C or R-111 of airspace limitations due to radar outage.

5.6.2.1. Departure control shall request from aircraft their Estimated Time of Arrival (ETA) over *ENTEL* (KUZ 035/34) or *LINTA* (KUZ 159/26). Departure control shall coordinate this time with Osan Approach Control or Incheon Air Route Traffic Control Center (ARTCC) and transfer communications no later than *ENTEL* or *LINTA*. Aircraft can expect direct routing unless traffic conditions warrant otherwise.

5.6.3. Arrivals: Arrivals shall enter Kunsan's airspace below Flight Level (FL) 180 via *NAMPO*, *ENTEL*, *OPEDA*, or *LINTA.* RAPCON shall issue routings and altitudes that ensure non-radar separation and direct aircraft to the VFR traffic pattern, the published segment of the TACAN/VOR/ILS approach or to *WOLFF* (*KUZ R-090/15*) for holding. Approaches shall full stop or remain in the VFR traffic pattern. **NOTE:** MOA 19 Low must be cold to clear aircraft on any published approach to

5.6.3.1. Runway 36. Restricted Area 111 must be cold for aircraft to recover via a Runway 18 Instrument Approach.

5.6.4. Special Use Airspace: Approach control shall coordinate with the Battle Watch Duty Officer (BWDO) and Cobra/ ROKAF MCRC (Watchman) on an "as needed" basis for acquisition/restriction of the following special use airspace (IAW ACCR 55-9, paragraph 1.8.): Runway 36 in use; MOA 2, MOA 3, MOA 15, MOA 15A and MOA 19; Runway 18 in use; MOA 2, MOA 3, MOA 15, MOA 15A, R-111 and R-97A/B/C/D. (See **Attachment 12**).

Chapter 6

EMERGENCY OPERATIONS

6.1. Operation of the Primary and Secondary Crash Nets:

6.1.1. PCAS: The PCAS consists of the following:

6.1.1.1. AMOPS.

6.1.1.2. Fire Emergency Services Flight (Crash) (8 CES/CEF).

6.1.1.3. 8th Medical Group (Ambulance Services/Flight Medicine) (8 MDG).

6.1.1.4. Security Forces Squadron (listen only capability).

6.1.1.5. 8 FW Command Post (listen only capability).

6.1.1.6. ATCT activates the PCAS whenever an aircraft declares an emergency (real or exercise); ATCT/RAPCON Watch Supervisors or 8 FW/38 FG SOF deems it necessary; or any of the following conditions are known, reported, suspected or imminent:

6.1.1.6.1. Aircraft accident on/off base.

6.1.1.6.2. Hydrazine leak.

6.1.1.6.3. Cable engagement (except pre-planned engagement).

6.1.1.6.4. Hot brakes.

6.1.1.6.5. Aircraft landing with a dragging tail hook.

6.1.1.6.6. Contaminated aircraft.

6.1.1.6.7. Confirmed or suspected Emergency Power Unit (EPU) activation.

6.1.1.6.8. Unauthorized aircraft landing/movement.

6.1.1.6.9. Activation of Taxiway C as the Alternate Landing Surface (ALS). **NOTE:** The PCAS will be rung out if the ALS is activated during an exercise requiring real world response.

6.1.1.6.10. Aircraft landing with hung/unsafe ordnance (except BDU-33 training ordnance).

6.1.1.6.11. Any situation critical to aircraft or airfield operations which, in the controller's judgment, requires immediately alerting the emergency response agencies.

6.1.1.6.12. Actual or suspected aircraft with radio failure (NORDO).

6.1.2. PCAS Activation:

6.1.2.1. ATCT shall relay the following over the PCAS during in-flight or ground emergencies (real or exercise):

6.1.2.1.1. Aircraft callsign and/or tail number if available.

6.1.2.1.2. Aircraft type.

6.1.2.1.3. Nature of emergency.

6.1.2.1.4. Pilot's desires.

6.1.2.2. Time permitting, ATCT will relay the following information:

6.1.2.2.1. Present location.

6.1.2.2.2. Landing runway.

6.1.2.2.3. ETA.

6.1.2.2.4. Wind information.

6.1.2.2.5. Fuel remaining in minutes.

6.1.2.2.6. Number of personnel on board.

6.1.2.2.7. Armament status.

6.1.2.2.8. Emergency Power Unit (EPU) status (on/off).

6.1.2.2.9. Aircraft is/is not expected to engage barrier.

6.1.3. Alternate PCAS: If the PCAS is inoperable, ATCT activates the alternate PCAS by dialing 782-3120. If that, too, is inoperable, ATCT notifies as follows:

6.1.3.1. AMOPS: Direct line/782-4422/ramp net.

6.1.3.2. 8 CES/CEF: Direct line/782-4471/crash net.

6.1.3.3. 8 MDOS/SGOS: 782-4333. **NOTE 1**: The PCAS does not need to be activated if a NORDO aircraft is in formation with another aircraft and it can be ascertained through pilot signals that no other emergency exists other than radio failure. **NOTE 2**: When activating the PCAS at night (or if the crash control dispatcher requests), ATCT shall illuminate all airfield lighting.

6.1.4. Secondary Crash Net (SCN): AMOPS activates the SCN immediately after ATCT completes PCAS activation; unless situation requires only SCN activation (i.e. weather warnings, Force Protection Condition levels, etc.). AMOPS relays information verbatim.

6.1.4.1. The SCN consists of the following agencies:

6.1.4.1.1. The 8 FW/CP (Command Post)

6.1.4.1.2. The 8 CES/CEF (Fire Department)

6.1.4.1.3. The 8 MDOS/SGOS (Ambulance Services)

6.1.4.1.4. The 8 CES/CEX (Emergency Management (EM)) [available only during wing flying])

6.1.4.1.5. The 8 FW/SE (Wing Safety [available M-F 0800-1700 and scheduled wing flying])

6.1.4.1.6. The 8 SFS (Base Defense Operations Center (BDOC))

6.1.4.1.7. The 8 CES/CED (Explosive Ordnance Disposal (EOD) [M-F 0800-1700])

6.1.4.1.8. MOC

6.1.4.1.9. Hydrazine Response (Fuels; only available during wing flying)

6.1.4.1.10. The 38 FG/CP (ROKAF Command Post)

6.1.4.1.11. TA/Crash Recovery[available M-F 0700-2100 and scheduled wing flying]

6.1.4.1.12. The 8 OSS/OSW (Base Weather) [available only during wing flying] **NOTE:** If AMOPS is made aware of a situation prior to ATCT being aware, AMOPS will contact ATCT to request activation of the PCAS.

6.1.4.2. If the SCN is inoperative, AMOPS will notify the following by telephone, in listed order:

6.1.4.2.1. Command Post

6.1.4.2.2. TA/Crash Recovery.

6.1.4.2.3. Safety.

6.1.4.2.4. MOC (have MOC relay information to Hydrazine Response).

6.1.4.2.5. Explosive Ordnance Disposal.

6.1.4.2.6. Hydrazine Response (Fuels).

6.1.4.2.7. BDOC.

6.1.4.2.8. Emergency Management.

6.1.4.2.9. ROKAF.

6.1.4.2.10. Weather.

6.1.5. Contact AMOPS at 782-4422 if experiencing problems with the SCN.

6.1.5.1. Requests for additions/deletions to SCN (excluding those required in AFI 13-204v3) must be coordinated through the AFM and forwarded to the OSS/CC for approval/disapproval. **NOTE:** The SCN is limited to agencies requiring emergency action/response to aircraft incidents/mishaps.

6.1.5.2. Within the request, include the need for talk back or listen only capability with justification. Agencies must use a noise reduction feature such as a push-to-talk handset. Agencies must fund/provide their own compatible phone/handset. If an agency moves or gets new equipment, it is the user's responsibility to maintain the noise reduction function.

6.1.6. Answering the PCAS/SCN:

6.1.6.1. Listen--say nothing unless asked.

6.1.6.2. Copy all information.

6.1.6.3. Do not interrupt or offer any information. Caller shall provide all known information and ask "*Any questions?"* when complete. Ask questions pertaining to accuracy only.

6.1.6.4. Hang up when directed to (i.e., *"Secure the net").*

6.1.7. **Daily Checks:** ATCT checks the PCAS as part of the dayshift checklist prior to 0730L unless an emergency is in progress. AMOPS shall check the SCN prior to 0900L daily. AMOPS will test the alternate SCN the first Monday of every month.

6.2. Emergency Response Procedures:

6.2.1. Specific responses to accidents, disasters, and aircraft mishaps including designation and responsibilities of the on-scene commander are outlined in the 8 FW OPLAN 91-204, *Mishap Response* and 8 FW OPLAN 32-1, *CE Readiness.*

6.2.2. In addition to items in paragraph **6.1**, ATCT/AMOPS shall relay the following information over PCAS/SCN when applicable:

6.2.2.1. Disaster grid map coordinates. If unable to determine grid coordinates, use commonly known geographical references.

6.2.3. IFE:

6.2.3.1. Single Frequency Approach (SFA): Available from RAPCON on CH 12 (UHF 268.025). This frequency is utilized at pilot discretion for IFEs requiring simultaneous pilot, SOF, ATC and emergency response coordination. Only ATC agencies may transmit control instructions. RAPCON will continuously monitor CH 12 and notify ATCT and 8 FW/38 FG SOF of imminent IFEs. RAPCON will notify ATCT and 8 FW SOF and 38 FG SOF when CH 12 is being used for emergency aircraft operations.

6.2.3.2. ATCT shall broadcast, as soon as possible, on all appropriate frequencies (to include emergency frequencies during 8 FW/ROKAF flying), if an IFE affects runway ops. Example: *"Attention all aircraft, Kunsan Tower on Guard, IFE in progress, ETA (time). Expect (length of delay, if known) runway ops suspension."*

6.2.3.3. ATCT shall suspend airborne/ground ops that may interfere with an inbound emergency aircraft or responding ground crews once the emergency aircraft reaches five-mile final.

6.2.3.4. After aircraft exits runway, it should taxi to the closest EOR spot to the runway/appropriate area (e.g., hot brakes, hydrazine, etc.). Once parked, aircraft should contact the senior fire official, callsign "CHIEF 2" on CH 12. CHIEF 2 is in charge of all fire response vehicles. **NOTE 1:** Following an SFA, ATCT shall release CH 12 to CHIEF 2 once aircraft stops taxiing. **NOTE 2:** If aircraft is unable to exit runway, ATCT shall authorize CHIEF 2 onto runway. When authorized on runway, CHIEF 2 becomes responsible for all other fire response vehicles on runway and is responsible to report all vehicles off runway. Any agency besides CHIEF 2 needing access will contact ATCT directly.

6.2.3.5. ATCT shall monitor CH 12 while CHIEF 2 has control. ATCT shall return CH 12 to RAPCON upon IFE termination. If able the SOF shall monitor CH 12.

6.2.3.6. CHIEF 2 has sole authority to terminate emergencies and shall advise ATCT of termination time. ATCT shall notify AMOPS and RAPCON of termination. AMOPS shall notify all other agencies via the SCN.

6.2.3.7. AMOPS shall conduct a runway check following all IFEs. The 8 FW/SOF may waive runway FOD checks following 8 FW aircraft IFEs, for emergencies unlikely to

involve fluid, parts, or debris shedding. When no 8 FW/SOF is on duty, and 8 FW flying is not in progress, AMOPS may waive runway FOD checks following all other IFEs unlikely to involve fluid, parts, or debris shredding.

6.2.4. Ground Emergencies:

6.2.4.1. If an aircraft declares a ground emergency, ATCT shall obtain CH 12 from RAPCON, if available, and direct the aircraft to contact CHIEF 2 on CH 12. If CH 12 is already in use, ATC and SOF shall coordinate to assign another discrete frequency. **NOTE:** If aircraft is unable to exit runway, ATCT shall authorize CHIEF 2 onto the runway. CHIEF 2 is in charge of all fire response vehicles. When authorized on runway, CHIEF 2 becomes responsible for all other fire response vehicles on the runway and is responsible to report all vehicles off the runway. Any agency besides CHIEF 2 needing access will contact ATCT directly.

6.2.4.2. **PCAS/SCN notification/emergency termination is same as IFE (See para 6.2.3.).**

6.3. Quickfreeze Procedures: A procedure initiated when there is suspected FOD or dropped/lost object in the immediate vicinity of aircraft conducting taxing, takeoff or landing operations.

6.3.1. If suspected by Aircraft Maintenance, the Pro-Super/EOR Super, will notify MOC to alert/initiate Quickfreeze procedures.

6.3.2. Use specific start and end points when initiating a Quickfreeze, e.g. item lost between HAS 1 and South EOR.

6.3.3. MOC must notify 8 FW/SOF, AMOPS and ATCT of Quickfreeze.

6.3.4. If notification of the Quickfreeze originates through an agency other than the 8 MXG, SOF/ATCT must immediately notify AMOPS and MOC. MOC notifies Aircraft Maintenance Unit and EOR duty sections of the Quickfreeze.

6.3.5. AMOPS will conduct a check of the CMA, or closest suspect routing point to the CMA, and check toward the origination point. AMOPS will notify the sweeper to respond to the suspected area of the dropped/lost object during Quickfreezes based on identified need/observed debris. After checks of the suspected affected areas are complete AMOPS shall report pavement areas identified debris free and/or operations safe.

6.3.6. Maintenance immediately starts search upon initiating Quickfreeze in non-CMAs, emphasizing taxiway centerlines. Use all assets available to conduct the search.

6.3.7. The maintenance unit initiating the Quickfreeze will notify MOC when sweep is complete. MOC notifies SOF, ATCT and AMOPS.

6.3.8. Only 8 MXG/CC, 8 MXG/CD, 8 OG/CC or 8 OG/CD may terminate the Quickfreeze when all applicable areas are inspected and the object was recovered or still missing. 8 FW/SOF shall notify ATCT, MOC and AMOPS of termination of Quickfreeze.

6.3.9. 8 FW/SOF or ATCT will notify aircraft that taxied through the affected areas of possible FOD ingestion.

6.4. External Stores/Live Ordnance Jettison Area Procedures: Aircraft should contact RAPCON for traffic advisories during jettison procedures (See **Attachment 6**).

6.4.1. External stores jettison area is located between the KUZ 270° and 290° radials between 7 and 15 DME.

6.4.2. Live ordnance jettison area is "CATFISH" (VMC only), a 4-mile radius circle around the KUZ R-307° @ 53 DME.

6.4.3. If able, aircraft should jettison above 3,000 ft AGL.

6.5. Fuel Dumping: The designated fuel dumping area is outbound on the KUZ 270° radial, between 5 and 10 DME, above 3,000 ft.

6.6. Abandonment of Aircraft:

6.6.1. Controlled Bailout Area: From the KUZ R-270º to 290º radials, between 7 and 15 DME.

6.6.2. Ejection: The pilot shall eject between 4,000 ft and 5,000 ft (see **Attachment 6**).

6.6.3. **Aircraft Plotting Procedures:** Procedures are located in the Kunsan Installation Emergency Management Plan (IEMP) 10-2, RAPCON, ATCT and 8 FW/SOF quick reaction checklists.

6.7. Emergency Locator Transmitter (ELT) Response Procedures: ATCT shall notify 8 FW/CP of suspected ELT signals. 8 FW/CP determines signal source. RAPCON shall notify Incheon ARTCC.

6.8. Emergency Arresting/Barrier Gear Procedures: See **Chapter 7**, *Aircraft Arresting Systems*.

6.9. Unsafe Gear: Aircraft with landing gear malfunctions shall stop straight ahead on the runway and be towed off.

6.10. Hot Brake Area and Procedures: Aircraft with known/suspected hot brakes shall roll out to end of runway, park in the hot brake area (North/South EOR) and declare a ground emergency (see **Attachment 2**).

6.11. EPU Activation/Suspected Hydrazine Leak: Hydrazine parking areas are at the North and South EORs (see **Attachment 2**). The hydrazine response team shall check the aircraft in the EOR.

6.12. Hung Ordnance Procedures: All aircraft with any type of hung ordnance (secure or unsecured, live, training, or inert) should make straight-in approaches to a full stop. For further information reference 8 FWI 21-102, *Launch and Recovery of Explosive Loaded Aircraft, End of Runway, and Hung Ordnance/Jammed Gun Procedures*.

6.12.1. Live Ordnance (Secure or Unsecured): Pilots shall declare an emergency and return to Kunsan over flying the water.

6.12.1.1. If CHIEF 2 declares the hung ordnance safe, aircraft may, with SOF concurrence, contact ground control for taxi to parking.

6.12.2. Hung Live Ordnance (Secure): Aircraft will taxi to north/south EOR to de-arm. Once the aircraft is secure and safe, it will taxi back to parking. If the de-arm crew determines that the situation is unsafe, the aircraft will declare a ground emergency. ATCT shall direct aircraft to the nearest Hot Cargo Pad. Direct aircraft to make 180° turn to the west (if hung munitions are forward firing ordinance). If the hung ordnance is declared safe by CHIEF 2, pilots can continue with normal taxi-back procedures.

6.12.3. Hung Live Ordnance (Unsecured): Aircraft landing on Runway 18 will proceed to the Hot Cargo Pad or South EOR. Aircraft landing on Runway 36 will back taxi to Hot Cargo Pad or South EOR.

6.12.4. Hung Gun or Forward Firing Ordnance (Live): Same actions as Hung Live Ordnance (Secure). Make left 180° turn (through west) on Runway 36 to back taxi to hot cargo pad. When on the hot cargo pad, keep the nose of the jet pointed west. Follow weapons/Fire Chief instructions. If hung forward firing ordnance (live) or gun can be electrically/mechanically secured, the aircraft may taxi back normally.

6.12.5. Hot Cargo Pad Unavailable (Hung Unsecure): Taxi to the South EOR. For a hung gun or hung forward firing ordnance (live), point west.

6.13. Contaminated Aircraft Arrival: Primary parking is the hot cargo pad (max 170 ft wingspan), secondary is the north arm/de-arm area, and tertiary is the northeast end of Taxiway C. When Runway 36 is in use, ATCT shall back-taxi aircraft to the hot cargo pad.

