

**BY ORDER OF THE COMMANDER
KADENA AIR BASE**

**AIR FORCE MANUAL 11-2F-15
VOLUME 3**



**KADENA AIR BASE
Supplement**

7 JUNE 2022

Flying Operations

F-15 – OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 18 OG/OGV

Certified by: 18 OG/CC
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Supersedes: AFI11-2F-15V3_KADENAABSUP,
10 December 2019

Pages: 24

Air Force Manual (AFMAN) 11-2F-15, Volume 3, *F-15--Operations Procedures*, 25 November 2020, is supplemented as follows: It establishes local guidance and procedures for operating fighter aircraft at Kadena Air Base (AB). It applies to 18th Wing (18 WG) and partner/visiting units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve units and members. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with (IAW) the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. Compliance with the attachments in this publication is mandatory.

SUMMARY OF CHANGES

This document has been significantly revised and needs to be reviewed in its entirety. Major changes include the removal of previous Attachments **20**, **22** and **23**. What remains is purely regulatory in nature, and cannot be briefed “non-standard”. Removed from this document are all references to duplicate information located in Kadena Air Base Instruction (KADENAABI) 13-204, *Airfield Operating Instruction*, regarding local area operations both in flight and on the

ground. It assumes a working knowledge of many AFIs and relies heavily on Air Force Tactics, Techniques and Procedures (AFTTP) 3-3.F-15, *Combat Aircraft Fundamentals-F-15*, for standards.

Chapter 8 (Added)

LOCAL OPERATING PROCEDURES

Section 8A (ADDED)—Introduction

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

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

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

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

Section 8B (ADDED)—General Policy

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

8.6. (Added) Flight-Duty Period (FDP) Limitations. Supervisors of flying (SOF) will adhere to the FDP and minimum pilot rest requirements specified in AFMAN 11-202, Volume 3, *Flight Operations*, and its Pacific Air Forces (PACAF) supplement.

8.6.1. **(Added)** Pilots may fly up to three sorties per day.

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

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

8.8.1. **(Added)** Accomplish a SEPT each calendar month IAW AFMAN 11-2F-15, Volume 1. Failure to accomplish by the end of the month will result in grounding until subsequently completed. Log SEPTs on Kadena AB Form 18, *Situational Emergency Procedure Training (SEPT) Card*.

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

8.8.2.1. **(Added)** Pilots will cover the SEPT Topic of the Month during each SEPT session. The 18 OG/OGV will publish an SEPT Topic of the Month list. This list will be included in each new reprint of the Kadena AB Form 18.

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

8.9. (Added) Publications.

8.9.1. **(Added)** Pilots will ensure they have the following saved on their Electronic Flight Bag (EFB) on all flights:

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

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

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

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

8.9.1.5. **(Added)** Appropriate Flight Information Publication (FLIP):

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

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

8.9.1.5.3. **(Added)** Appropriate FLIP for safe mission execution in the local operating area, including (but not limited to) all applicable approach plates, High/Low Instrument Flight Rules (IFR) charts and appropriate Visual Flight Rules (VFR) charts.

8.10. (Added) Life Support Equipment.

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

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

8.11. (Added) Command and Control.

8.11.1. **(Added)** Single-Ship Policy. Approved local single-ship missions due to fallout are advanced handling or dedicated instrument sorties. Both require operations supervisor approval when other F-15s are airborne or squadron director of operations (SQ/DO) approval when no other F-15s are airborne. SQ/DO or designated representative approval is required for single-ship Aircraft Handling Characteristics (AHC) sorties by inexperienced pilots. Single-ship aircraft will attempt to utilize airspace occupied by other F-15s to the max extent possible and establish radio contact on area common or C2. Single-ship aircraft will monitor SOF frequency to the maximum extent possible. Single-ship off island cross-country flights requires 18 OG/CC or designated representative approval.

8.11.2. **(Added)** Blue/Red Swaps. Blue/Red swaps due to fallout during ground ops will be approved by the Operations Supervisor. A plan for blue/red swaps due to airborne fallout must be briefed during the 'Contingencies' section of the mass brief if flight leads desire to have the option airborne. Flight Leads and Operations Supervisors will ensure the new flight member is of equal or greater qualification and take into consideration mission complexity and the overall Operational Risk Management (ORM) of the mission when executing blue/red swaps.

8.12. (Added) Fuel Requirements.

8.12.1. **(Added)** VFR Fuel Requirement. Set area bingos to arrive at the final approach fix (FAF) or initial with at least 2,000# (day) or 3,000# (night or single runway ops). Once established in the local VFR or RADAR pattern, pilots will weigh AFMAN 11-2F-15, Volume 1, training requirements/currencies, land times, tower crew training and pattern congestion to continue pattern work or land, but pilots will land with no less than minimum fuel.