6.14. ALS: If Runway 18/36 is rendered unusable, Taxiway C may be used as an Alternate Landing Surface to recover aircraft without a suitable divert. This option is allowed only during exercises, contingencies and as an absolute last resort in an emergency situation (See **Attachment 16**). Refer to Kunsan ALS Operations Letter for details.

6.15. Runway Lighting Failure: If the runway lights fail when required or exceed allowable outages:

6.15.1. ATCT shall suspend runway operations, notify the 8 FW/SOF, RAPCON and AMOPS. During periods of 8 FW/ROKAF flying, ATCT shall broadcast on Guard that runway lights are out of service.

6.15.2. RAPCON shall notify Incheon ARTCC and advise them of the potential for diverts.

6.15.3. AMOPS shall notify 8 FW/CP, Airfield Lighting, transient aircrews planning for departure and 8 CES (Customer Service) at 782-5313.

6.15.4. If unable to restore runway lighting, AMOPS shall close the runway and Airfield Lighting shall set up EALS. Installation may take up to 7 hours.

6.16. Wind Limitations on Control Tower: The maximum wind velocity ATCT can safely withstand is 70 Knots (KTS). ATCT personnel will evacuate when winds reach 55 KTS sustained (50 for Runway Supervisory Unit (RSU)) or gusts to 65 KTS. ATCT/RSU shall remain out of service until sustained winds drop below 55/50 kts (respectively) and 8 CES/CEN verifies structural integrity.

6.17. Evacuation of ATC and AMOPS Facilities: Services become very limited when ATCT/RAPCON/AMOPS evacuate. ATCT/RAPCON/AMOPS will evacuate for bomb threats, natural/man-made disasters, or at the commanders' or facility chief/supervisor's discretion.

6.17.1. ATCT Evacuation: Evacuation location will be determined based on local conditions and active runway or ALS.

6.17.1.1. Alternate ATCT shortfalls/Limiting Factors (LIMFACS):

6.17.1.1.1. One approach to a full stop landing.

6.17.1.1.2. Reduced same runway separation not authorized.

6.17.1.1.3. No ATIS.

6.17.1.1.4. One UHF radio for ground and airborne operations. **NOTE:** RAPCON shall monitor UHF Local Channel 3 for ROKAF scrambles.

6.17.1.1.5. Landline communications shall be via a cell phone (when cellular services are available).

6.17.1.1.6. No tape recording capability.

6.17.1.1.7. No Ave B control.

6.17.1.1.8. Limited light gun capabilities for no communication.

6.17.1.1.9. BAK-14 control will be conducted by CES Barrier Maintenance.

6.17.1.1.10. Airfield lighting control will be by CE.

6.17.1.1.11. Korean Airline (KAL) gate will be controlled by Gunsan City Airport (GCA), but operated by the Kunsan ATC Tower.

6.17.1.2. AMOPS shall:

6.17.1.2.1. Direct airfield lighting to report immediately to the lighting vault and stand by for instructions from ATCT. Airfield lighting shall not assume control at the vault without ATCT Approval. A technician should remain at the vault to set ATCT directed light intensities until ATCT personnel return to the Tower facility.

6.17.1.2.2. Direct 8 CES Barrier Maintenance to report immediately to the approach end BAK-14 and standby for instructions from ATCT. A technician shall remain to lower/raise the cable, as directed by ATCT, until ATCT personnel return to the Tower facility.

6.17.1.2.3. Direct GCA Authority (471-5820) to control the airport gate until further advised. Notify 8 SFS Law Enforcement (LE) Desk (782-4944/4945) that GCA Authority has control of gate.

6.17.1.2.4. Direct Base Weather to use phone (Primary) or FM net (Alternate) to pass info to the alternate ATCT facility.

6.17.2. RAPCON Evacuation: RAPCON evacuates to the ATCT cab (Bldg. 2829).

6.17.2.1. Shortfalls/LIMFACS:

6.17.2.1.1. No radar service (to include PAR). Services shall be via non-radar methods; aircraft should expect lengthy delays.

6.17.2.1.2. No practice approaches.

6.17.2.1.3. Available frequencies: 293.525, 292.65, and 124.1.

6.17.2.1.4. Upon relocation, RAPCON shall utilize the SOF position or any other available position in ATCT.

6.17.3. AMOPS Evacuations: AMOPS evacuates to the third floor of ATCT (Bldg. 2829).

6.17.3.1. Shortfalls/LIMFACS:

6.17.3.1.1. Useable communications: Phone: 782-4422, e-mail **airfieldmanagement.8oss@us.af.mil**.

6.17.3.1.2. No flight data terminal. AMOPS must phone flight plans to Osan Airfield Management. Aircrew should anticipate delays.

6.17.3.1.3. No pilot-to-dispatch radio capability.

6.18. Explosive Detection Military Working Dog (MWD) Teams: If notified of a possible explosive threat aboard an aircraft, ATCT/RAPCON/AMOPS shall inform the Aircraft Commander that a MWD detection team is available.

Chapter 7

AIRCRAFT ARRESTING SYSTEMS

7.1. Aircraft Arresting System/Barrier Configuration: (See Attachment 2).

7.1.1. Bi-directional BAK-12 arresting cables are located approximately 2,814 ft from each approach end of runway 18 and 2,802ft from the approach end of runway 36. The departure end BAK-12 shall be connected and operational; the approach end cable shall be disconnected and placed alongside the runway.

7.1.2. Bi-directional BAK-14 arresting cables are located approximately 1,410 ft from each approach of runway 18 and 1,406 ft from the approach end of runway 36. The BAK-14 is remotely raised or lowered by control tower personnel. To sustain the serviceability of the BAK-14 system during normal operations, the cable system will remain in the down/retracted position IAW AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*, with the following exceptions:

7.1.2.1. ATCT shall raise the departure end BAK-14 cable when 8 FW/SOF directed or pilot requested.

7.1.2.2. Should ATCT lose power at the remote control cable panel (or if power is lost at BAK-14 sites), both BAK-14s will rise automatically. Barrier Maintenance has override capability.

7.1.2.3. ATCT shall lower the raised BAK-14 for all commercial and civil aviation aircraft regardless of size and all military arrivals C-130 or larger or when pilot requested.

7.1.3. A unidirectional E-5 arresting cable is located 49 ft into runway 18 overrun and 38 ft into runway 36 overrun. The departure end E-5 shall be connected and operational; the approach end cable shall be disconnected and placed alongside the overrun.

7.1.4. Deviations to the standard cable configuration must be approved by the 8 FW/SOF, reported to AMOPS, and may be published as a NOTAM if the non-standard configuration meets AFI 11-208_IP NOTAM criteria.

7.1.5. Taxiway C BAK-12: Bi-directional BAK-12 arresting cable is located approximately 3,369 ft from the west end of Taxiway C; 4,746ft from the east end of Taxiway C.

7.2. Maintenance:

7.2.1. Barrier Maintenance shall inspect the airfield arresting systems at the start of each day and report operability via radio to ATCT and AMOPS before departing the airfield.

7.2.2. All personnel must immediately report barrier deficiencies to Barrier Maintenance (782-4298). If no contact is made, contact 8 CE (customer service) at 782-5313, 8 CE/CEOF(facilities superintendent) at 782-5399, or 8 CE/CEO(Ops Flight Commander) at 782-7974.

7.2.3. Per AFI 32-1043, Barrier Maintenance is the only certifying/decertifying authority. Should personnel question the safety of arresting systems, Barrier Maintenance must be notified to determine arresting system status.

7.2.4. All personnel should immediately report any mission inhibiting barrier problems to Barrier Maintenance, AMOPS, AOF/CC, 8 FW/CP and 8 FW/SEF.

7.2.5. Barrier Maintenance shall notify AMOPS and ATCT prior to any barrier maintenance or configuration changes. AMOPS shall suspend runway ops during barrier maintenance or configuration changes and shall resume runway ops following an inspection of the area.

7.3. Emergency Engagement:

7.3.1. ATCT shall:

7.3.1.1. Notify RAPCON of engagement or impending engagement.

7.3.1.2. Activate PCAS.

7.3.1.3. Notify RAPCON of changes in cable status.

7.3.1.4. Transmit advisories of impending engagements on Guard.

7.3.2. AMOPS shall: Notify Barrier Maintenance of all impending real-world (via SCN) or practice engagements.

7.3.3. Barrier Maintenance shall notify ATCT and AMOPS of changes in cable status to include cable setup/reset time. The reset time starts when the aircraft engages the arresting cable.

7.3.3.1. The reset time for an unannounced and/or pre-announced engagement of the BAK-12 is approximately 30 min; 30 min for the BAK-14.

7.3.3.2. The E-5 may take in excess of 4 hours to reset following an engagement. Heavy equipment, not normally readily available, is required to reset the anchor chain.

7.3.4. When anticipating a need for an approach-end engagement, aircraft shall advise 8 FW SOF and/or ATC as early as possible. ATCT can immediately raise the approach end BAK-14 via remote control. Expect 10 min delay to raise the approach end BAK-14 or rig the approach end BAK-12 if remote control is inoperative. Approach end BAK-12 can be set up in approximately 10 minutes with Barrier Maintenance standing by.

7.3.5. For all engagements (including practice engagements), pilots should relay their landing gross weight, configuration, engagement ground speed, and tail number to the OSC.

7.3.6. Runway operations are automatically suspended following any barrier engagement until AMOPS resumes runway operations.

7.4. Certification/Practice Engagement:

7.4.1. Pending ATCT approval, aircraft shall back-taxi onto the runway at the departure end, lower tail hook, and attempt to engage the barrier. Following a missed attempt, aircraft shall back taxi to approach end, exit runway, contact ground control and hold position until further advised. The hook shear pin must be replaced and rewired before attempting another engagement.

7.4.2. The pilot shall attempt to engage the cable at a minimum of 75 knots groundspeed, as close to center as possible (within 35 ft).

Chapter 8

FLIGHT PLANNING PROCEDURES

8.1. General: IAW AFI 13-204V3, all aircraft departing Kunsan AB must have a Flight Plan on file with AMOPS prior to takeoff. Military and civilian aircraft shall use DD Form 1801, *DoD International Flight Plan.* AMOPS shall maintain all original Flight Plan data and records IAW AFI 13-204V3 and Air Force RDS, table 13-07, rule 3.00.

8.2. Pack Flight Plans: "Pack" flight plans are locally established, round robin stereo and canned routes to SUA and are Kunsan AB's primary departure procedures.

8.2.1. 8 FW assigned or sponsored Aircraft Shall:

8.2.1.1. Send flight plans to AMOPS NLT two hours prior to Estimated Time of Departure (ETD). AMOPS will file all flight plans NLT one hour before ETD.

8.2.1.2. "Pack" routes may be filed by wing assigned/sponsored/38 FG aircraft by telephone, e-mail or fax methods and do not require flight crew sending a DD Form 1801 to AMOPS. Any modification to "Pack" routes will require the squadron to forward flight plan changes to AMOPS in a timely manner.

8.2.1.3. Faxing Flight Plans: Approved under following conditions:

8.2.1.3.1. The fax is completely legible and Flight Plan meets the requirements of AFI 11-202V3, *General Flight Rules,* any other applicable DOD, international and wing procedures.

8.2.1.3.2. The flight plan is signed by the pilot in command and the "Remarks" section contains the originating unit and phone number for AMOPS to verify authenticity or correct invalid routes. Pilot shall call AMOPS to verify receipt and accuracy.

8.2.1.3.3. The originating unit must maintain the original flight plan IAW AFI 13-204V3 and Air Force RDS, table 13-07, rule 3.00.

8.2.1.3.4. The originating unit must have a procedure to deliver the original flight plan directly to AMOPS, if requested.

8.2.2. Sponsored and Transient Units:

8.2.2.1. Must have access to flight planning facilities equivalent to those provided in the AMOPS flight planning room. As a minimum, they must have access to Flight Information Publications (FLIPs), NOTAMs, forms, and this instruction.

8.2.2.2. Must inform AMOPS of their operating location, flight plan points of contact, phone numbers and the estimated number of sorties flown per day/week.

8.2.2.3. Visiting units may file "Pack" routes if approved by sponsoring squadron.

8.2.2.4. Faxing flight plans: Must comply with paragraph **8.2.1**., and the following:

8.2.2.5. Visiting units, not 8 FW sponsored, must establish a temporary LOA. 8 OSS/CC and visiting counterpart shall be signatories. AMOPS can e-mail or fax LOA template upon request.

8.2.2.6. Deliver all original DD Forms 1801 to AMOPS prior to returning to home station.

8.2.2.7. Sponsored units, temporarily assigned to the 8th FW are entitled to follow procedures outlined in this instruction.

8.2.3. ROKAF 38 FG:

8.2.3.1. 38 FG shall:

8.2.3.2. File approved "Pack" flight plan a minimum of two hours before takeoff by telephoning AMOPS with callsign, "Pack" number, ROKAF initials and ETD.

8.2.3.3. Contact AMOPS with callsign, number of aircraft, "Pack" flight plan changes and cancellations.

8.2.4. AMOPS shall:

8.2.4.1. Input flight plan within 15 minutes of receipt. Changes to "Pack" flight plan, including callsigns, require an additional 15 minutes of processing time. **NOTE:** Civil airliners (i.e. Korean Airlines and Eastar) operating in/out of the Gunsan City Airport terminal are exempt from having a flight plan on file with Kunsan AMOPS per AFI 13-204V3.

Chapter 9

SWEEPER AND FOD CONTROL

9.1. Responsibilities:

9.1.1. Heavy Repair Superintendent (8 CES/CEOH) shall:

9.1.1.1. Implement this guidance.

9.1.1.2. Ensure all sweeper operators are properly trained.

9.1.1.3. Ensure all airfield obstructions are clearly marked to mitigate safety risks.

9.1.2. AFM or designated representative shall:

9.1.2.1. Ensure areas are swept in order of priority. AMOPS may modify priority for mission requirements.

9.1.2.1.1. Implement priority changes as the airfield mission dictates.

9.1.2.2. Complete appropriate airfield inspections and checks prior to the start of flying activities and as necessary thereafter.

9.1.2.3. Direct runway/taxiways to be swept after snow removal.

9.1.2.4. Conduct suitability checks after sweeping operations or as the mission dictates. Inform ATCT when pavement areas are suitable or unsuitable for aircraft operations.

9.1.2.5. Notify Airfield and Airspace Working Group (AWG) of proposed long-term priority changes.

9.1.2.6. Inform sweeper of active EOR area, and provide a prioritized list of aircraft shelters requiring attention, as necessary.

9.1.3. 8 FW/SEF shall:

9.1.3.1. Conduct an airfield FOD inspection, ending no later than 30 min before the first scheduled takeoff and forward an inspection report to AMOPS for reprioritizing sweeper areas.

9.1.4. 8 FW/SEG (Ground Safety) shall coordinate with Wing FOD Manager and AMOPS to coordinate wing FOD walk NLT 1 May each year. **NOTE:** This can be in conjunction with the annual FOD walk after snow season.

9.2. Airfield Sweeper Priorities:

9.2.1. Priority 1 Areas: To be swept between 1.5 hrs – 30 min prior to 8 FW day/night takeoffs. AMOPS and sweeper shall alternately inspect these areas during 8 FW flying.

9.2.1.1. Runway.

9.2.1.2. Taxiway C from eastern-most portion of restricted area to runway.

9.2.1.3. North/South loops.

9.2.1.4. PANTON/JUVAT flows.

9.2.1.5. Taxiway F.

9.2.1.6. Hot Cargo Pad.

9.2.2. Priority 2 Areas: Started at 0700L daily or no later than three hours before the start of any scheduled day/night flying.

9.2.2.1. High-speed taxiway.

9.2.2.2. Taxiways P, A and E (including arm/de-arm pads).

9.2.2.3. Airfield access control and debris check points

9.2.3. Priority 3 Areas: Swept at least once a day.

9.2.3.1. Wolf Pack Flows.

9.2.3.2. Overflow North/South.

9.2.3.3. TA pad.

9.2.3.4. Korean Airlines taxiway (prior to first daily arrival); Taxiway E, north to gate.

9.2.3.5. Taxiways B, D and G.

9.2.4. Priority 4 Areas: Swept a minimum of once a week.

9.2.4.1. C Pad. (Upgraded to Priority 3 when aircraft are present).

9.2.4.2. Taxiway H and Taxiway C (East of restricted area).

9.2.4.3. Tree area: In the event of a Slammer Recall, Slammer Super shall notify AMOPS to have the tree area cleared immediately. When alert aircraft are present, the tree area is upgraded to Priority 1.

9.2.5. AMOPS, based on safety, effectiveness, or mission need, may override above priorities.

9.3. Airfield Sweeper Operations:

9.3.1. During normal wing flying days, airfield sweeper must physically check in with AMOPS to determine airfield sweeping priorities. Airfield sweeper shall be available from 0700L and three hours before first scheduled day or night flying, whichever is first, until flying is complete. The stand-by sweeper shall handle any other requirements per AMOPS.

9.3.2. AMOPS supervisor and airfield sweepers shall coordinate extensively throughout the day to ensure all areas are effectively swept. Airfield Sweeper shall inform AMOPS anytime they arrive and/or depart the airfield.

9.3.3. AMOPS shall conduct a runway FOD check after 180 degree turns on the runway by any heavy aircraft.

9.3.4. Coordinate all sweeper requests through AMOPS to prevent redundant tasking.

Chapter 10

MISCELLANEOUS PROCEDURES

10.1. Base Airfield Operations Board (AOB)/ATCALS Review Board:

10.1.1. General: The AOB and ATCALS Review Board are established IAW AFI 13-204V3, to provide a forum for discussing, updating, and tracking various activities in support of the base flying missions. This chapter combines AFI 13-204V3 guidance with local procedures to establish board membership and actions.

10.1.2. Frequency: The board will convene at least once per quarter; however, the 8 OG/CC (Chairperson) may summon the board anytime.

10.1.3. Membership:

Table 10.1. Membership.

8 OG/CC (Chairperson)
8 MSG/CC
8 FW/SE
8 FW/CP
8 OG/OGV
35 FS/CC
80 FS/CC
8 CS/CC
8 CS/SCOA
8 CES/CC
8 CES/CEI
8 CES/CEO
8 CES/CEN
8 CES/CENM
8 MOS/CC
8 OSS/CC
8 OSS/OSA (Facilitator)
8 OSS/OSAA
8 OSS/OSAM
8 OSS/OSAR
8 OSS/OSAT
8 OSS/OSW
ROKAF 111 FS/CC
ROKAF 38 FG/SE
MLTM Officer (Gunsan City Airport Manager)
Note 1: The board is chaired by the 8 OG/CC
Note 2: Should a board member be unable to attend, a proxy shall attend.
Note 3: Additional representatives are encouraged to attend.

10.1.4. Agenda: Prior to the AOB, 8 OSS/OSA will electronically distribute the agenda, to include date, time, place, mandatory agenda items and other pertinent issues.

10.1.4.1. OPRs should provide updates to 8 OSS/OSA to all open agenda items NLT seven days prior to AOB.

10.1.4.2. Items Requiring Annual Review:

10.1.4.2.1. 1st Quarter: Terminal Instrument Procedures Specialist (TERPS) and Status of Existing Airfield Waivers.

10.1.4.2.2. 2nd Quarter: Airfield Certification/Safety Inspection

10.1.4.2.3. 3rd Quarter: Aircraft Parking Plan and Annual Self Inspection

10.1.4.2.4. 4th Quarter: Local Operating Procedures (LOPs), Special Interest Items (SII), and Air Installation Compatible Use Zone (AICUZ). **NOTE:** AICUZ shall be a biennial review only IAW AFI 32-7063, *Air Installations Compatible Use Zones Program.*

10.1.5. The 8 OSS/OSA shall publish/distribute the AOB minutes within 20 working days IAW AFI 13-204.

10.2. NOTAM Procedures: AMOPS is designated as the base NOTAM authority. The RAPCON is designated as the NOTAM monitoring facility IAW AFI 13-204V3. AMOPS shall process NOTAMs according to AFI 11-208_IP. Korean airspace or air base NOTAMs can be found at **http://ais.casa.go.kr**, and will be used by AMOPS or any pilot filing a Korean air base as an alternate.

10.3. FLIP Accounts/Changes: To establish a FLIP account, change or submit items to be published in a FLIP, or to cancel a FLIP account, contact AMOPS at 782-4422.

10.4. Waivers to Airfield Criteria:

10.4.1. Any construction projects that violate any airfield criteria, during any phase of or upon project completion, must obtain a temporary airfield waiver and digging permit prior to the start of said project. 8 CES/CC requests a temporary waiver from 8 FW/CC IAW UFC 3-260-01 and PACAFI 32-1056, *Airfield Planning and Design*.

10.4.2. The 8 CES Portfolio Optimization (8 CES/CENP) prepares waiver requests and obtains coordination from 8 OSS/OSA/OSAA, TERPS, 8 OG/OGV, 502 AOS/AOOT, 8 FW/SE, 8 OSS/CC, 8 MSG/CC, 8 MXS/CC, 8 OG/CC, and 8 FW/CV before requesting approval from 8 FW/CC. The AWG tracks the status of all temporary waivers for construction. Provide a signed copy of the signed waiver to the Airfield Manager prior to starting construction.

10.4.3. Temporary waiver requests must be submitted at least 45 days before the scheduled construction start date, or an emergency temporary waiver when 45 days are not possible. NOTE: Emergency maintenance and repair requirements and routine maintenance activities such as mowing and maintenance of airfield systems are exempt from this requirement; however, 8 CES shall coordinate with AMOPS and 8 FW/SE to ensure implementation of appropriate safety measures including NOTAMs or Local NOTAMs. AMOPS shall ensure 8 OG and 8 MXG are prepared for significant activities via up-channel to 8 OSS/OSA for direct coordination.

10.4.4. **Waivers to criteria for pending airfield contracts must** be obtained before construction or when alteration contracts are finalized. For work executed by government personnel, waivers to criteria must be processed and approvals obtained before construction or alteration of facilities begins.

10.5. PPR Procedures: All aircraft (not locally assigned), excluding Korean Airlines, EASTAR Airlines, sponsored, deployed, and TSP units, must obtain a PPR number from AMOPS to land at Kunsan AB. Aircrews should request PPRs 5 days prior to arrival or NLT 24 hrs in advance. Military aircraft may conduct practice approaches without a PPR (to include touch-and-go/stop-and-go/full stop taxi-back), however, civil aircraft are still required to have a PPR in order to conduct practice approaches. Additionally, civil aircraft are restricted to low approaches only IAW AFI 10-1001, *Civil Aircraft Landing Permits,* due to legal and financial constraints. Civil landing permits and PPRs are required for all non-routine civil aircraft landing at Kunsan.

10.5.1. Aircraft carrying hot cargo in or out of Kunsan AB must request a PPR NLT 5 days prior to mission. Hot cargo operations must be deconflicted from civilian airline operations as much as possible.

10.5.2. During OREs/ORIs, Kunsan will establish Official Business Only (OBO) procedures. AMOPS will disseminate OBO NOTAMS. For non-ORE/ORIs, coordinate with the 8 OG/CC through the AOF/CC for approval.

10.6. Arriving Aero-medical Evacuation (AIREVAC/DUSTOFF) Notification and Response Procedures:

10.6.1. After receiving initial inbound notification, AMOPS shall notify: TA, AFM, AOF/CC, 8 MDOS/SGOFG (Primary Care Clinic), 8 SFS, 8 CES/CEF, ATC, and 8 FW/CP of ETA, servicing requirements and parking.

10.6.2. Parking: TA Pad (Primary) or intersection of Taxiway E and the Taxiway P (Alternate).

10.6.3. RAPCON shall notify AMOPS when aircraft is 20 miles out. AMOPS relays 20 mile call to TA, 8 FW/CP and 8 MDOS/SGOFG.

10.7. Unscheduled Aircraft Arrivals:

10.7.1. The AOF/CC is the approval authority for determining if an aircraft with no flight plan or PPR will be authorized to land.

10.7.2. When dealing with an unscheduled arrival, ATC shall:

10.7.2.1. Contact AMOPS to determine if a flight plan was filed or PPR was approved and denied.

10.7.2.2. Recommend aircraft contact AMOPS via Pilot-to-Dispatch for coordination (UHF: 247.1).

10.7.3. If AMOPS cannot contact the aircraft, ATC shall pass the following information to AMOPS: Callsign, tail number, type of aircraft, departure point, type of clearance, and where the flight plan was filed or when the PPR was requested.

10.7.4. If AMOPS verifies PPR approval, ATC may issue landing clearance.

10.7.5. If AMOPS verifies PPR disapproval, ATC shall not issue landing clearance.

10.7.6. If an aircraft lacking PPR or flight plan lands, ATCT shall activate the PCAS and direct aircraft to hold at Taxiway E or A until the issue is resolved.

10.7.7. AMOPS shall process unauthorized civil landings IAW AFI 10-1001. For unauthorized military landings, AMOPS shall process a PPR and flight rules violation IAW AFI 13-204V3, and forward to the violating aircraft's unit commander for action.

10.8. DV Notification Procedures:

10.8.1. Upon receiving notification that a DV will arrive or depart Kunsan AB via airlift, AMOPS shall obtain at least the following information: date, callsign, aircraft type, ETA/ETD, departure point, destination, rank and last name of DV, DV codes or honors, title, and Point of Contact (POC) information. AMOPS shall then notify 8 OSS/CC, AOF/CC, AFM, ATCT, RAPCON, Wing Protocol, and 8 FW/CP, TRANS, ROKAF CP, TA, Central Security Control (CSC) and immigrations.

10.8.2. RAPCON shall advise AMOPS of DV aircraft position at 30 flying miles or as soon as possible after radar identification has been established. AMOPS shall pass DV aircraft position to 8 OSS/CC, 8 FW/CP, TA, ROKAF CP, and CSC. 8 FW/CP shall notify commanders IAW their DV checklists.

10.8.3. ATCT shall notify AMOPS once DV aircraft has landed and AMOPS shall pass required information to appropriate agencies per their checklists.

10.8.4. Time and workload permitting, the 8 FW/SOF should notify 8 OG/CC or designated representative upon arrival.

10.8.5. Other base agencies requesting DV aircraft information should make their requests with 8 FW/CP.

10.9. Dangerous/Hazardous Cargo: (See **Attachment 15**).

10.9.1. The hot cargo pad is the primary hazardous cargo parking area for NEW 1.1 and 1.2 over 10,000 lbs. The TA Pad is limited to less than 10,000 lbs. NEW 1.3 and unlimited 1.4.

10.9.2. When runway 36 is in use, ATCT shall direct aircraft to back-taxi to the Hot Cargo Pad or TA Pad depending on type and weight of hazardous material.

10.10. Local Aircraft Priorities:

10.10.1. Emergency Aircraft.

10.10.2. EWO Launch.

10.10.3. Scrambles.

10.10.4. Classified Missions.

10.10.5. Silent Launch.

10.10.6. DV Aircraft.

10.10.7. Practice Scrambles.

10.10.8. Controlled Departures.

10.10.9. Local Exercise Recoveries.

10.10.10. Full Stop Landings.

10.10.11. Local Exercise Launches.

10.10.12. Departures.

10.10.13. Practice Approaches.

10.10.14. Opposite direction practice approaches.

10.10.15. Gray Eagle operations. **NOTE 1:** ATC has authority to temporarily modify local priorities to accommodate real-time needs to expedite the flow of traffic.

10.11. Lost Communications Instructions:

10.11.1. 8 FW Aircraft:

10.11.1.1. Aircraft should squawk transponder code 3/A-7600, monitor Approach Control (292.65/124.1), ATCT (292.3/126.5) and Guard.

10.11.1.2. VFR aircraft shall:

10.11.1.2.1. Maintain VFR and proceed at the appropriate VFR altitude to the VFR entry point for the last known active runway.

10.11.1.2.2. Fly initial at 1000 ft MSL and rock wings until departure end of runway.

10.11.1.2.3. Turn downwind, climb to 1500 ft MSL and configure aircraft for landing.

10.11.1.2.4. Check with ATCT for light gun signals on base and final.

10.11.1.3. IFR aircraft shall:

10.11.1.3.1. Outside 25 DME from Kunsan AB, aircraft shall:

10.11.1.3.2. Climb/descend to 13,000 ft MSL and precede direct the Initial Approach Fix (IAF) of the last known active runway.

10.11.1.3.3. Hold as published until takeoff time plus 45 minutes unless otherwise notified.

10.11.1.3.4. Execute the TACAN/ILS approach to last known active runway.

10.11.1.3.5. Check with ATCT for light gun signals on final.

10.11.1.4. Inside 25 DME from Kunsan AB, aircraft shall:

10.11.1.4.1. Maintain last assigned altitude or 4,000 ft MSL, whichever is higher.

10.11.1.4.2. Intercept the KUZ 15 DME arc.

10.11.1.4.3. When established on a segment of the TACAN or localizer, execute the TACAN/ILS approach to the last known active runway.

10.11.1.4.4. Check with ATCT for light gun signals on final.

10.12. Standard Climb-Out Instructions: ATC shall state, *"Execute local climb out"* to abbreviate the following clearance: *Fly runway heading, climb and maintain at or below 1,000 ft until departure end of runway, then climb and maintain 4,000 ft. At 3 DME, turn right/left heading zero-ninner-zero.* ATC shall only use abbreviated standard climb-out phraseology to base assigned/sponsored aircraft (See **Attachment 8**).

10.13. Opposite Direction Take-Offs and Landings:

10.13.1. Arrival vs. Arrival. An opposite direction IFR/VFR arrival shall proceed no closer than 10 flying miles from landing threshold before the opposing IFR/VFR aircraft lands.

10.13.2. Arrival vs. Departure. An opposite direction IFR/VFR arrival shall proceed no closer than 10 miles from landing threshold before an opposing departure IFR/VFR aircraft becomes airborne and has turned to ensure required separation.

10.13.3. Departure vs. Arrival. An opposite direction departure shall not take off if an arriving aircraft is within 10 miles of landing threshold.

10.13.4. Opposite Direction Traffic Involving VFR Pattern Aircraft. The aircraft in the VFR traffic pattern shall not be allowed to turn base until the IFR/VFR opposite direction departure is beyond the VFR pattern base leg.

10.14. Breakout/Go Around:

10.14.1. Breakout instructions shall be issued when aircraft cannot proceed within three miles of the airfield. ATC shall instruct aircraft to climb and maintain 3000 ft, passing 2500 ft turn left/right heading 090 or as coordinated.

10.14.2. Go-around instructions shall be issued when a landing clearance cannot be issued, but when flight over the airfield is possible. ATC shall instruct the aircraft to cross the departure end of the runway at or below 1,000 ft, fly runway heading and then climb to 3,000 ft.

10.15. Civilian Aircraft Operations:

10.15.1. Scheduled Traffic:

10.15.1.1. Memorandum of Understanding (MOU) approved commercial airlines. The OG/CC is the approval authority for all proposed flight schedules per "*Kunsan Air Base and Gunsan City Airport Domestic Air Carrier Memorandum of Agreement".*

10.15.2. Non-Scheduled Traffic: ATCT shall not issue a landing clearance to non-scheduled traffic (except emergencies), unless an approved PPR and civil aircraft landing permit number/aircraft landing authorization number is on file and verified by AMOPS. See AFI 10-1001 for procedures.

10.16. Civil Use of Military NAVAIDs: Civilian aircraft may use NAVAIDs and make practice approaches to a low approach during periods of light flying with approved PPR, provided military aircraft are not delayed.

10.17. Weather Dissemination and Coordination Procedures:

10.17.1. ATCT and RAPCON receive local weather observations and hazardous/severe weather notification via the Airfield Automation System (AFAS). When the AFAS is out of service, 8 OSS/OSW shall relay information via ring line. Specific procedures are identified in 8 FWI 15-101, *Weather Support Procedures.*

10.17.2. AMOPS personnel are responsible for disseminating hazardous/severe weather and lightning information via the secondary crash net.

10.17.3. Lightning Procedures.

10.17.3.1. Lightning Watch. Informative only and will be issued when lightning is forecast to be within a 5 NM radius of the airfield in the next 30 minutes.

10.17.3.2. Lightning Warning. Issued when lightning is observed within a 5 NM radius. When a Lightning Warning is issued the following will be accomplished.

10.17.3.2.1. Cease refueling and all airfield activity. Evacuate personnel from the airfield to indoor cover or within an airfield vehicle as a minimum.

10.17.3.2.2. Aircraft will not be armed or de-armed during lightning within 5 NM of the airfield area. In the chocks, clear the crew chief off and remain running or shutdown and clear the airfield. The intent is to expeditiously get the crew chief off the airfield and to safety. If taxiing, contact the SOF and expect guidance to either continue taxiing or to return to EOR (primary) or parking (secondary).

10.17.3.3. Aircraft will not takeoff, land or fly approaches at Kunsan AB during periods of lightning within 5 NM of the airfield. If airborne, aircraft will hold until approaching divert fuel, then divert. If dire circumstances require an aircraft to land during lightning periods, the OG/CC is the approval authority. This guidance does not preclude the SOF from making time-sensitive safety-of-flight decisions based on his SA and ORM assessment.

10.18. Airfield Snow Removal Operations: 8 OSS/DO and 8 OSS/OSA/OSAA are members of the Snow and Ice Control Committee (S&ICC). Specific snow removal/coordination procedures are identified in the Kunsan AB Snow and Ice Control Plan. As per the Snow and Ice Control Plan, CES will be required to coordinate all snow removal operations on the airfield with AMOPS and the SOF in charge prior to conducting operations, whether they are manual or chemical.

10.19. Local BASH Program Guidelines: Specific procedures and program guidelines are identified in 8 FW OPLAN 91-212.

10.20. Bird Watch Conditions (BWC): During normal 8 FW flying operations, the 8 FW SOF declares the BWC. AFM or AMOPS, as AFM designated representatives, declare BWC during all other periods.

10.20.1. BWC Low: Normal bird activity on or above the airfield with a low probability of hazard. Normal flying operations authorized.

10.20.2. BWC Moderate: Increased bird population in locations that represent an increased potential for strike. This condition requires increased vigilance by all agencies/supervisors and caution by pilots. No formation takeoffs/landings. Low approaches are restricted to 500 ft AGL (550 ft MSL).

10.20.3. **BWC Severe:** High bird population on or immediately above the active runway or other specified location that represents a high potential for strike. Takeoffs and landings by 8 FW aircraft are limited to mission critical operations and must be approved by 8 OG/CC or designated representative.

10.21. SOF Operating from the Control Tower:

10.21.1. 8 FW/SOF represents 8 OG/CC and is the focal point for command and control of 8 FW flight operations. Direct questions about 8 FW/SOF related policies/procedures to 8 OG/OGV. Detailed SOF procedures are outlined in AFI 11-418_8 FW SUP_1, *Operations Supervision*.

10.21.2. ROKAF 38 FG/SOF represents 38 FG/CC and is the focal point for command and control of 38 FG flight operations. Direct questions about SOF related policies/procedures to ROKAF 38 FG/CP (782-4025).

10.21.3. 8 FW/SOF shall discuss operations issues only with ATCT Watch Supervisor or RAPCON Watch Supervisor. The 8 FW/SOF may make recommendations/suggestions to ATC based on unique requirements of individual missions or knowledge of the flying schedule.

10.21.4. **8 FW/SOF may use ATC frequencies only with ATCT Watch Supervisor approval.** Once approved, transmissions will only be for safety of aircraft operation or preserving life or property. IAW AFI 13-204, SOFs are prohibited from issuing ATC instructions.

10.22. Airfield Photography:

10.22.1. All personnel requesting to take photos on the airfield must have a letter of approval from 8 FW/PA prior to taking any photos on the airfield. Requests should be submitted for approval at least 7 days prior to event. All photos must remain on the camera until reviewed and approved by 8 FW/PA. 8 FW/PA is authorized to escort media and tour groups who may photograph or videotape. Drivers/vehicles must still abide by 8 FWI 13-213. 8 FW/PA must notify AMOPS when they will be conducting shoots/events on the airfield.