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

Table 8.1. (Added) Fuel Required.

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

8.13. (Added) Weather.

8.13.1. **(Added)** Weather Conditions. The 18 OG/CC (or designated representative), Top 3, or SOF may Weather Hold takeoffs. Expect this Weather Hold call to come from the SOF. Individual squadrons will make the decision to delay or cancel flying. This decision will be from the SQ/CC or DO, and can be delegated to the Top 3. Upon making a weather cancel call, Top 3 will notify the 18 OG/CC (or designated representative) and all required agencies IAW Weather Cancel Checklist.

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

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

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

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

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

8.14. (Added) Bird Watch Condition.

8.14.1. **(Added)** Reference KADENAABI 13-204 and Kadena AB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*.

Section 8C (ADDED)—Ground Operations.**8.15. (Added) Preflight.**

8.15.1. **(Added)** Step Brief. Qualified operations supervisors will brief, at a minimum, aircraft tail number, parking location, configuration, maintenance status, airfield status to include significant Notice to Airmen (NOTAM), hazards, constraints, weather, tanker/Airborne Warning and Control System (AWACS)/Ground Controlled Intercept (GCI)/adversary coordination and status, and overall ORM. Operations supervisors will ensure all go-no-go items and currencies have been reviewed.

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

8.16. (Added) Ground Operations.

8.16.1. **(Added)** Ground Abort. Coordinate appropriate aircraft write-ups before stepping to a spare. Multiple engine starts, for the purpose of accomplishing redball actions do not constitute an “abort.” Apply FITS guidance.

8.16.2. **(Added)** Digital Video Recording System (DVRS) Procedures. Title tapes IAW the checklist or exercise special instructions (SPINS). On local training missions, pilots will turn the DVRS on as soon as practical after engine start on the first sortie, but prior to taxi out, and leave it on until just prior to shutdown after the last sortie of the day. Intercom volume should be up for the trigger check and G-Awareness turns. On HHQ or other higher-than-normal average sortie duration (ASD) sorties, flight leads may elect to be directive when flight members turn on or off their tapes, but at a minimum tapes should be on for critical phases of flight (e.g. takeoff and landing) and during the entirety of the Vul period.

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

8.17. (Added) Taxiing.

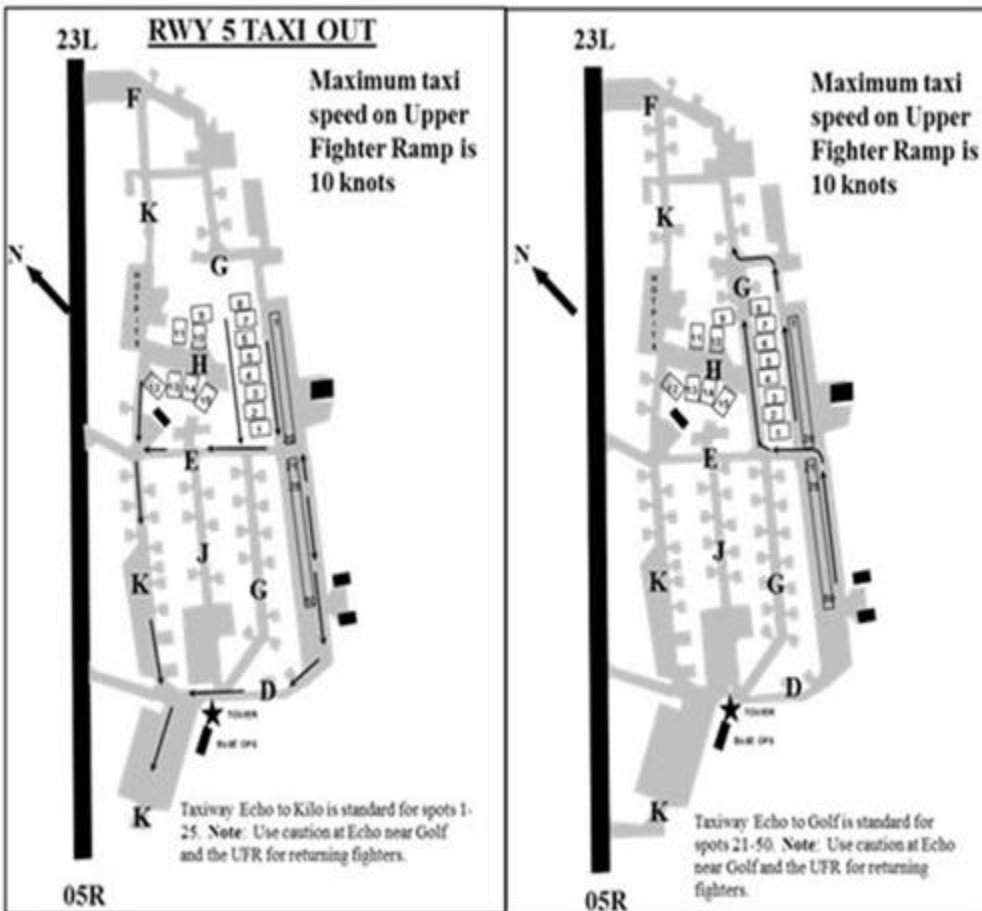
8.17.1. **(Added)** Wingtip Clearance. Pilots will not attempt to taxi into or out of a flow through without a marshaller clearly visible to the pilot. Pilots will ensure the only equipment inside of the flow through are standard maintenance tool boxes, weapons caskets, maintenance dehumidifier units or external fuel tanks on stands.