10.22.2. **Specific procedures and guidelines for airfield photography are identified in 8 FW IDP 31-1, I*ntegrated Defense Plan.***

10.23. Crash Net Monitoring:

10.23.1. ATCT Responsibilities:

10.23.1.1. Monitor after activating PCAS and any time fire protection vehicles are within the CMA or are responding to an aircraft emergency.

10.23.1.2. Broadcast *"Tower is on/off the crash net."* when status changes.

10.23.2. **8 CES/CEF will request ATCT to** monitor the crash net if necessary. Acknowledge all transmissions regarding ATCT status as *"on/off crash net".*

10.24. Unauthorized Aircraft Movement or Engine Run:

10.24.1. ATCT shall not approve aircraft engine run, engine start or taxi unless ATCT has received at least one of the following:

10.24.1.1. AMOPS notification the aircraft has filed a flight plan.

10.24.1.2. 8 FW approved flying schedule with identifying callsign.

10.24.1.3. Scramble approval from 8 FW/CP, ROKAF 38 FG/CP or AMOPS.

10.24.1.4. Verbal approval from 8 FW/CP, ROKAF 38 FG/CP, AMOPS, 8 FW/SOF or 38 FG/SOF.

10.24.1.5. MOC notification of engine runs.

10.24.2. Changes to the 8 FW flying schedule (e.g., change to callsigns, takeoff times, tail numbers, cancellations) shall be updated on Patriot Excalibur (PEX) or Tactical Aircrew Scheduling Aerospace Management System (TASAMS). Flying squadron's operations desks shall in turn, immediately notify AMOPS via phone.

10.24.3. **In the event of an unauthorized aircraft movement, ATCT shall activate the PCAS.**

10.25. Unusual Aerial Maneuvers: Unusual aerial maneuvers are considered to be high-speed passes (to include carrier breaks), hover landings and takeoffs for AV-8s, V-22s, and F-35(Marine Variant) over approved surfaces, aerobatic flight, airfield demonstrations, maximum or quick climbs for non-base assigned aircraft, random entry SFO's, etc. Unless essential to 8 FW flight safety, unusual aerial maneuvers shall not be approved without prior ATC or AMOPS (as required) coordination and 8 OG/CC approval. OPR should make requests to 8 OG/CC NLT 2 weeks in advance.

10.26. Exercises:

10.26.1. Wing officials must brief the AOF/CC at least 48 hours in advance of exercises that involve any ATC facility or the airfield. AOF/CC must approve, in advance, exercises that include removing controllers to alternate facilities or to shelter areas. Consider traffic volume and service limitations when coordinating these exercises.

10.26.2. ATC watch supervisors/senior controllers must ensure ATC facility participation does not degrade services. Watch supervisors/senior controllers may interrupt or discontinue facility participation in any exercise if 8 FW flight safety is in question or it interferes with the recovery of emergency aircraft.

10.27. Airbase Defense Operations: See Air Base Defense Plan

10.28. Functional Check Flight (FCF): Defined: A functional check after aircraft maintenance. FCF aircraft will normally use the callsign "HI TEST" and request a maximum climb to FL 200 on departure.

10.29. Temporary Prohibited Area Restrictions: When the ROK President travels in Korea, the airspace surrounding his/her location is classified temporary prohibited airspace and the flight/ground vehicles are referred to as a "Temporary Prohibited Area."

10.29.1. BWDO sends Temporary Prohibited Area information to 8 FW/CP and AMOPS. AMOPS shall pass this information to 8 FW/SOF, ATCT, RAPCON, AOF/CC, 35 FS and 80 FS operations desks. AMOPS shall verify receipt by phone and post the message for transient aircrews.

10.29.2. While the Temporary Prohibited Area is within Kunsan's airspace, ATC shall hold aircraft and recover only those approved by USFK Senior Operations Duty Officer (SODO) through 8 FW/SOF or coordinated with AMOPS (e.g., emergency, fuel status). RAPCON shall not vector aircraft closer than 10 miles on either side of the ground track.

10.29.3. Scheduled air carriers are exempt from Temporary Prohibited Area restrictions.

10.30. Wear of Hats: All airfield and flightline areas are no-hat areas to include designated object and debris controlled areas. The Tower parking lot is *not* a designated no-hat area. For further guidance, refer to the 8 FW Community Standards.

10.31. Flightline Smoking Policy: IAW 8 FWI 32-2001, *Fire Protection and Prevention Program*, smoking, striking matches and using mechanical lighters are not permitted within 50 ft of hangars, aircraft, repair docks, paint shops, Liquid Oxygen (LOX) carts, refueling vehicles, flammable storage cabinets or flammable storage buildings. Additionally, smoking is not permitted within 100 ft of compressed gas cylinder storage areas, fuel pump houses, dispensing areas or munitions storage and handling areas or other similar hazardous locations.

10.32. Rapid Runway Repair (RRR) Training:

10.32.1. 8 CES personnel are authorized access to the first 2,600 ft of the east end of Taxiway C with prior approval from AMOPS.

10.32.2. 8 CES Personnel Shall:

10.32.2.1. Coordinate with AMOPS prior to entering the taxiway.

10.32.2.2. Ensure the area is clean and swept after training is complete and advise AMOPS when clear of taxiway.

10.32.2.3. Monitor the ramp net.

10.32.3. **AMOPS shall advise ATCT at least 30 min prior to any RRR training on Taxiway C if operations affect ALS or Helicopter operations.**

10.33. 8 FW Scrambles:

10.33.1. Real-world Scrambles. USAF Scramble procedures will be IAW SLAMMER Ops guidance.

10.33.2. Practice Scrambles:

10.33.2.1. Upon initial notification of scramble orders from Command Post, ATCT and RAPCON will key UHF 277.2 in both facilities and monitor through termination of scramble exercise. All operations will be on UHF 277.2 unless equipment/safety deem otherwise.

10.33.2.2. AMOPS will enter flight plan for SLAMMER aircraft immediately after scramble order is given.

10.33.2.3. ATCT will clear the taxi route and coordinate with RAPCON to sterilize the arrival/departure corridor for the scramble operation.

10.33.2.4. Clearance Delivery will issue clearance to SLAMMER aircraft on UHF 277.2 when the aircraft requests the clearance.

10.33.2.5. ATCT will issue taxi and takeoff clearance on UHF 277.2 once the aircraft calls ready and simulate raising the departure end BAK-14 if Runway 18 is in use, and lowering the approach end BAK-14. No barrier configuration is necessary if scramble departs on Runway 36 when in use. **NOTE:** During practice scramble aircraft will taxi to the runway in use to avoid departing over raised approach end cable and only having a single departure end cable.

10.33.2.6. Aircraft will contact RAPCON on UHF 277.2 once airborne.

10.34. ROKAF 38 FG Scrambles:

10.34.1. Real-world Scrambles: Aircraft taxi from alert area via high-speed taxiway to Runway 36 and depart as soon as possible. When the Runway 36 tailwind component is 15 kts or greater, aircraft shall back taxi to Runway 18. Aircraft are ready for takeoff when they call for taxi. ATCT shall issue takeoff clearance immediately unless higher priority traffic dictates otherwise.

10.34.1.1. ROKAF 38 FG/CP shall:

10.34.1.1.1. Notify 8 OSS/OSAT via the direct line and UHF 292.3/ROKAF CH 3.

10.34.1.1.2. Relay scramble orders on UHF 292.3/ROKAF CH 3.

10.34.2.1. ATCT shall:

10.34.2.1.1. Upon receipt of real-world scramble notification, prepare the runway for immediate takeoff and suspend all arrivals/departures until scramble aircraft are airborne.

10.34.2.1.2. Notify RAPCON of the scramble and relay callsign, heading, and altitude, if known.

10.34.2.1.3. Advise 8 FW SOF that a scramble is in progress.

10.34.2.1.4. Hold VFR aircraft at VFR holding/reporting points or send to RAPCON for holding.

10.34.2.1.5. Relay scramble orders to scramble aircraft when ROKAF 38 FG/CP radio is out of service.

10.34.3.1. RAPCON shall:

10.34.3.1.1. Suspend all approaches until scramble aircraft are airborne. Break out non-emergency aircraft on final approach.

10.34.3.1.2. Hold aircraft as needed.

10.34.4. Aircraft shall call for taxi and takeoff instructions by broadcasting, *"Kunsan Control Tower, (callsign), 2 F-16s, real-world scramble. Request taxi and takeoff".*

10.34.5. ROKAF Scrambles: Alert aircraft do not conduct practice scrambles. Aircraft shall taxi from ROKAF Pad to active runway and be airborne within 10 minutes of notification.

10.34.5.1. ROKAF 38 FG/CP shall notify ATCT approximately 30 minutes prior to the practice scramble start time with the following information:

10.34.5.1.1. Callsign, number of aircraft, and scramble start time.

10.34.5.2. Practice scramble orders shall be conducted as follows:

10.34.5.2.1. ATCT shall notify RAPCON of the practice scramble and relay callsign, heading, and altitude, if known.

10.34.5.2.2. ATCT shall relay scramble orders to scramble aircraft when the ROKAF 38 FG/CP radio is out of service.

10.34.5.2.3. **Aircraft shall call for taxi and takeoff instructions by broadcasting, *"Tower, (callsign), 2 F-16s, practice scramble. Request taxi and takeoff".***

10.35. Quick Climb: Pilots shall request quick climbs from ground control on initial call up. Aircraft shall maintain at or below 1,000 ft until departure end of runway unless specifically approved by ATCT.

10.36. Communication out Launches:

10.36.1. Simulated Communications Out (Silent Launch):

10.36.1.1. 8 OG/CC is the approval authority. Anyone may terminate silent launch for safety of flight.

10.36.1.2. Responsibilities:

10.36.1.2.1. The mission commander shall provide 8 OSS/OSA and 8 FW/SOF strike package information consisting of call-signs, flight size, radio silence time, start/taxi/takeoff times, squawks and direction of turnout via phone or mass briefing.

10.36.1.2.2. ATCT shall coordinate with RAPCON to ensure requested departure clearance is automatically activated for the scheduled takeoff time.

10.36.1.3. Start Procedures:

10.36.1.3.1. Aircraft shall start engines at briefed time.

10.36.1.3.2. Aircraft monitor appropriate ATC frequency, as briefed for each phase of operations (i.e., ground control during taxi and departure control on takeoff), after engine start.

10.36.1.4. Aircraft shall taxi in sequence to the appropriate runway IAW the briefed taxi plan. Ground control shall broadcast active runway, estimated winds, and altimeter as each flight approaches Taxiway P from Taxiway C if the ATIS is out-of-service.

10.36.1.5. Takeoff:

10.36.1.5.1. Aircraft ready to takeoff shall taxi up to and hold short of the active runway and watch ATCT for light gun signals.

10.36.1.5.2. ATCT shall signal takeoff clearance with a steady green light. To cancel, ATCT shall signal the aircraft with a steady red light or if necessary, break radio silence and use ATCT or Guard frequency.

10.36.1.5.3. After ATCT issues takeoff clearance, flights shall change to departure control and shall continue to monitor departure control during takeoff and departure.

10.36.1.6. Departure:

10.36.1.6.1. If airfield is VFR, aircraft shall depart as briefed and contact Cobra when clear of Kunsan Class C Airspace.

10.36.1.6.2. If airfield is IFR, aircraft shall fly runway heading until 3 DME, then turn to briefed departure heading. Flights shall use 8 FW standard radar assisted trail departure procedures and communication-in procedures.

10.36.2. Recovery: Recovery shall be communication-in. Normally, aircraft will recover as two-ship flights and establish at least a 10 mile separation between any elements and other formations to help set-up the recovery flow. If other than a two-ship, aircraft should advise RAPCON of number in flight. Flight leads shall obtain ATIS and contact approach control NLT 30 miles from Kunsan AB.

10.36.3. Abnormal Procedures:

10.36.3.1. Aircraft may terminate comm-out anytime by stating, *"Callsign, terminating comm-out."* If the reason for terminating the comm-out launch was temporary, the flight lead may resume the comm-out launch by stating, *"Callsign, resuming comm-out."*

10.36.3.2. Anyone may terminate comm-out to ensure 8 FW flight safety.

10.36.3.3. For emergencies, terminate comm-out; ATC shall establish radio contact with all aircraft and assume positive control.

10.37. 38 FG Silent Launch Procedures: The ROKAF 38 FG shall coordinate silent launch exercises/operations with the AOF/CC at least 48-hours in advance (782-5560 or 782-5565). ROKAF 38 FG shall provide callsigns, number of aircraft, initial departure heading, and taxi/takeoff times. Aircraft shall squawk Mode 3/A, Code 0310-0315 and follow procedures outlined in paragraph **10.37** of this instruction.

10.38. ROKAF Simulated Emergencies: For training purposes and with RAPCON or ATCT approval, the 38 FG may request use of Channel 12 for simulated emergencies. NOTE: Channel 12 shall not be available for training during real-world in-flight emergencies and can be terminated at any time for higher ATC priorities.

10.38.1. Pilots shall request use of Channel 12 with RAPCON or ATCT on the current frequency using the phraseology *"Kunsan Tower/Approach, exercise, exercise, exercise. Request Channel 12 for simulated emergency."*

10.38.2. RAPCON or ATCT shall approve the request and monitor Channel 12 unless otherwise stated with reason.

10.38.3. **The 38 FG/SOF or liaison in ATCT may** transmit on Channel 12 during simulated emergencies with ATCT Watch Supervisor's permission.

10.39. Kunsan Civil Airport Gate Operations:

10.39.1. RAPCON shall notify ATCT as soon as possible after taking hand-off of inbound commercial aircraft or after issuing clearance to departing commercial aircraft.

10.39.2. ATCT shall:

10.39.2.1. Coordinate with 8 SFS LE desk as soon as possible via SFS direct line of impending arrival/departure.

10.39.2.2. Open gate only after confirming security forces are in-place.

10.39.2.3. Close gate only after pilot has reported aircraft is clear of the gate. ATCT will close the gate while aircraft is staged at the Gunsan terminal.

10.39.3. 8 SFS LE Desk Shall:

10.39.3.1. Dispatch patrol officer to gate within 10 minutes of notification.

10.39.3.2. Advise 8 OSS/OSAT via direct line when in-place and shall remain in-place until the Gate is closed and secured.

10.40. Non-Standard Formation Departures:

10.40.1. Aircraft or flights departing Kunsan AB in formation with another aircraft/flight (not on the same Flight Plan) will be handled IAW JO 7110.65 Paragraph 9-2-22 and JO 7610.4, *Title* Paragraph 12-11-5 and12-11-6. Aircraft requesting this operation shall comply with the following.

10.40.1.1. Obtain ATC approval to conduct nonstandard formation/cell operations from Clearance Delivery by using the phrase of *"Request non-standard formation departure with (callsign)".*

10.40.1.2. Reiterate nonstandard formation cell departure intentions with Ground Control upon initial contact.

10.40.1.3. Advise ATCT of element spacing.

10.40.1.4. Once airborne, do not report level at an ATC assigned altitude or within an altitude block until all formation aircraft have attained the assigned altitude/block.

10.40.1.5. When cell configuration requires an interval greater than 3 nautical miles between the formation leader and the last aircraft in the cell, both the formation leader and the last aircraft will squawk the assigned Mode 3A/C beacon code.

10.40.2. Nonstandard formation/cell aircraft will be cleared to the breakup fix as the clearance limit unless they will remain together for the entire flight.

10.41. Night Vision Device (NVD) Operations

10.41.1. Kunsan has the ability to support the unique training requirements of NVD operations in blacked-out airfield conditions.

10.41.1.1. Scheduling: Requesting units must contact AMOPS or designated representative two weeks in advance to coordinate NVD operations. Advise AMOPS of any obstructions, obstacles or hazards to be placed on the airfield that may affect the airfield environment. This will allow AMOPS time to issue pertinent NOTAMS. All proposed NVD mission times are coordinated in advance with 8 FW Scheduling. This will help de-conflict operations, eliminate confusion and reduce delays to NVD mission aircraft.

10.41.1.2. NVD Weather Requirements: All NVD operations shall be conducted in VMC. The pattern weather requirements are 1,500 ft ceiling and 3 miles visibility. Moon illumination requirement is 2.2 millilux or higher.

10.41.1.3. NVD Taxi Routes and Traffic Pattern Procedures: Aircraft Commander must comply with exterior lighting requirements at all times. Anti-collision lights may be turned off, safety permitting.

10.41.1.3.1. There are no restrictions to NVD taxi routes except those listed in **Chapter 2** but taxiway lights must be operated IAW JO 7110.65 prior to a non-participating aircraft beginning taxied.

10.41.1.3.2. The VFR traffic pattern is right traffic for Runway 18, left traffic for Runway 36. Pattern altitude for both runways is 1000 feet MSL. ATCT will limit the number of aircraft in the VFR pattern to three. Tower controllers are not authorized to use NVDs while controlling aircraft. During blackout operations, ATCT's ability to visually track aircraft and scan the runway and surface area is significantly degraded. Class C service will not be provided, ATCT service is limited to traffic advisories only.

10.41.1.3.3. Participating aircraft must utilize navigation lights.

10.41.1.4. Vehicle Operations: Vehicle operations on the CMA should be kept to a minimum during NVD operations. This is to prevent aircraft mission delays and reduce the possibility of runway incursions during reduced airfield lighting configurations. Any operational requests not listed in this operating instruction will be published in an LOP with the effected unit. If vehicle operations are required, vehicles will use parking lights while in transit and turn off all lights when stopped.

10.41.1.5. Responsibilities:

10.41.1.5.1. AMOPS shall:

10.41.1.5.1.1. Inform AOF/CC or ATCT Chief Controller of scheduled NVD operations.

10.41.1.5.1.2. Inform NVD operators of any conflicts to planned operations as soon as they arise.

10.41.1.5.1.3. Perform a runway and affected taxiway check to ensure all foreign objects, landing zone lights, markers, etc. have been removed after completion/suspension of the NVD operation and prior to any non-participating aircraft using the affected area.