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

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

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

Figure 8.1. (Added) Taxi Out.



8.18. (Added) Before Takeoff.

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

Section 8D (ADDED)—Flying Operations

8.19. (Added) Takeoff.

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

8.19.2. (Added) Always use the runway with operational departure end barriers.

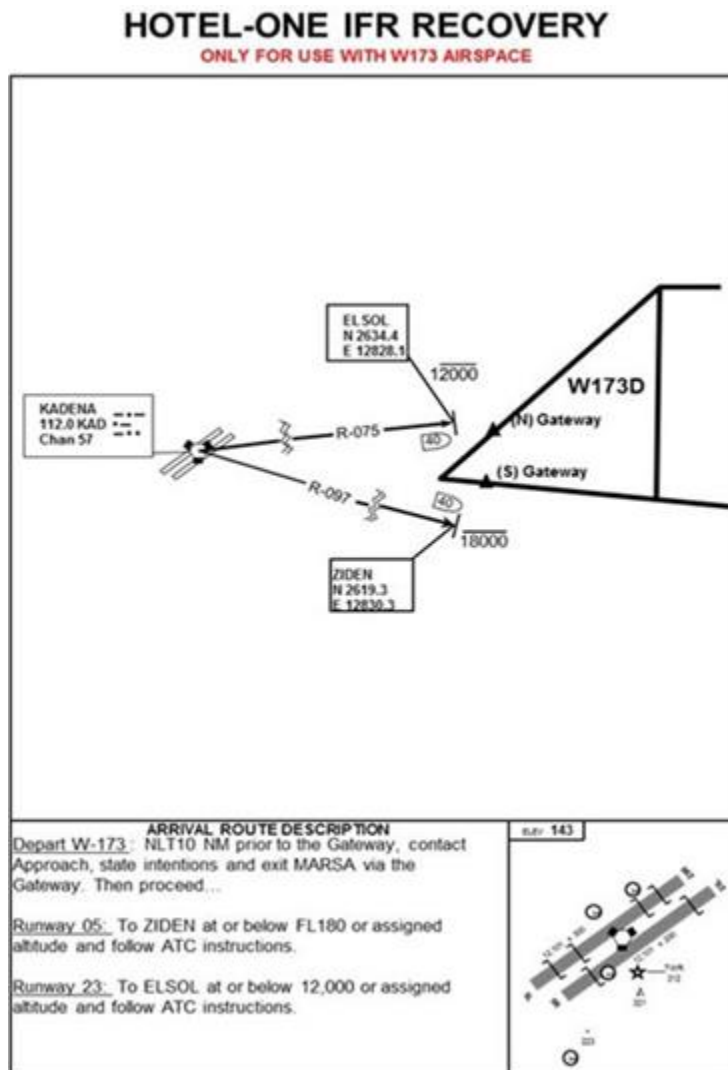
8.20. (Added) In-Flight Procedures. Local in-flight procedures can be found in KADENAABI 13-204.

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

Figure 8.2. (Added) HOTEL ONE Departure Procedures.

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

Figure 8.3. (Added) HOTEL ONE Recovery Procedures.



8.20.2. (Added) F-15 Maneuvering Limitations.

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

8.20.3. (Added) Imbalances. Wingman will inform flight leads of any internal fuel imbalance of 200lbs or greater.

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

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

8.20.4. **(Added)** Air Refueling Procedures. See [Attachment 19](#).

8.20.5. **(Added)** Kadena Airspace.

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

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

8.20.6. **(Added)** Recoveries.

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

8.20.7. **(Added)** Landing.

8.20.7.1. **(Added)** Minimum Spacing. Reduced Same Runway Separation (RSRS) is defined in KADENAABI 13-204. If a go-around is required, do not directly overfly aircraft on the runway.

8.21. (Added) After Landing.

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

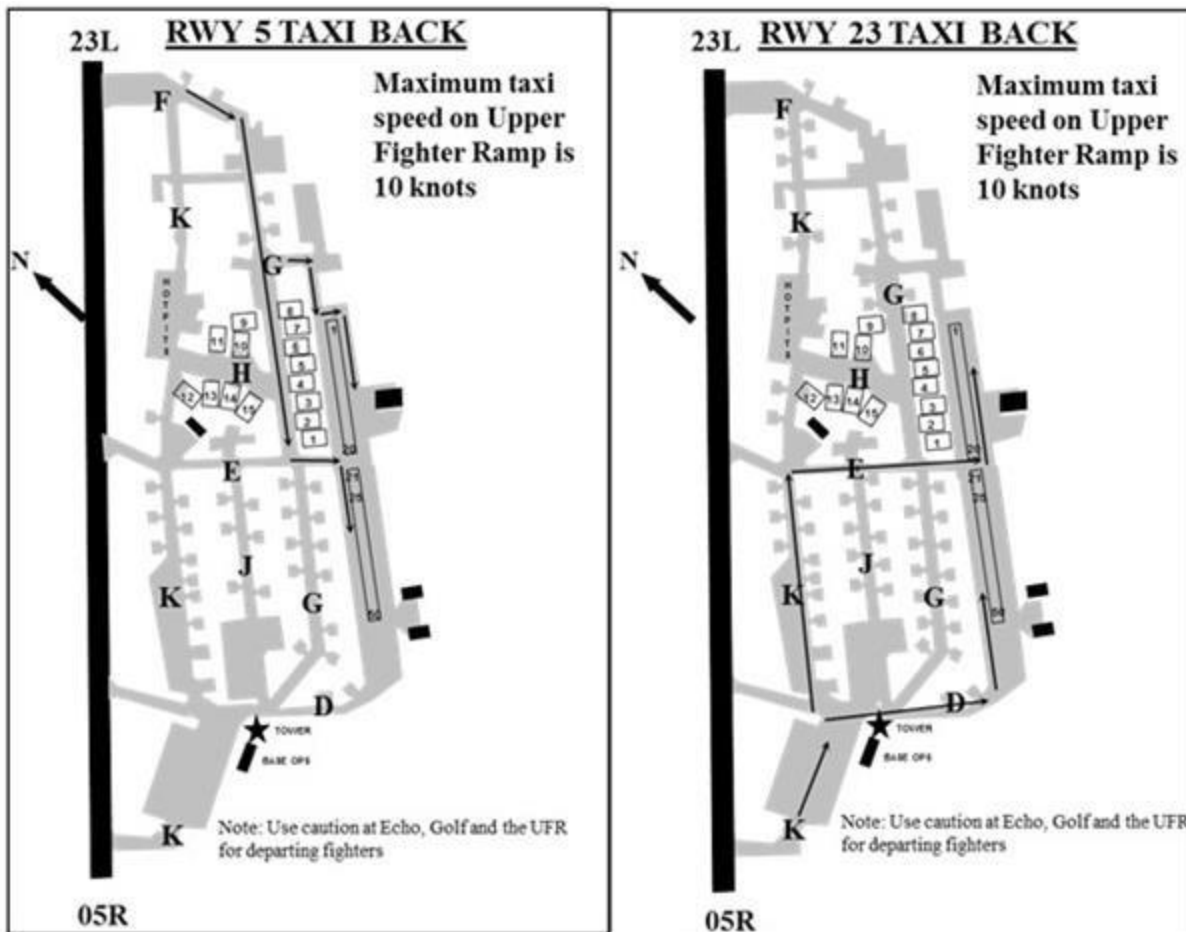
8.21.2. **(Added)** If de-arm is full, hold in the following areas.

8.21.2.1. **(Added)** Runway 5 L/R De-Arm. If all 4 spots are full, request to cross Runway 5L and hold on Foxtrot (North side).

8.21.2.2. **(Added)** Runway 23 L/R De-Arm. Hold between Runways 23 L/R on Alpha.

8.21.3. **(Added)** Call ground for clearance to taxi to parking or hot pits. If utilizing the fighter rinse facility, include "...via Fighter Rinse Facility," to your comm call. See [paragraph 8.21.4](#) for rinse facility procedures. See [Figure 8.4](#) for Standard Taxi Back Flow.

Figure 8.4. (Added) Standard Taxi Back Flow.



8.21.4. (Added) Fighter Rinse Facility. F-15s will use the Fighter Rinse Facility after the last flight of the day to the max extent practical. The Rinse Facility can accommodate a single 4 ship every 10 minutes (for system recharge). See KADENAABI 13-204 for procedures and taxi flow.

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

Section 8E (ADDED)—Weapons Employment

8.23. (Added) ALE-45 Countermeasures Dispenser (CMD) Procedures.