10.41.1.5.1.4. Cancel associated NOTAMS when no longer required.

10.41.1.5.2. ATCT shall:

10.41.1.5.2.1. Advise RAPCON of the aircraft callsign/type, and the duration of the NVD operation, i.e. one approach, 15 minutes, etc., and request IFF squawk from RAPCON, unless the NVD operation originates with RAPCON.

10.41.1.5.2.2. Turn off airfield lighting except the rotating beacon during NVD operations if blackout/no light operations are requested. If a NOTAM is issued to blackout the airfield, the rotating beacon may be turned off.

10.41.1.5.2.3. Hold non-participating aircraft outside the TSA or in parking. Advise non-participating aircraft of NVD operations.

10.41.1.5.2.4. Issue advisory on the ATIS, concerning type of operations being conducted and duration.

10.41.1.5.2.5. Suspend NVD operations prior to a non-participating IFR arriving aircraft reaching a minimum of 15 flying miles from the airport, a VFR aircraft entering the TSA, or a departing aircraft beginning to taxi. This allows the runway edge and taxiway lights to be turned on IAW JO 7110.65.

10.41.1.5.2.6. Suspend NVD operations at any time deemed necessary for safety reasons.

10.41.1.5.2.7. Advise all NVD participants prior to turning on any airfield lighting. If able, provide this advisory 10 minutes prior.

10.41.1.5.2.8. Advise AMOPS when operations are complete or suspended so they can check to ensure all foreign objects have been removed from runways/taxiways before normal operations are resumed.

10.41.1.5.2.9. Use the following phraseology: "*UNABLE TO ISSUE DEPARTURE/ LANDING/ TOUCH-AND-GO CLEARANCE. DEPARTURE/ LANDING/ TOUCH-AND-GO WILL BE AT YOUR OWN RISK"*

10.41.1.5.2.10. Tower cab lighting should be kept to the absolute minimum to allow normal tower functions.

10.41.1.5.3. RAPCON shall:

10.41.1.5.3.1. Advise ATCT as soon as possible upon receipt of a request from an aircraft to conduct NVD operations.

10.41.1.5.3.2. Provide/relay to ATCT traffic advisories that will affect participating NVD aircraft outside the TSA.

10.41.1.5.4. Emergency and Safety Termination of NVD Operations**:** Any agency may call *"KNOCK IT OFF"* if a safety concern is raised. NVD operations will be terminated if any participating/non-participating aircraft emergency is anticipated or declared.

10.42. Remotely Piloted Aircraft (RPA)/Unmanned Aerial Systems Operations: The following general procedures apply to RPA/UAS operations. If a separate LOA is established, the procedures described in the LOA shall be applied.

10.42.1. RPA operations will be conducted within Kunsan's airspace with full aircraft lighting and an operational transponder.

10.42.2. RPA pilots/operators will pre-coordinate all RPA missions with ATC unless addressed in a Letter of Procedure.

10.42.3. RPA mission commanders, pilots, or Supervisors of Flying will advise ATCT of initiation and completion of flight operations.

10.42.4. The use of Special Visual Flight Rules by RPA flights is prohibited.

10.42.5. AMOPS Procedures:

10.42.5.1. Coordinate with Civil Engineering, Safety and Terminal Instrument Procedures (TERPS) to ensure that RPA bed down locations, including shelters/hangars and communication towers, are sited IAW with UFC 03-260-01 and TERPS criteria, pursuing waivers as required.

10.42.5.2. Coordinate to include established RPA taxi routes to the daily sweeping requirements.

10.42.5.3. Provide Airfield Drivers Training to RPA units IAW 8 FWI 13-213. For short term/temporary operations, the Deputy Airfield Manager (DAFM) will publish and provide additional familiarization training for all units that operate vehicles on the airfield. RPA familiarization will include special launch and recovery operations.

10.42.5.4. Coordinate for removal of arresting systems from the active runway as required to support RPA operations on a noninterference basis. **NOTE:** 8 FW missions take priority over all RPA operations.

10.42.5.5. Pass all airfield status changes to RPA ops in a timely manner.

10.42.5.6. Coordinate all changes to airfield signage/markings along established RPA taxi routes with RPA Ops prior to changes being made.

10.42.5.7. Coordinate FLIP entries for UAS operations.

10.42.5.8. Coordinate with Civil Engineering, Safety, Security Forces, Transient Alert, Maintenance Operations Control Center, and flying units to designate areas for loading, unloading, arming and de-arming RPA.

10.42.5.9. Publish NOTAMs for RPA operations.

10.42.6. ATC Procedures:

10.42.6.1. Aircrew will advise Kunsan Tower via radio or recorded landline (DSN 782-5800) the initiation and completion of flight activities. All communication between aircrew and ATC will be over primary ATC frequencies, unless the use of recorded landline communications is deemed necessary.

10.42.6.2. Describe RPA to other aircraft by stating “unmanned aircraft.”

10.42.6.3. RPA aircrew will not be instructed to follow other aircraft. Visual separation between RPA and manned aircraft or RPA and RPA is not authorized. This does not restrict the tower controller’s ability to visually separate aircraft.

10.42.6.4. For the purposes of ATC separation and sequencing, classify the RPA as “Category III”, subject to change dependent on appropriate guidance.

10.42.6.5. Advise adjacent approach control facilities that RPA operations are being conducted or terminated.

10.42.6.6. RPA operations are not authorized simultaneously with civil aircraft operations within Class C airspace.

10.42.6.7. ATC will advise aircrew of any transient aircraft which may impact operations.

10.42.6.8. In the event of an emergency involving the RPA, ATC will apply procedures listed in **Chapter 10** of JO 7110.65. The safety of all manned aircraft will take precedence over unmanned aircraft in the event of an emergency.

10.42.6.9. ATC shall notify aircrew of any NORDO aircraft which may impact RPA operations. If unable to contact NORDO aircraft, ATC will coordinate with the RPA aircrew to determine the course of action method to ensure safe operations of all aircraft.

10.42.6.10. Tower shall make a broadcast on the ATIS when RPA operations are in effect. Example: "*unmanned aircraft operations are in progress*."

10.42.7. Standard Flight Profile:

10.42.7.1. The aircraft will takeoff from the active runway, fly runway heading to 3 DME from KUZ VOR, then turn left (departures off Runway 36) or right (departures off Runway 18) to join the KUZ 270 radial to enter the MOA complex. Other standard flight profiles will be Pack 401/402 flight plans.

10.42.7.2. Certain airframes are unable to taxi over cables. Any raised cables will be removed for takeoff and landing operations as required. During all other times, cables will remain in standard configuration.

10.42.7.3. All VFR and radar traffic patterns will be to the west of Kunsan.

10.42.8. Lost Link/Lost Communication Procedures:

10.42.8.1. During lost link or in-flight emergencies, aircraft will squawk 7600 or as programmed in accordance with the local guidance. Aircrew will use a separate land-based radio or telephone to ensure continued communication with ATC or COBRA during any lost link events.

10.42.8.2. In the event of a lost link or lost communication between RPA aircrew and ATC, ATC will:

10.42.8.2.1. Cease aircraft launches until status of affected RPA is determined.

10.42.8.2.2. Issue advisories and ATC instructions as appropriate to ensure safe operations.

10.42.8.3. Activate the Primary Crash Alert System for all lost link events.

10.43. RQ-4 Emergency Divert Procedures: See Kunsan AB RQ-4 Emergency Divert Procedures.

DAVID G. SHOEMAKER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES, ABBREVIATIONS AND ACRONYMS

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8 FWI 13-213, *Airfield Driving Program,* 10 May 2013

8 FWI 15-101, *Weather Support Procedures,* 17 Apr 2012

8 FWI 21-102, *Launch and Recovery of Explosive Loaded Aircraft End of Runway Procedures and Hung Ordnance/Jammed Gun Procedures,* 21 Nov 2012

8 FWI 32-2001, *Fire Prevention Program,* 25 Sep 2013

8 FW OPLAN 91-204, *Mishap Response,* Oct 2012

8 FW OPLAN 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan,* Apr 2013

8 FW *Community Standard,* 24 Mar 2017

8 FW *Defense Plan,* 30 Sep 2015

Kunsan Installation Emergency Management Plan, 27 Jun 2017

Prescribed Forms

No forms prescribed.

Adopted Forms

AF Form 332, *BCE Work Request*

DD Form 1801, *DOD International Flight Plan*

UFC 3-260-01, *Airfield and Heliport Planning and Design*

UFC 3-535-01, *Visual Air Navigation Facilities*

Abbreviations and Acronyms

AB—Air Base

ACC—Area Control Center

AFAS—Airfield Automation System

AFI—Air Force Instruction

AFJMAN—Air Force Joint Manual

AFM—Airfield Manager

AFMAN—Air Force Manual

AFOSH—Air Force Occupational Safety and Health Standard

AFPD—Air Force Policy Directive

AFRIMS—Air Force Records Information Management System

GE—Aerospace Ground Equipment

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

ALS—Alternate Landing Surface

ALSF—Approach Light System with Sequenced Flashing Lights

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

AOF/CC—Commander, Airfield Operations Flight

ARTCC—Air Route Traffic Control Center

ASR—Availability/Restrictions for Surveillance

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATCALS—Air Traffic Control and Landing System

ATIS—Automatic Terminal Information System

AWG—Airfield/Airspace Working Group

BASH—Bird Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BWC—Bird Watch Condition

BWDO—Battle Watch Duty Officer

CAT—Category

CD—Clearance Delivery

CDE—Collateral Damage Estimate

IEMP—Installation Emergency Management Plan

CI—Critical Information

CMA—Controlled Movement Area

CoC—Change of Command

CP—Command Post

CSC—Central Security Control

DAFM—eputy Airfield Manager

DASR—Digital Airport Surveillance Radar

DME—Distance Measuring Equipment

DV—Distinguished Visitor

DZ—Drop Zone

ECAS—Emergency Close Air Support

ECM—Electronic Counter Measures

ELT—Emergency Locator Transmitter

EM—Emergency Management

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

EWO—Emergency War Order

FAA—Federal Aviation Administration

FAC—Forward Air Control

FAF—Final Approach Fix

FARP—Forward Area Refueling/Re-arming Point

FCF—Functional Check Flight

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FW—Fighter Wing

GC—Ground Control

GCA—Gunsan City Airport

HAS—Hardened Aircraft Shelters

HIRLs—High Intensity Runway Lights

IAF—Initial Approach Fix

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFE-In—Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

ISR—Intelligence, Surveillance, and Reconnaissance

JO—Joint Order

KAL—Korean Airline

KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

KTS—Knots

LIMFACS—Limiting Factors

LAS—Low Angle Strafe

LE—Law Enforcement

LOA—Letter of Agreement

LOP—Local Operating Procedures

LOX—Liquid Oxygen

MIFRAC—Minimum IFR Altitude Chart

MMLS—Mobile Microwave Landing System

MOA—Military Operations Area

MOC—Maintenance Operations Control

MOU—Memorandum of Understanding

MRA—Minimal Risk Arrival

MSA—Munitions Storage Area

MSL—Mean Sea Level

MWD—Military Working Dog

MVA—Minimum Vectoring Altitude

NAVAID—Navigation Aid

NEW—Net Explosive Weight

NEXRAD—Next Generation Radar

NLT—No Later Than

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

NVD—Night Vision Device

OBO—Official Business Only

OI—Operating Instruction

OPR—Office of Primary Responsibility

OSC—On Site Commander

OSS—Operations Support Squadron

PACAF—Pacific Air Force

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PEX—Patriot Excalibur

PMI—Preventive Maintenance Inspection

POC—Point of Contact

POFZ—Precision Obstacle Free Zone

POV—Privately Owned Vehicle

PPR—Prior Permission Required

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

ROKAF—Republic of Korea Air Force

RPA—Remotely Piloted Aircraft

RRR—Rapid Runway Repair

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RSU—Runway Supervisory Unit

RTB—Return to Base

RTWS—Radar Threat Warning System

RVR—Runway Visual Range

RWR—Radar Warning Receiver

S&ICC—Snow and Ice Control Committee

SCN—Secondary Crash Net

SFA—Single Frequency Approach

SFO—Simulated Flameout

SII—Special Interest Items

SODO—Senior Operations Duty Officer

SOF—Supervisor of Flying

SOG—Special Operations Group

SUA—Special Use Airspace

TA—Transient Alert

TACAN—Tactical Air Navigation

TACC—Tanker Airlift Control Center

TASAMS—Tactical Aircrew Scheduling Aerospace Management System

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures Specialist

T.O—Technical Order

TLE—Target Location Error

TRP—Tactical Recovery Procedure

TSA—Tower Surface Area

UFC—Unified Facilities Criteria

UHF-Ultra-High Frequency

UPS—Uninterruptible Power Supply

USAF—United States Air Force

VFR—Visual Flight Rules

VHF—Very High Frequency

VORTAC—VHF Omni-directional Range Tactical Air Navigation

WS—Watch Supervisor

Terms

The following terms— are used on matters pertaining to ATC IAW JO 7110.65 and AFI 13-204V3.

Aircraft — Means the airframe, crewmembers or both.

Altitudes, Elevations, and Heights— Above Mean Sea Level (MSL) unless otherwise specified.

Ceilings — Above Ground Level (AGL).

Course, Bearing, Radial, and Heading— In degrees magnetic.

May or Need Not— Means a procedure is optional.

Miles — Means Nautical Miles (NM) unless otherwise specified, and means Statute Miles (SM) in conjunction with "visibility."

Notes — Statements of fact or of explanatory nature and relating to the use of directive material which have been identified and depicted as a "***Note***."

Shall —Means a procedure is mandatory.

Should — Means a procedure is recommended.

Sponsored Aircraft— Are those aircraft that have been assigned/designated to fall under operational control of the 8 FW or are deployed to Kunsan.

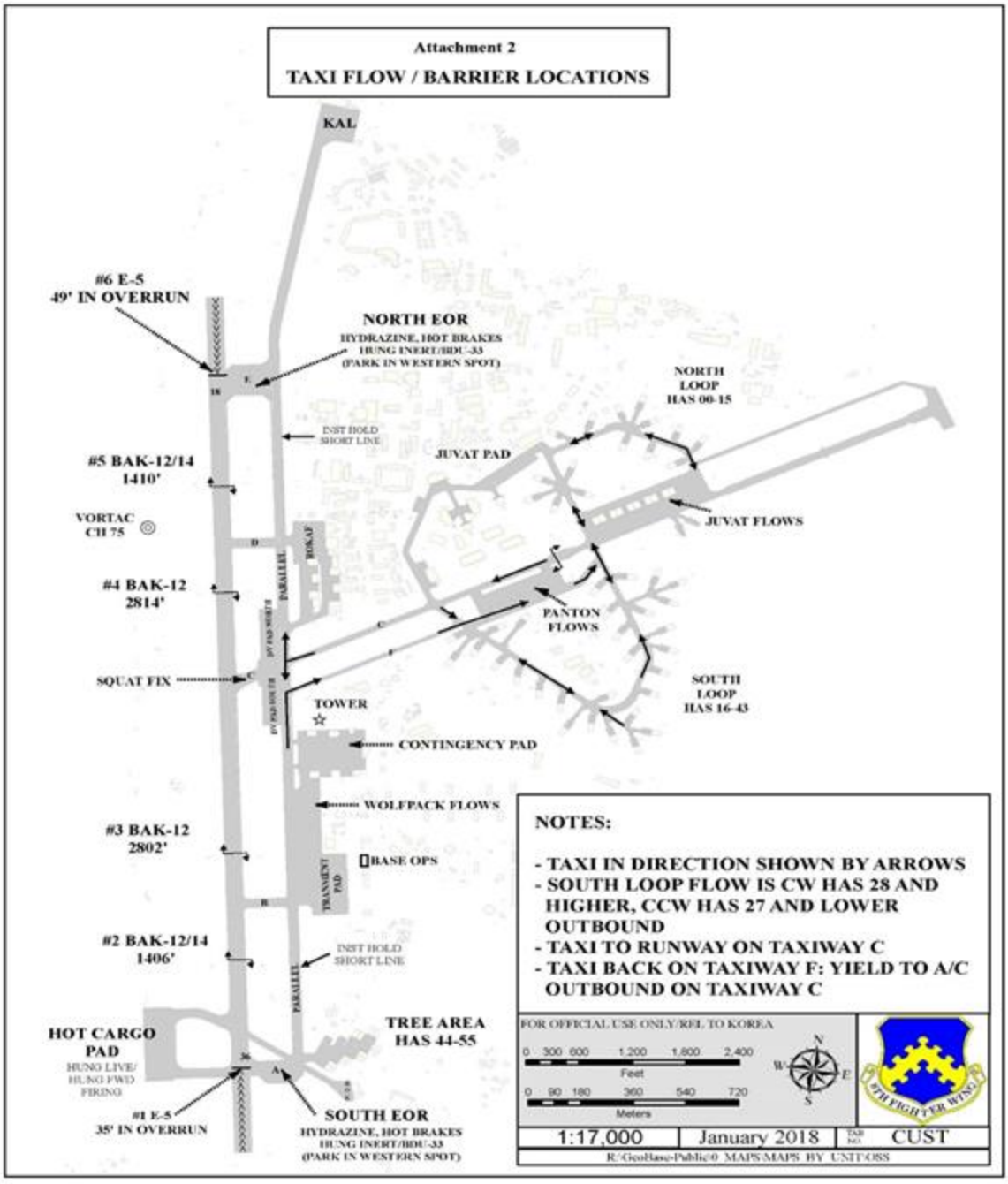
Will —Indicates futurity and not a required application of a procedure.