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

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

Section 8F (ADDED)—Abnormal Procedures

8.24. (Added) Emergencies. Unless briefed otherwise, handle Inflight Emergencies (IFE) within elements and attempt to escort the aircraft with the IFE to landing. Request a single-frequency approach and coordinate with Shogun 10 as required. Reference the Shogun In-flight Guide, Volume 1 (Pink Pages), for more information.

8.24.1. **(Added)** Aircraft Departure From Controlled Flight. After any suspected or actual departure from controlled flight, discontinue the mission and RTB. Conduct a battle damage (BD) check (and a flight controllability check if required). Land via straight-in approach with chase. Inform operations superintendent of the event and save tapes for tape review by squadron supervision. Write up all departures in AFTO Forms 781, *Arms Aircrew/Mission Flight Data Document*, IAW T.O. 1F-15A-1-1 procedures and submit a 3-hour report to safety regardless of cause.

8.24.1.1. **(Added)** Pilots may continue to fight if three yaw rate warning tones or less are experienced in the commanded direction.

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

8.24.2. **(Added)** Rescue. Aircraft with initial visual on the accident/survivor is the initial On Scene Commander (OSC). The OSC will coordinate with survivor on 243.0 or 282.8 (as required). OSC will keep the accident area in sight, mark the position, and relay information to Shogun 10 and/or rescue forces.

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

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

8.24.4. **(Added)** No Radio (NORDO). If blind, proceed in the assigned block to the designated point and hold in the block in Visual Meteorological Conditions (VMC) if able. If no aircraft rejoin by joker fuel or the end of area time, RTB IAW Shogun In-flight Guide, Volume 1, procedures, squawk M3 7600, and input voice call sign "NRDO" on the Own Data Page of the Flat Panel Color Display (FPCD) if Link 16 is available. NORDO aircraft will be escorted to landing as soon as practical. Normally, element integrity will be used for RTB.

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

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

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

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

8.24.9. **(Added)** Practice Barrier Engagements/Cable Certification Procedures. Practice barrier engagements during Exercises or barrier certifications require 18 OG/CC or designated representative approval. Practice engagements and certifications must be scheduled and pre-briefed prior to step with the pilot, operations supervisor, fire chief, wing safety, airfield management, crash recovery and barrier maintenance. During the engagement all above players, plus ground control, should coordinate on the SOF (Shogun 10) frequency. The fire chief is the OSC.

8.24.9.1. **(Added)** Go through de-arm, engage the barrier toward the longer part of the runway. Do not accomplish on landing roll. The minimum speed is 75 knots. The maximum speed is 100 knots. Following a barrier engagement, the aircraft will shut down and be towed off of the runway.

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

8.24.11. **(Added)** Brake Failures. If a brake failure occurs, lower the tail hook (if required), stop straight ahead, advise tower/ground and wait for assistance to shut down.

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

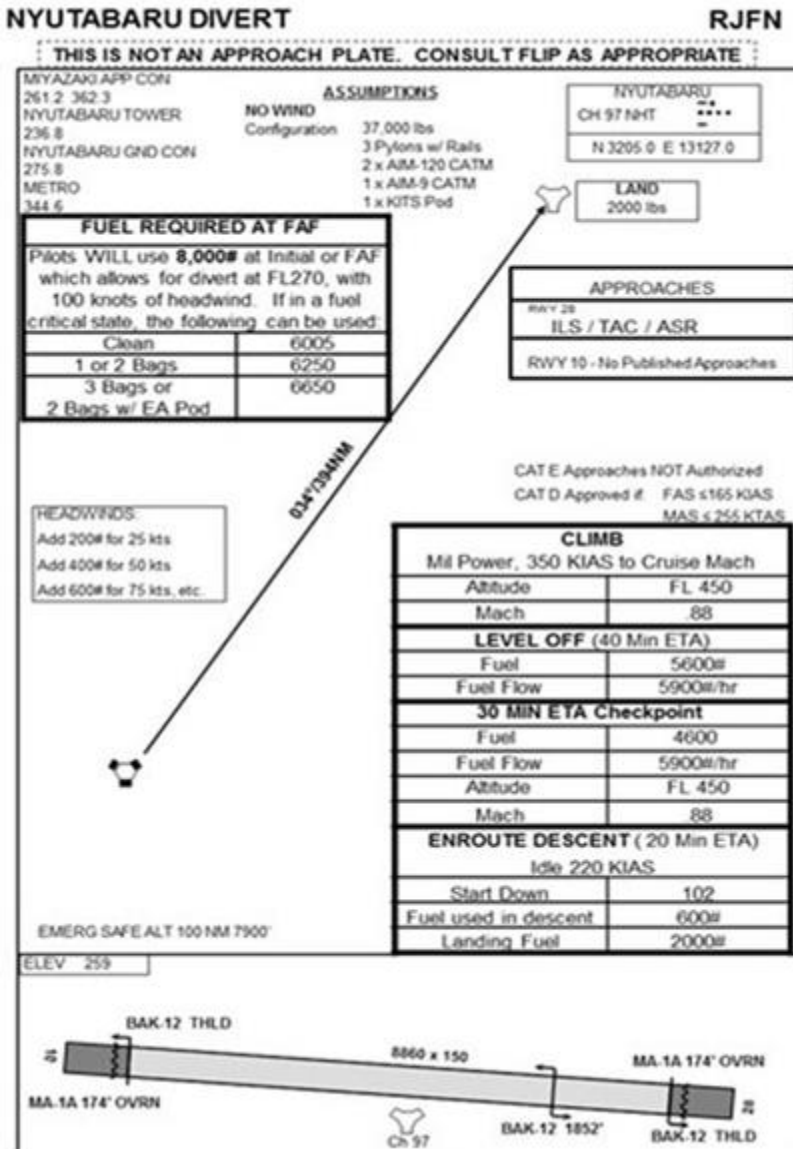
8.26. (Added) Divert Procedures.

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

8.26.2. **(Added) Figure 8.5** is an example of an off-island divert from the Shogun In-flight Guide. It is not an approach plate so consult FLIP as appropriate. Use it as a quick reference for initial actions to get to Nyutabaru from the FAF. For example, from Kadena, go 034° for 394 NM, NHT is CH 97 and the Lat/Long is listed. With 6250# at the FAF, a 2 bag F-15 following the profile will land with 2000#. Add 200# fuel consumption for every 25 kts headwind. The profile is from the bingo charts in the Dash-1 checklist and assumes a mil power climb from sea level at 350 KIAS to FL 455 with – 220s, fly .88 Mach en route. The level off block gives a gouge for how much fuel remains and the fuel flow in pph. A 30-min checkpoint gives another check on all the same numbers. The descent block is for an idle power, 220 KIAS descent for recovery. There are also blocks for the airfield diagram and quick reference approach availability and data.

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

Figure 8.5. (Added) Nyutabaru Divert.



8.26.4. (Added) Shimoji Shima. Shimoji Shima is an emergency field only and will not be declared as an alternate without OG/CC (or designated representative) approval.

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

8.27. (Added) F-15 Alternate Missions. Alternate missions include AHC, BFM, ACM or Tactical Intercept (TI) and will be flow IAW the current 18 OG Flying Training Syllabus, applicable Phase Guides, AFTTP 3-3.F-15, AFTTP 3-1.F-15 and the Shogun In-flight Guide.

8.28. (Added) Cross Country and Deployment Flights.

8.28.1. (Added) Procedures. IAW AFMAN 11-202, Volume 3, PACAF Supplement, cross country requests are approved by 18 OG/CC or his designated representative.

8.28.2. **(Added)** Execution. Carry at least one copy of flight orders. Ensure security is adequate. Relay the following to 18th Wing Command Post prior to takeoff when off station: Tail numbers, call sign, expected takeoff time, and destination. Upon arrival (not later than 2 hours after landing), pass the following: Tail numbers, call sign, aircraft status, actual takeoff and landing times, sortie duration flown, next proposed takeoff time and destination, and point of contact at cross country location. Ensure all safety and servicing measures are complied with before leaving the aircraft.

8.28.3. **(Added)** Static Displays. Comply with DAFI 11-209, *Participation in Aerial Events*. Reference Shogun Eagle Driver Supplement.

8.28.4. **(Added)** Flyovers. For all flyovers reference DAFI 11-209 for guidance.

8.29. (Added) Hot Pit Operations.

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

DAVID S. EAGLIN
Brigadier General, USAF
Commander

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

DAFI 11-209, *Participation in Aerial Events*, 20 May 2021
AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
AFMAN 11-202V3, *Flight Operations*, 10 January 2022
AFMAN 11-202V3_PACAFSUP, *Flight Operations*, 21 December 2021
AFMAN11-202V3, *Flight Operations*, 10 January 2022
KADENAABI 13-204, *Airfield Operating Instruction*, 13 Aug 2020
Kadena AB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*, February 2021
Shogun In-flight Guide, Volume 1, *F-15C*, 15 December 2019
Shogun In-flight Guide, Volume 1, *Shogun Eagle Driver Supplement*, 1 August 2013
Shogun In-flight Guide, Volume 2, *F-15 Exercise/Base X*, May 2010
18OG F-15C *Flying Training Syllabus*, January 2022

Prescribed Forms

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

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*
AF Form 121, *Sonic Boom Log*
AFTO Form 781, *Arms Aircrew/Mission Flight Data Document*

Abbreviations and Acronyms

AAR—Air-To-Air Refueling
AB—Air Base
ACM—Air Combat Maneuvering
ACT—Air Combat Training
AFMAN—Air Force Manual
AFTTP—Air Force Tactics, Techniques and Procedures
AHC—Aircraft Handling Characteristics
AOA—Angle of Attack
AR—Air Refueling
ARCT—Air Refueling Control Time