Cleared or Clear — Is an ATC authorization to commence an activity and shall not be used for other reason

Attachment 2

TAXI FLOW AND BARRIER LOCATIONS

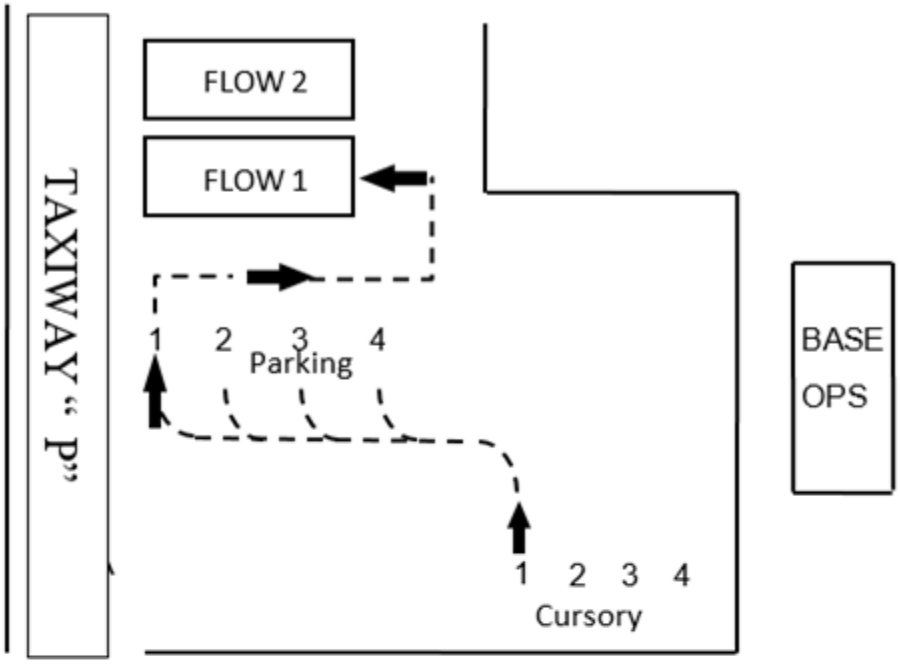
Figure A2.1. Taxi Flow and Barrier Locations.



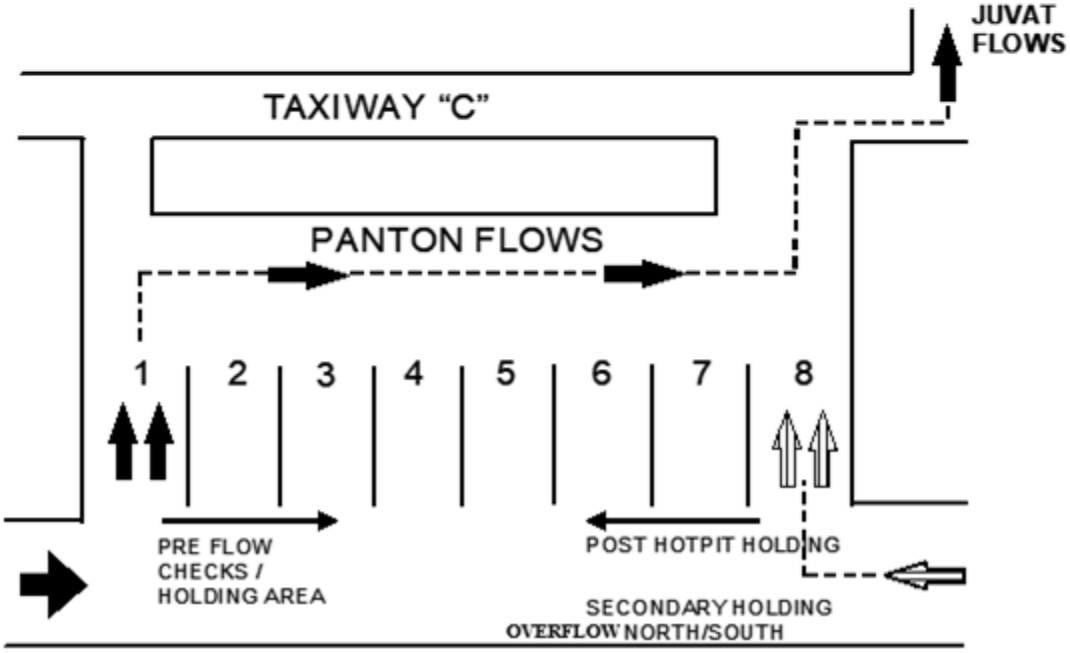
Attachment 3

HOT PITS

Figure A3.1. WOLFPACK FLOWS.



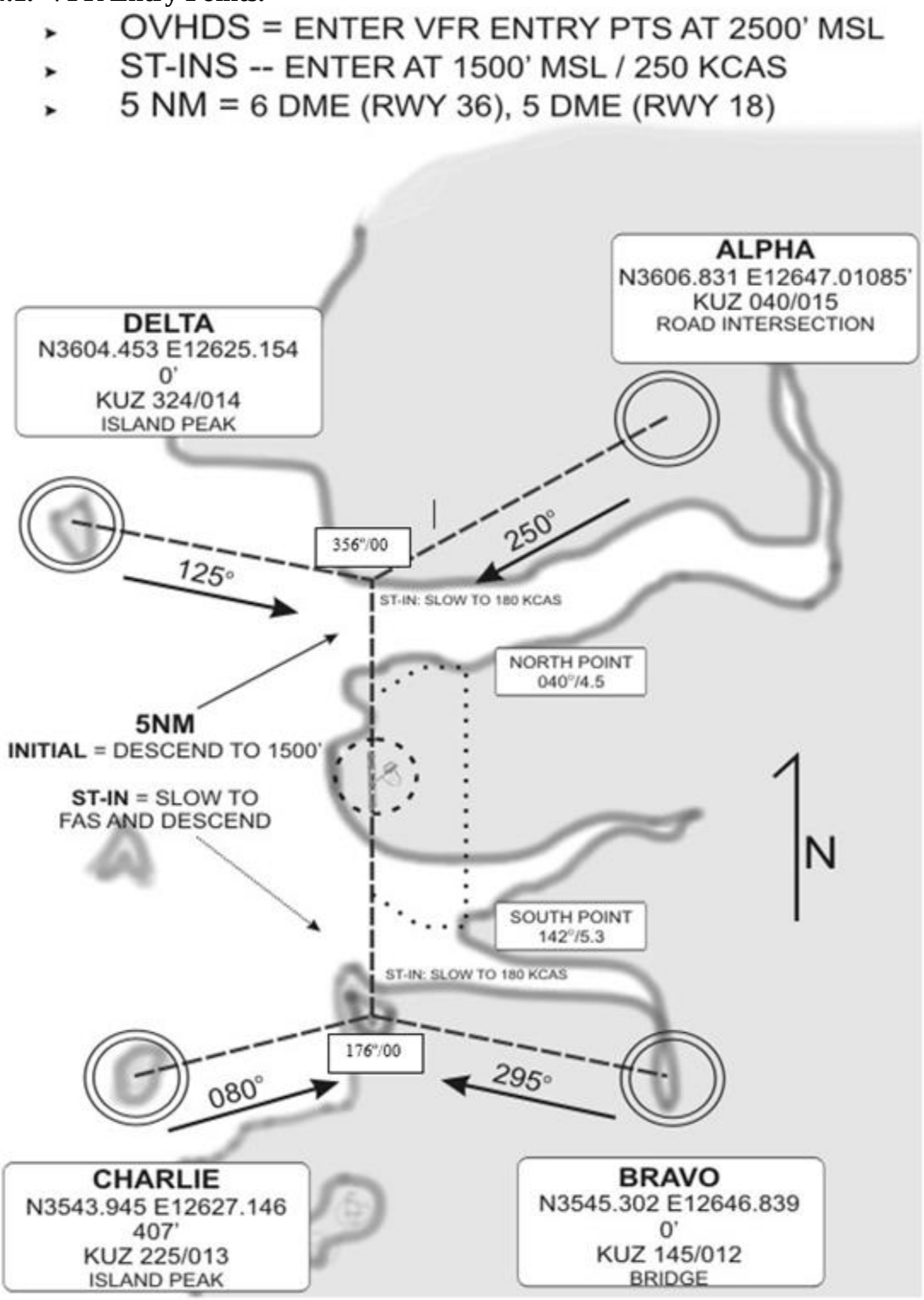
JUVAT / PANTON FLOWS



Attachment 4

VFR ENTRY POINTS

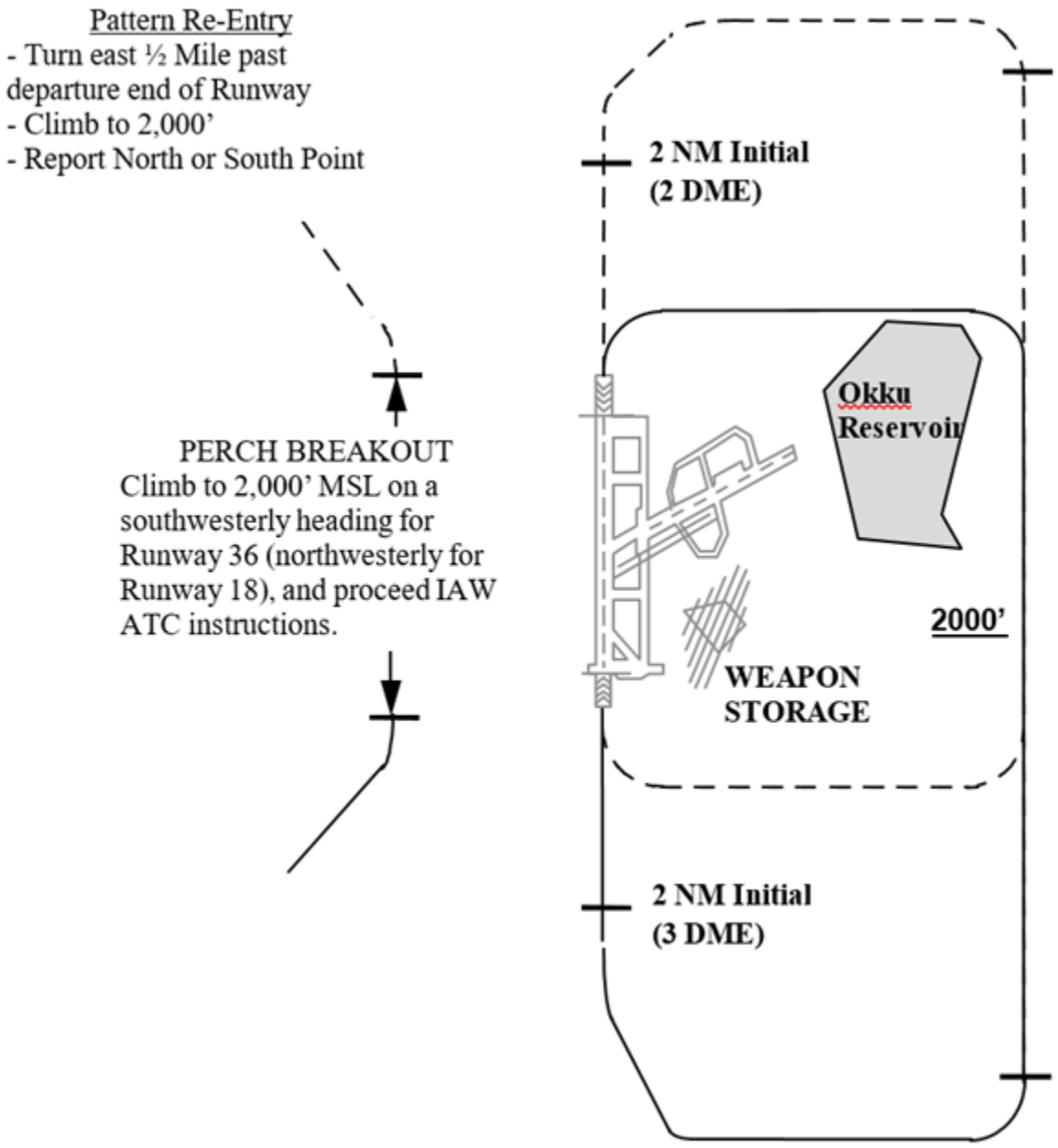
Figure A4.1. VFR Entry Points.



Attachment 5

VFR RE-ENTRY/BREAKOUT PROCEDURES

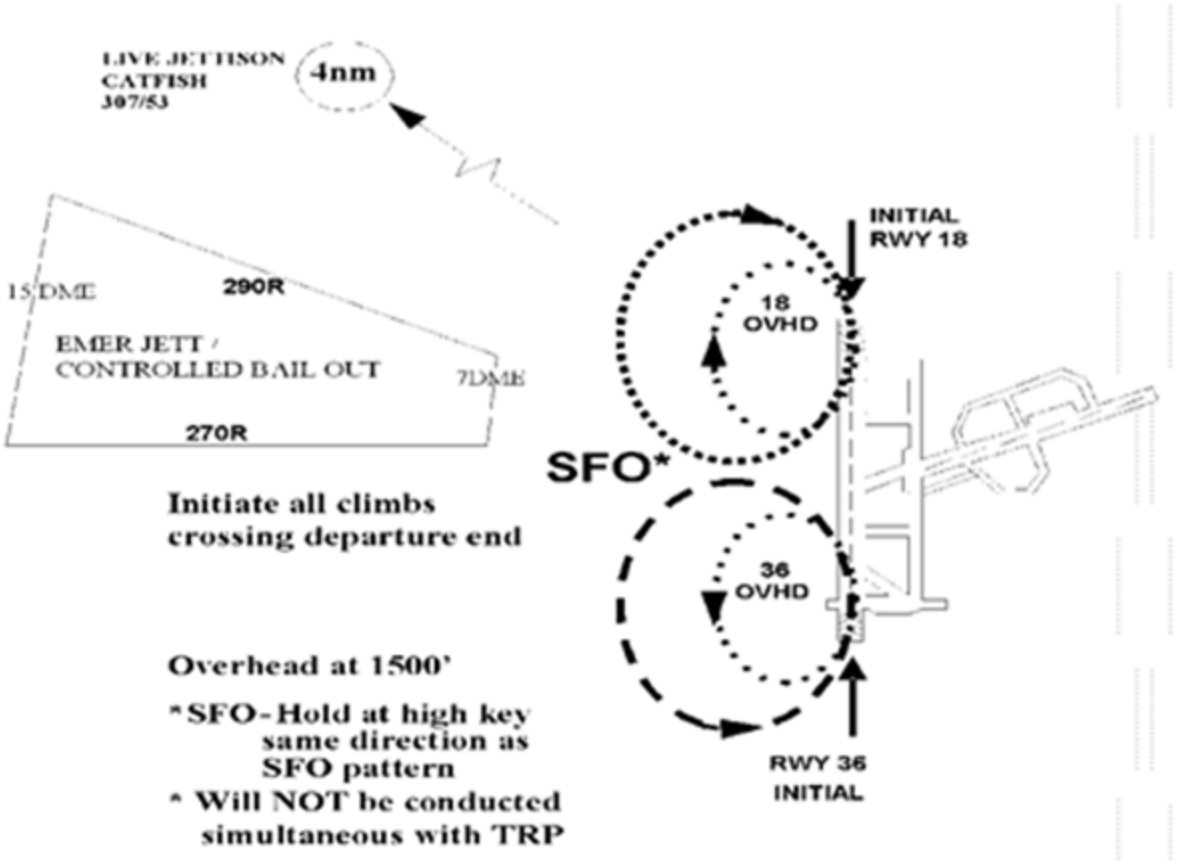
Figure A5.1. VFR Re-Entry/Breakout Procedures.



Attachment 6

OVERHEAD / F-16 SFO PATTERNS / CONTROLLED BAILOUT / JETTISON AREA

Figure A6.1. Overhead/F-16 SFO Patterns/Controlled Bailout / Jettison Area.



SFO
- AS DEPICTED
- "HOLD AT HIGH KEY"
- FLY 360° OVERHEAD PATTERN TO WEST
- STATE HOLDING ALTITUDE

ST-IN SFO
- REQUEST WITH ATC ON INITIAL CONTACT
- BE WITHIN 10° OF RUNWAY CTRLINE AT 10NM
- CALL "10 MILE STRAIGHT-IN SFO"

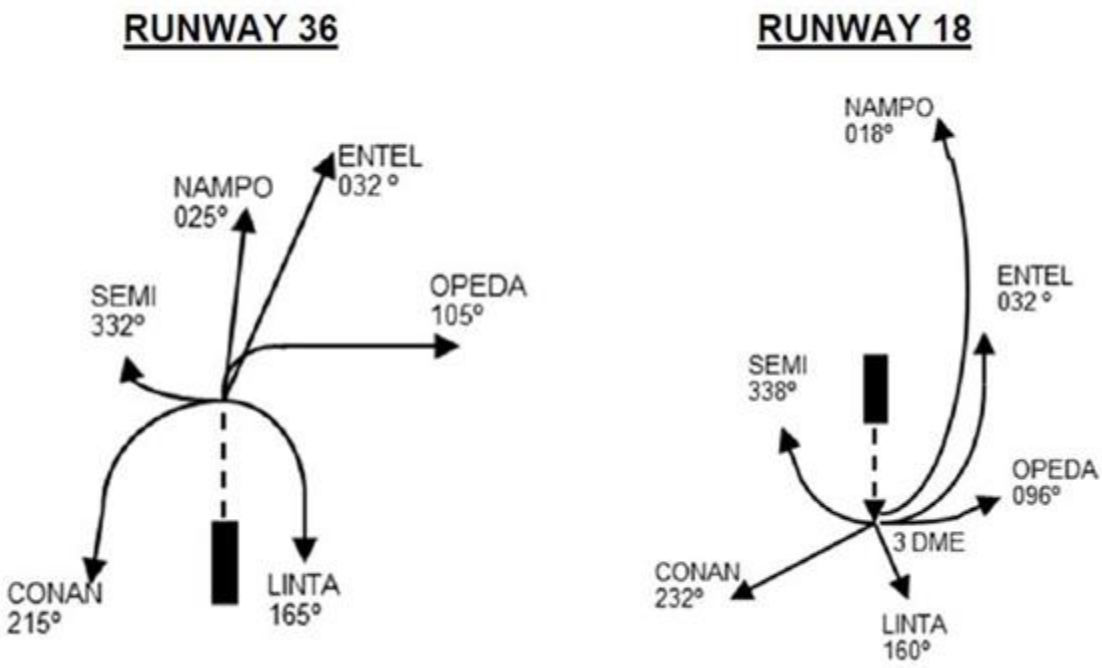
**NOTE:* WILL NOT BE CONDUCTED SIMULTANEOUS WITH TACTICAL RECOVERY PROCEDURE

Attachment 7

LOCAL DEPARTURE TRANSITIONS

A7.1. Procedures: Fly runway heading, maintain at or below 1,000 ft MSL until past the departure end of the runway and then climb to clearance altitude. At 3 DME, turn in the shortest direction to the first point on the Pack Flight Plan.