ASD—Average Sortie Duration
ATC—Air Traffic Control
ATO—Air Tasking Order
BD—Battle Damage
BFM—Basic Fighter Maneuvering
CMD—Countermeasures Dispenser
CPU—Cockpit Units
DTD—Data Transfer Device
DVRS—Digital Video Recording System
ECS—Environmental Control System
EFB—Electronic Flight Bag
EMCON—Emissions Control
EOD—End of Runway
EP—Emergency Procedure
FAF—Final Approach Fix
FCIF—Flight Crew Information File
FDP—Flight Duty Period
FITS—Fighter Index of Thermal Stress
FLIP—Flight Information Publication
FOD—Foreign Object Debris
FPCD—Flat Panel Color Display
G—Gravitational Load Factor
GCI—Ground Controlled Intercept
IAW—In accordance with
IFE—Inflight Emergencies
IFG—In-flight Guide
IFR—Instrument Flight Rules
IMC—Instrument Meteorological Condition
IP—Instructor Pilot
JASDF—Japan Air Self-Defense Force
JCG—Japan Coast Guard
KITS—Kadena Instrumented Training System

MCAS—Marine Corps Air Station
MQT—Mission Qualification Training
NORDO—No Radio
NOTAM—Notice to Airmen
OPR—Office of Primary Responsibility
ORM—Operational Risk Management
OSC—On Scene Commander
PACAF—Pacific Air Forces
PBG—Pressure Breathing
RAP—Ready Aircrew Program
RSRS—Reduced Same Runway Separation
RTB—Return to Base
RVSM—Reduced Visual Separation Minimum
SEPT—Situational Emergency Procedure Training
SOF—Supervisors of Flying
SPINS—Special Instructions
TI—Tactical Intercept
UFR—Upper Fighter Ramp
USFJ—United States Forces Japan
VFR—Visual Flight Rule
VMC—Visual Meteorological Conditions
WX—Weather

Attachment 17 (Added)**LOCAL RADIO CALLS**

A17.1. (Added) Generally, most pattern calls should include position and intentions at next point. See [Table A18.1](#).

Table A17.1. (Added) Local Radio Calls.

Closed Pattern	<C/S>, Request (Closed / Present Position Closed / Midfield Closed)
Pattern Re-Entry	<C/S>, Request Re-Entry, Yomitan / Koza (Include “Straight-In” if desired – not available from Koza)
Reporting Yomitan (Intentions)	<C/S>, Yomitan, Initial / Straight-In, <Intentions> (Full Stop” or “Low Approach)
Reporting Koza (Intentions)	<C/S>, Koza, <Intentions> (Full Stop” or “Low Approach)
Taxi Back	Ground, <C/S>, De-Arm to Park (via Fighter Rinse Facility)

Attachment 18 (Added)

F-15C TANKER ADMIN PROCEDURES

A18.1. (Added) General Guidance. It is the responsibility of the flight lead or Mission Commander to coordinate with tanker assets the day prior to the mission, if known. If short notice tankers become available, the flight lead or Mission Commander will make a reasonable effort to coordinate with the Tanker Aircraft Commander or flight lead prior to step. The Shogun In-flight Guide contains the standard information for all local AR tracks.

A18.2. (Added) Preflight Planning. Air refueling specifics will be outlined in the tanker coordination sheet for daily flying or in the appropriate SPINS/Air Tasking Order (ATO) for exercises. The 18 OSS/OSO is responsible for issuing the tanker coordination sheet for daily 18 WG Air-To-Air Refueling (AAR) operations. Squadron scheduling shops will adhere to the policies and timelines as determined by 18 OSS/OSO.

A18.2.1. (Added) Operations Supervision. Squadron operations supervisors will confirm the status of tankers and/or receivers before stepping aircrew (See [paragraph 8.15.1](#), Step Brief). Each squadron is responsible for notifying all affected players if there are changes to the plan. Additionally, the SOF will monitor tankers/receivers and pass any real-time changes to the affected players as time and conditions permit.

A18.3. (Added) Communications. C2 will provide control on AAR rendezvous. Receivers will contact the boom when directed by C2 or the tanker. [Table A18.1](#) outlines the standard communications plan for local AAR.

Table A18.1. (Added) Standard Tanker Communications Plan.