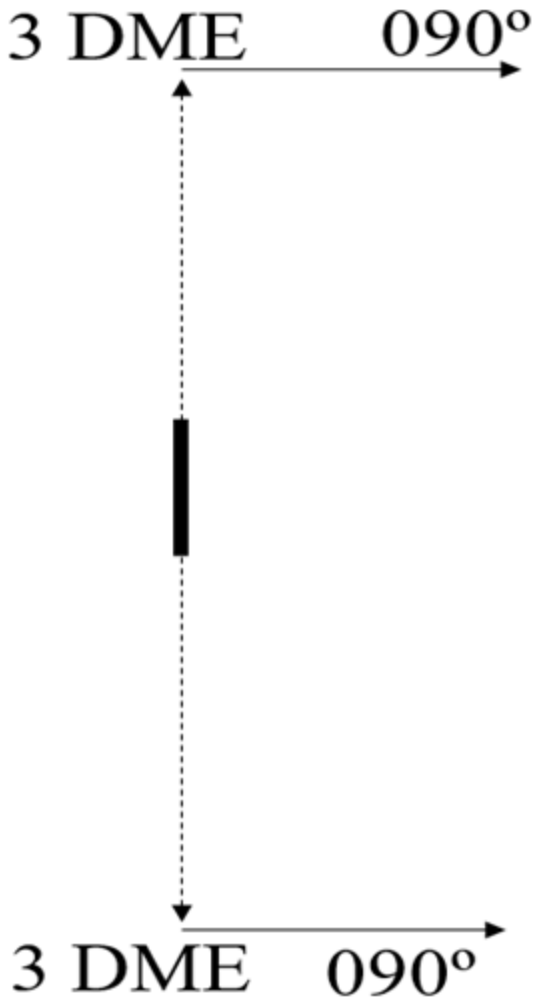
Figure A7.1. Local Departure Transitions.



Attachment 8

LOCAL CLIMBOUT

Figure A8.1. Local Climbout.



Local Climb-Out for IFR Approaches.
Fly runway heading, climb and maintain at or below 1,000 ft until the departure end of the runway, then climb and maintain 4,000 MSL. At 3 DME, turn east to a 090° heading.

Attachment 9

COMBAT DEPARTURES

A9.1. Inform ground control of Combat Departure request when calling for taxi.

A9.1.1. Arm up chaff and flares prior to takeoff IAW 8 FW Standards (combat only).

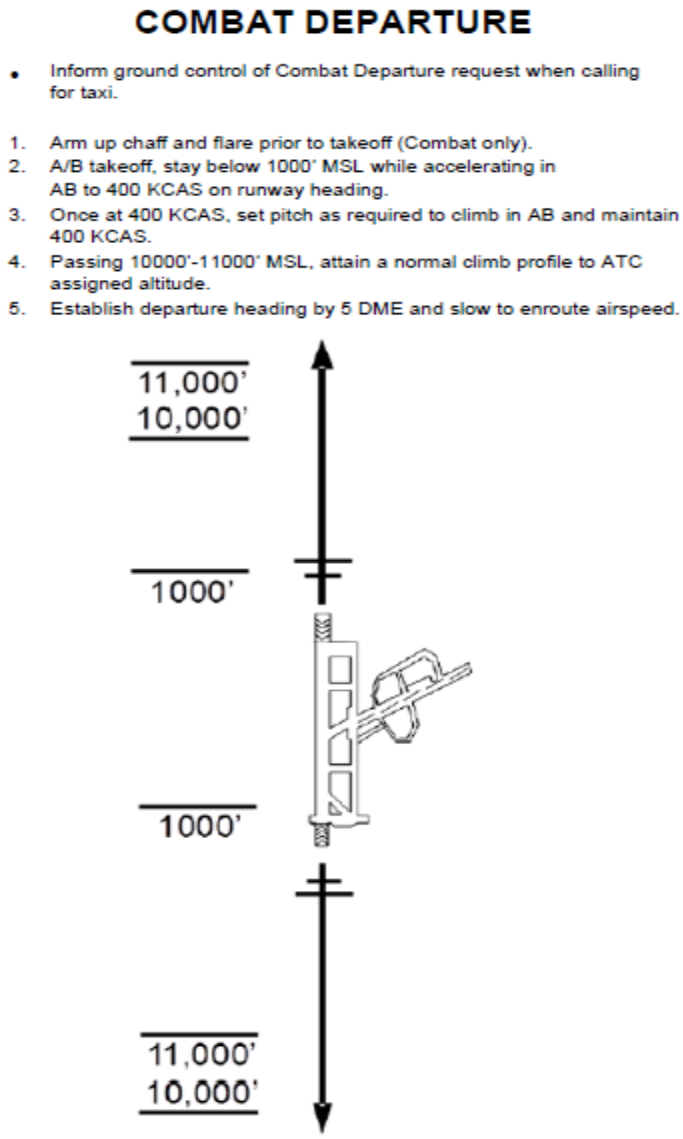
A9.1.2. A/B takeoff, stay below 1000’ MSL while accelerating in AB to 400 KCAS.

A9.1.3. Once at 400 KCAS, set pitch as required to climb in AB and maintain 400 KCAS.

A9.1.4. Passing 10000’-11000’, attain a normal climb profile to ATC assigned altitude.

A9.1.5. Establish departure heading by 5 DME and slow to enroute airspeed.

Figure A9.1. Combat Departures.



Attachment 10

KOREAN SPECIAL USE AIRSPACE (SUA) (HIGH)

Figure A10.1. Korean Special Use Airspace (SUA) (High).

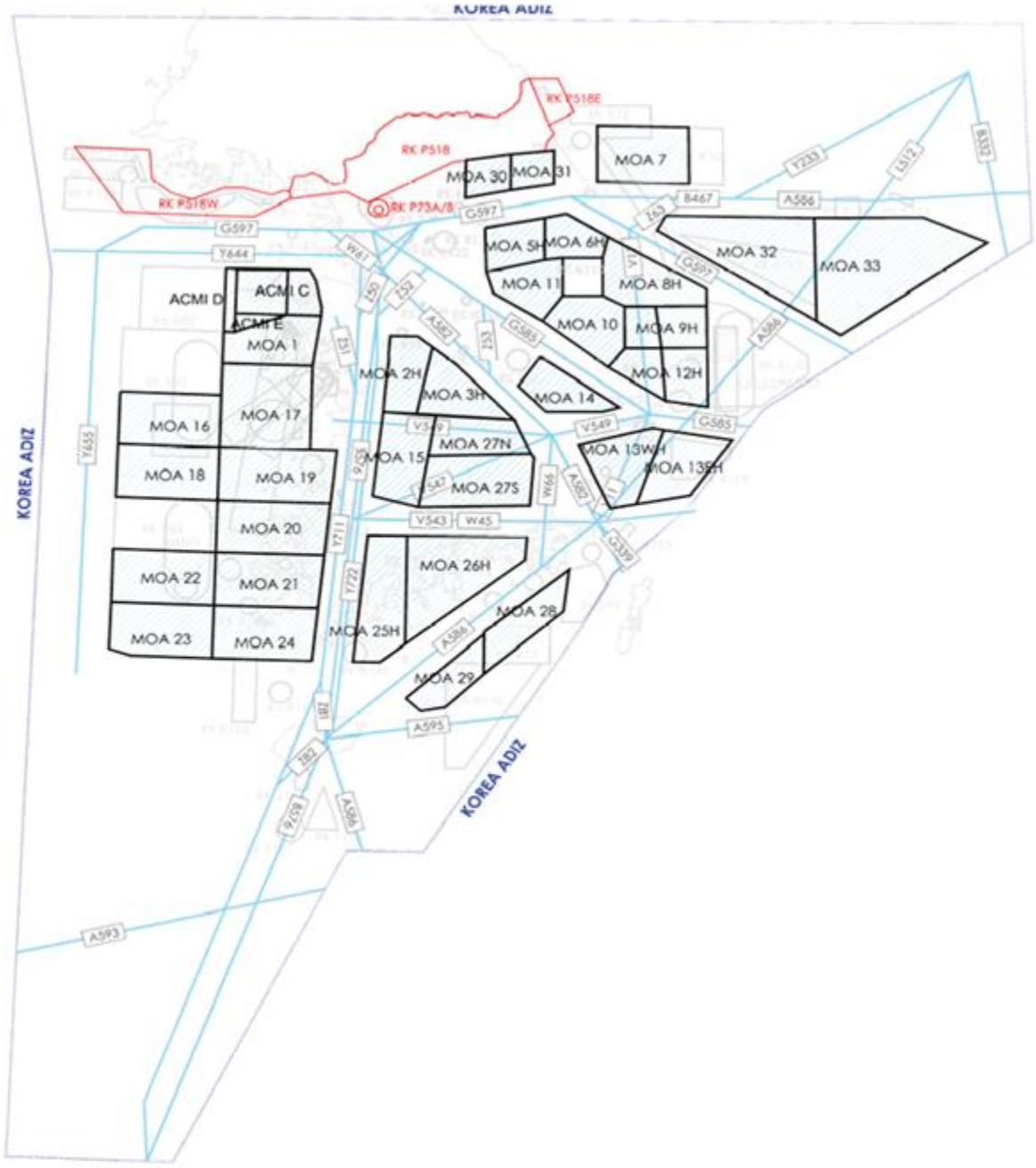
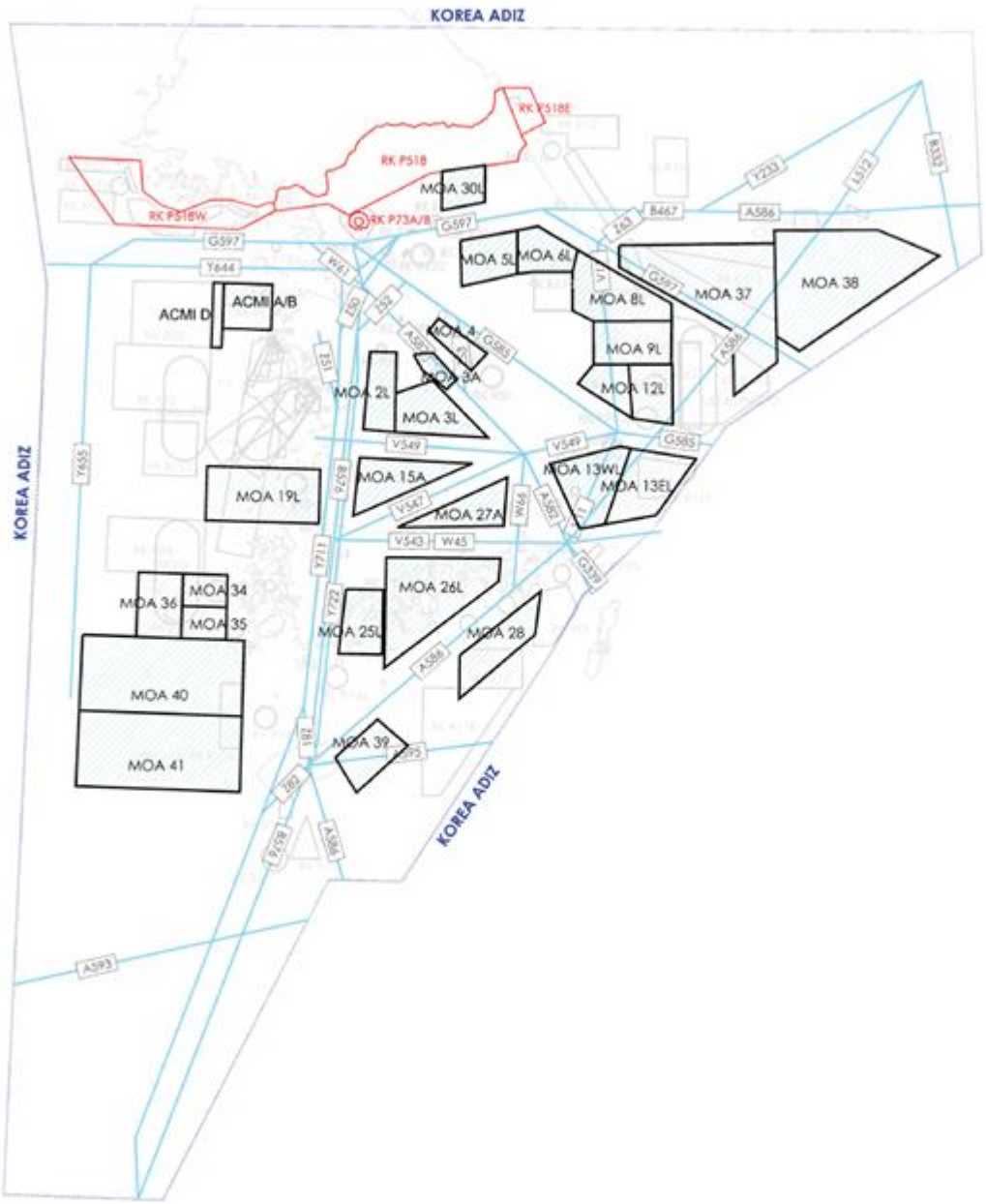


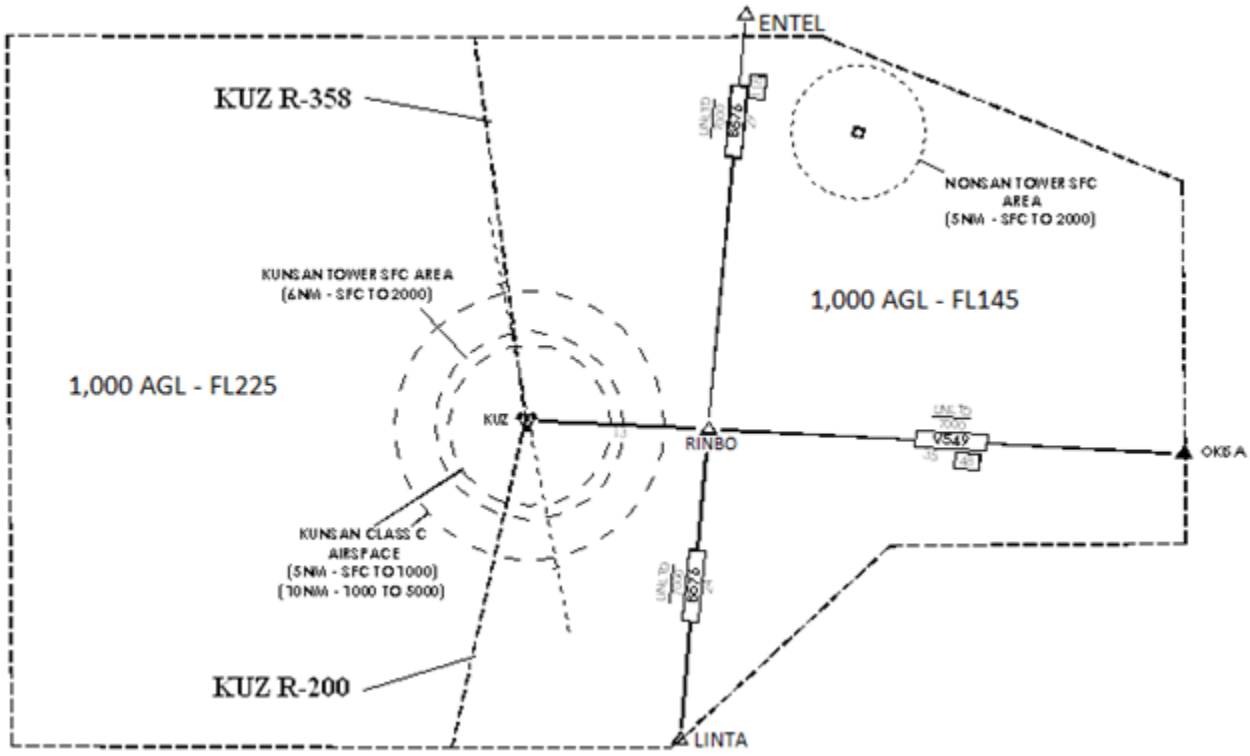
Figure A10.2. Korean Special Use Airspace (SUA) (Low).



Attachment 11

KUNSAN AIRSPACE

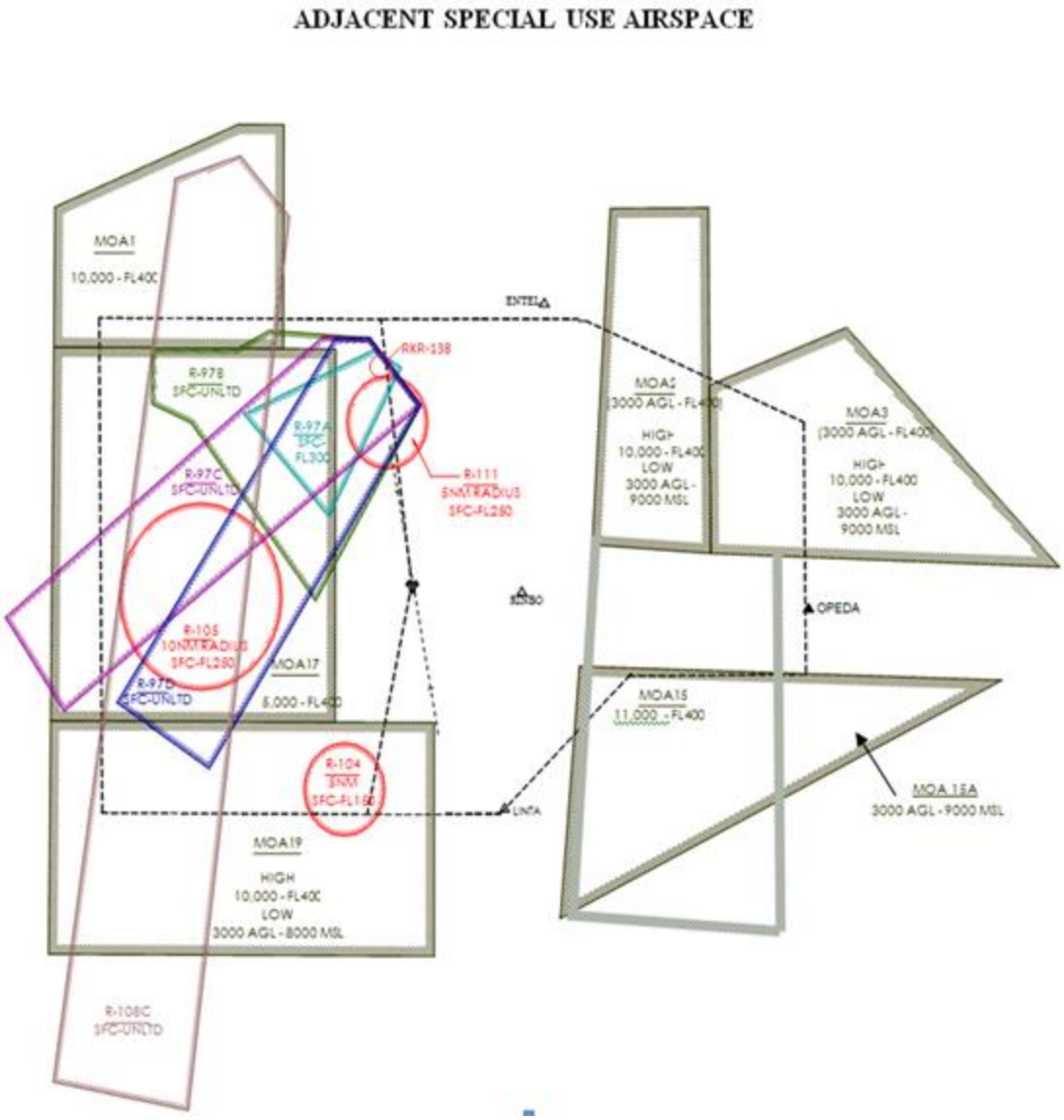
Figure A11.1. Kunsan Airspace.



Attachment 12

ADJACENT SPECIAL USE AIRSPACE

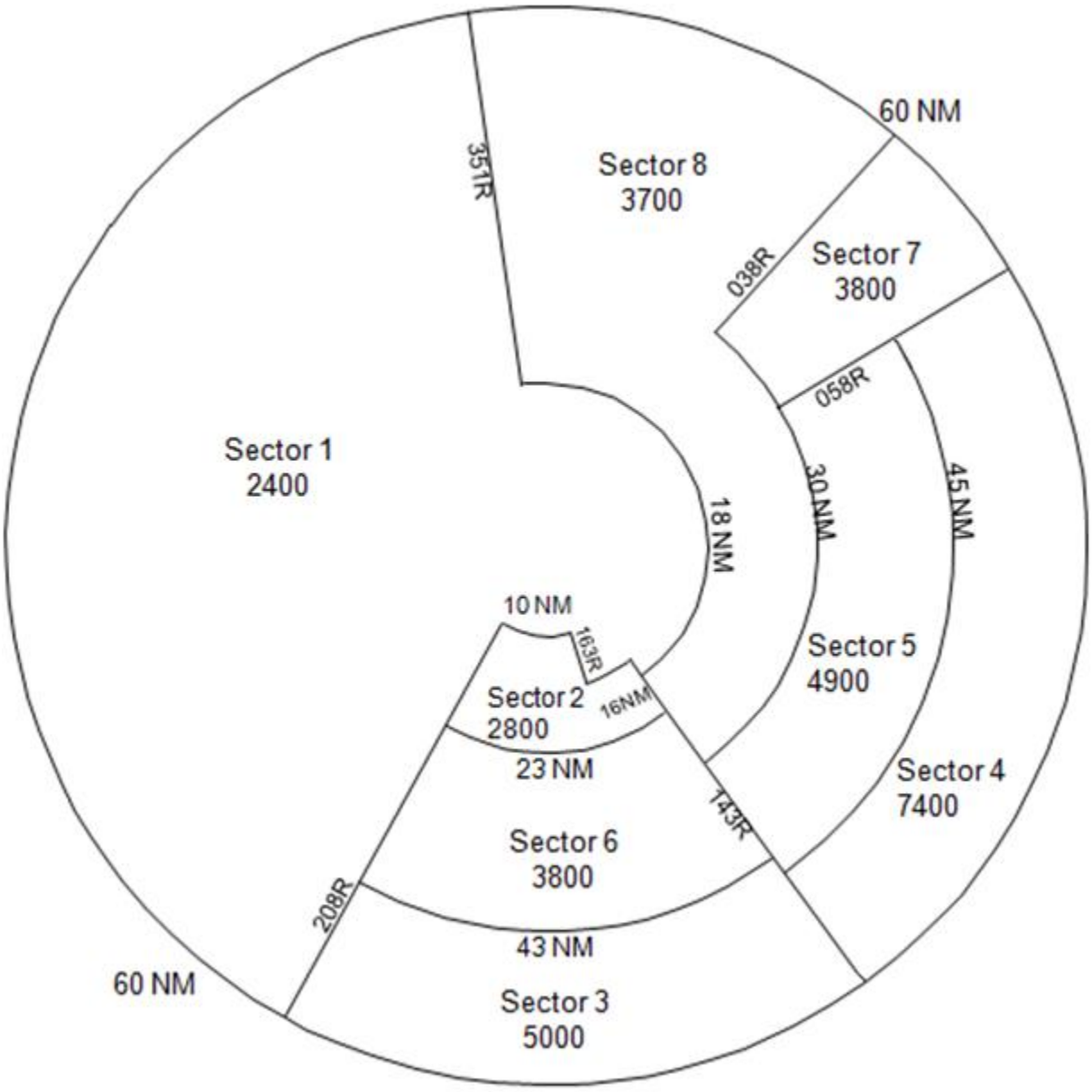
Figure A12.1. Adjacent Special Use Airspace.



Attachment 13

MINIMUM VECTORING ALTITUDE (MVA) CHART

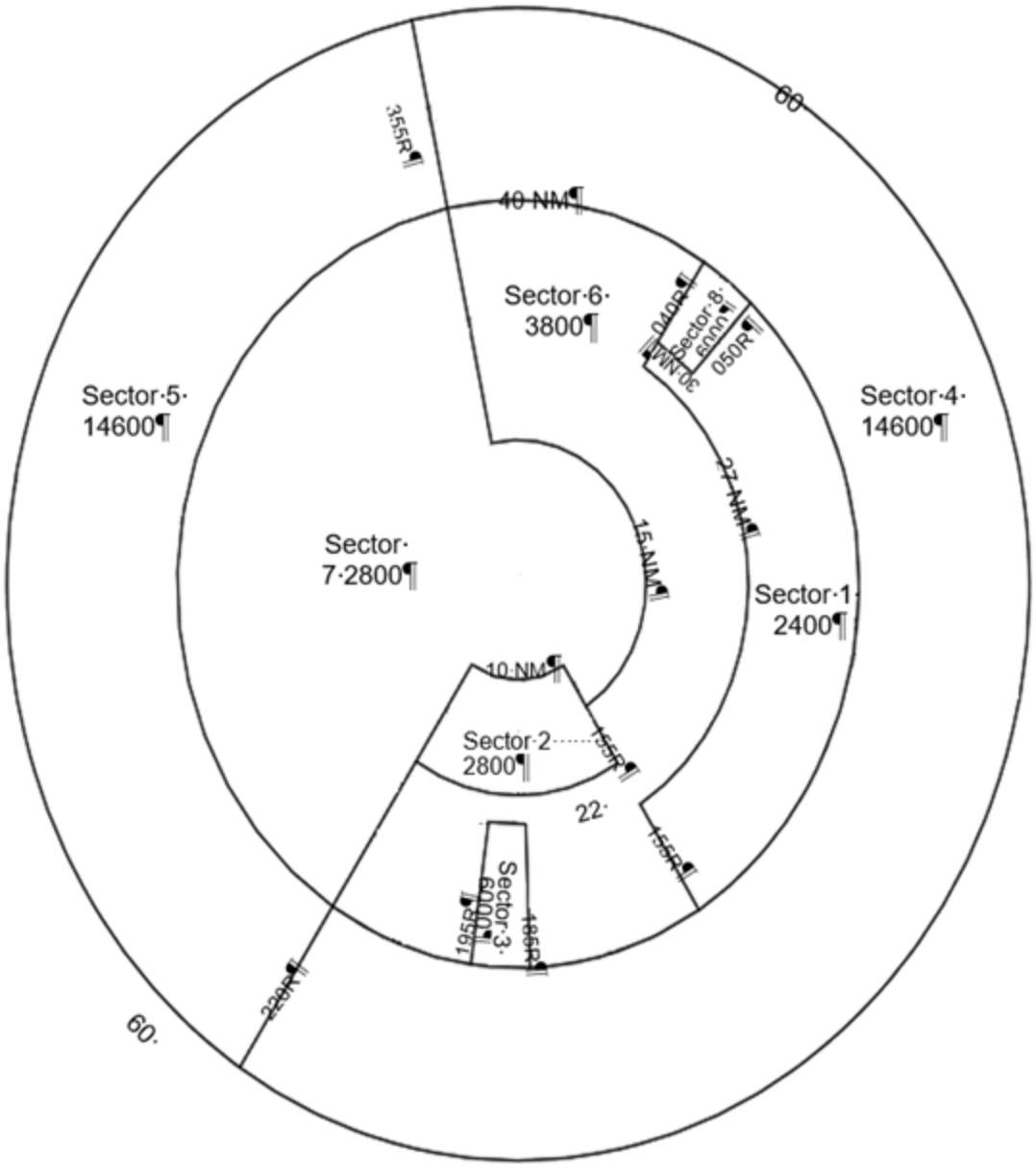
Figure A13.1. Minimum Vectoring Altitude (MVA) Chart.



Attachment 14

MINIMUM IFR ALTITUDE CHART (MIFRAC)

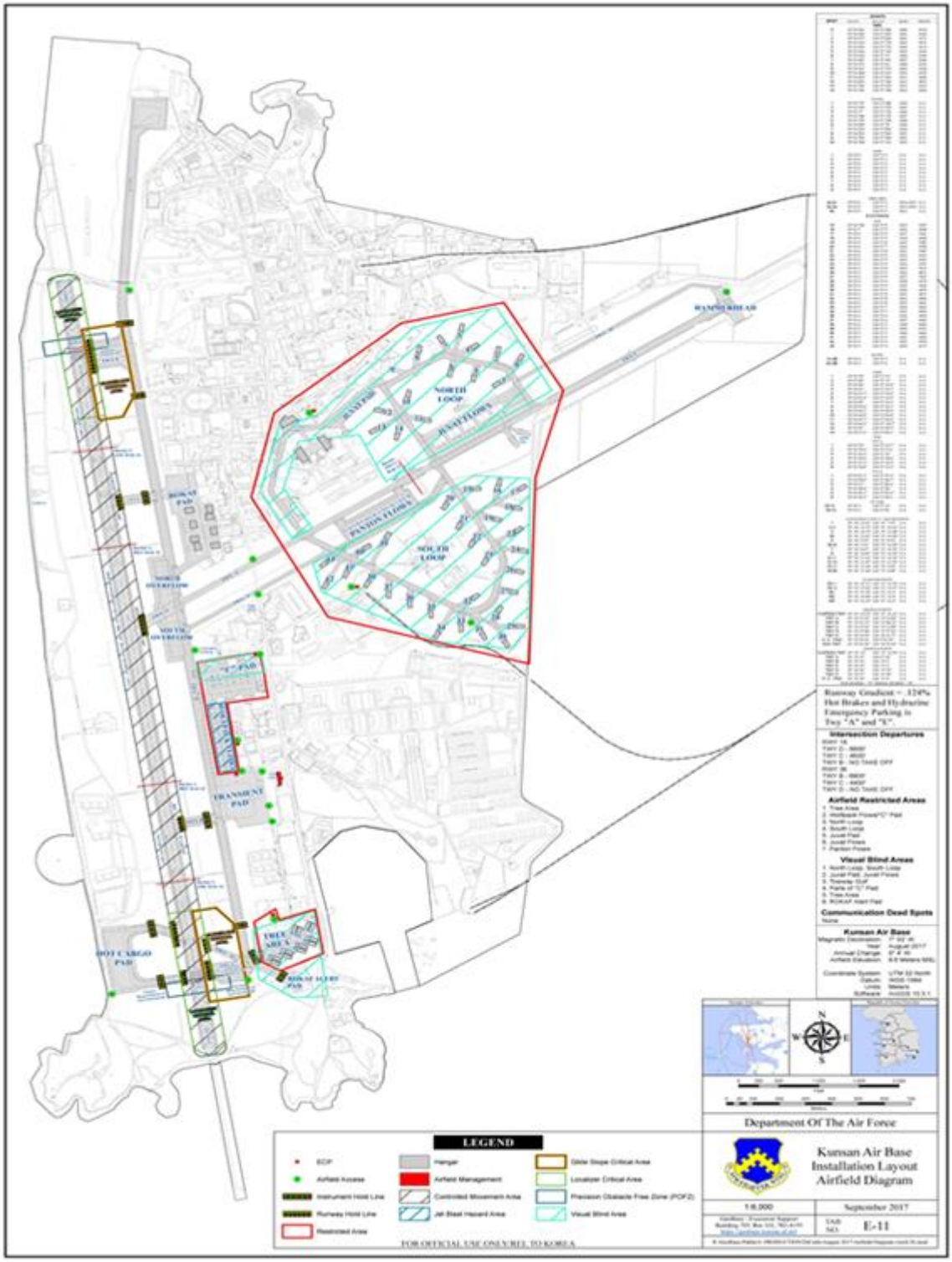
Figure A14.1. Minimum IFR Altitude Chart (MIFRAC).



Attachment 15

AIRFIELD DIAGRAM

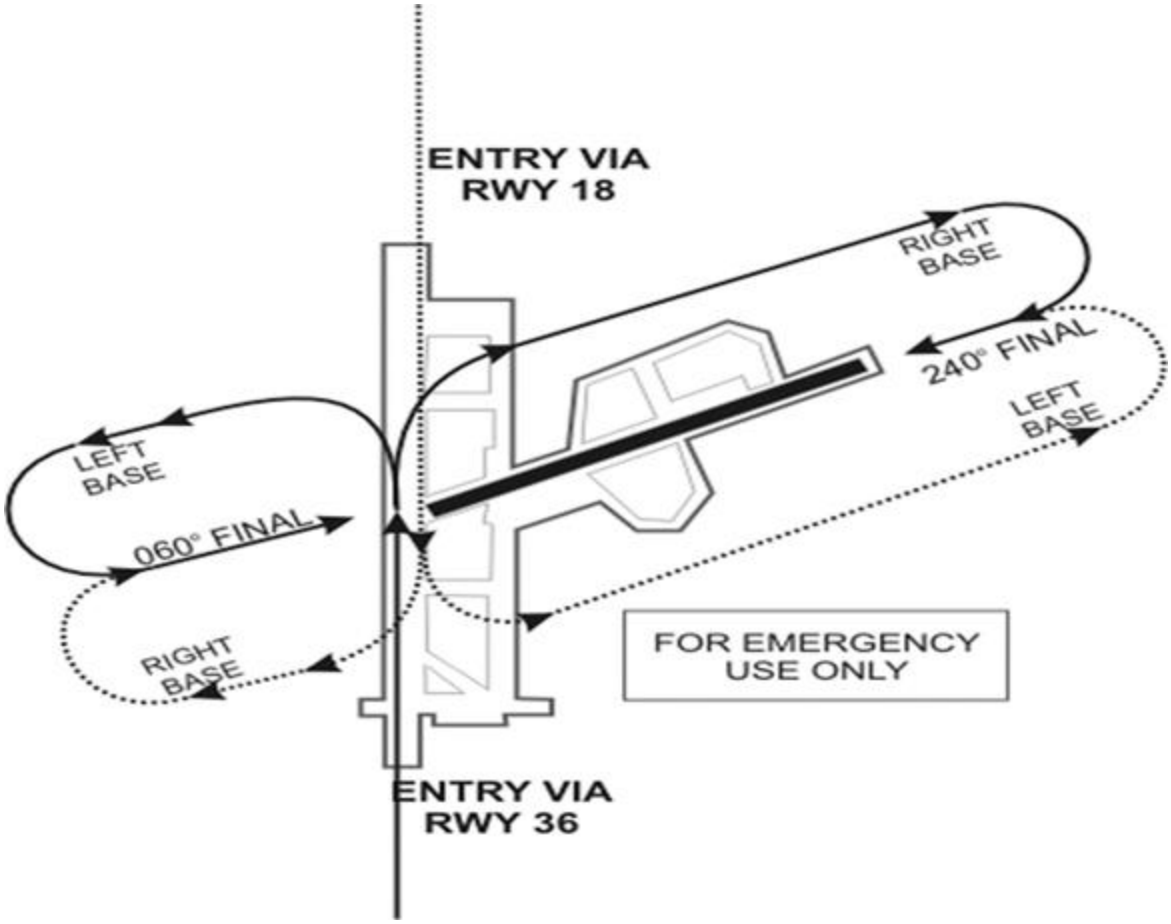
Figure A15.1. Airfield Diagram.



Attachment 16

ALTERNATE LANDING SURFACE (ALS) OPERATIONS

Figure A16.1. Alternate Landing Surface (ALS) Operations.



Attachment 17

KUNSAN AB DROP ZONES

Figure A17.1. Kunsan AB Drop Zones.