Designator	Primary Frequency	Secondary Frequency	TACAN (Receiver / Tanker)	Notes
ALPHA	225.3	394.9	51/114Y	1
BRAVO	381.1	225.5	52/115Y	1
CHARLIE	228.1	379.5	53/116Y	1
DELTA	366.3	229.2	54/117Y	1
ECHO	234.3	361.4	56/119Y	1
FOXTROT	357.2	237.5	39/102Y	1
GOLF	242.5	354.2	40/103Y	1
HOTEL	348.9	252.3	18/81Y	1
INDIA	233.6	229.3	20/83Y	1
JULIET	361.4	364.6	22/85Y	1
KILO	314.7	366.3	41/104Y	1
LIMA	340.0	376.4	29/92Y	2
MIKE	297.2	231.8	29/92Y	3
HABU3	286.4 / 255.6	306.4	41/104Y	1

A18.4.2. **(Added)** Rendezvous. C2 (if available) will control operations in the air refueling track and receiver/tanker rendezvous. All aircraft will set altimeter to 29.92 unless directed otherwise by C2 or the lead Tanker Aircraft Commander. At initial contact with C2 (on Rendezvous) or the tanker lead (on Boom/AAR Primary), receivers will transmit position, altitude, and weapons status (“Cock 1, 15 miles to the South at Flight Level 2-3-0, noses cold, switches safe”).

A18.4.2.1. **(Added)** Rendezvous Under C2. C2, in coordination with the tanker lead, will direct receivers to the appropriate tanker. Receivers should contact C2 as soon as possible and will change frequencies as directed by the controller. C2 may redirect the receivers to different altitudes to effect the rejoin and/or manage multiple receiver flights.

A18.4.2.2. **(Added)** Rendezvous Without C2. Receivers may conduct AAR operations without C2 provided aircrew were able to mission plan deconfliction and Air Refueling Control Time (ARCT) prior to the sortie. All receivers must be on the common AAR (boom) frequency for deconfliction. The tanker lead has the ultimate authority to control the flow of receivers to and from the rendezvous.

A18.5. (Added) Night Procedures. Follow instrument meteorological conditions (IMC) procedures as described in AFTTP 3-3.F- 15C, even during night VMC. Highest digit receiver keeps anti-collision beacons on for the flight until proceeding to the astern area, widest digit turns beacons on when highest digit turns beacons off. **Example:** In a 4-ship, 4 has beacons on and all others are beacons off. The 3 turns beacons on when 4 turns beacons off. When 4 returns to 3’s wing, 4 turns beacons on and 3 turns beacons off.

A18.6. (Added) Departing the AR Track. Receivers will depart the track high. Climb to 1,000’ above the highest aircraft in the air refueling formation before initiating a turn; i.e. in a formation of two tankers at FL240 and FL 245, receivers will depart at FL 255. Use caution departing formation refueling ops during IMC. C2 will control AR track departures. In the event C2 is not available, the tanker lead will control departure flow.

A18.7. (Added) Emergency Procedures. Under normal circumstances, do not refuel with an EP or malfunctioning AR system. If an emergency arises that requires air refueling, coordination between tanker and receiver aircrew takes priority over all Emissions Control (EMCON) considerations.

A18.10. (Added) Contingencies. Any changes to any part of the AAR plan must be communicated to all players as soon as possible. After aircraft launch (receivers or tankers), Shogun 10 via C2 will serve as the focal point for distributing information. Shogun 10 will attempt to contact all players affected by any post-step changes (e.g. delays, fallout, callsign changes). Airborne aircraft and C2 should contact Shogun 10 for the most current information.

Attachment 19 (Added)**SURGE OPERATIONS**

A19.1. (Added) This policy establishes operational guidance to ensure safe, efficient F-15 surge operations. Surges allow for efficient sortie generation. The nature of a surge also carries an increased risk in comparison to the normal flying schedule. When that risk exceeds an acceptable level, squadron leadership or the flight lead will call “Knock it off.” The following guidance applies for surges:

A19.1.1. **(Added)** The mixing and matching of flight lead and wingmen (IAW current Letter of X’s) is authorized.

A19.1.2. **(Added)** Mission Qualification Training (MQT) students may fly in the surge with the following guidance:

A19.1.3. **(Added)** The primary option for an MQT student is to brief and fly with a dedicated IP. MQT students will only fly missions that are commensurate with their progress in the MQT syllabus. **Example:** If MQT student is complete with BFM phase and is currently in the ACM phase, then student can fly BFM or their current MQT ACM Upgrade sortie with the dedicated/briefed IP. They cannot fly in a TI or air combat training (ACT) mission.

A19.1.4. **(Added)** However, any IP can fly with any MQT pilot, assuming both attended the surge brief. If this option is used, the type of mission will reduce to one that the student has already demonstrated proficiency in. **Example:** If MQT student is complete with BFM phase and is currently in the ACM phase, they can fly BFM. They cannot fly the MQT ACM upgrade sortie, or any TI or ACT mission.

Attachment 20 (Added)

FIGHTER INDEX OF THERMAL STRESS (FITS) GUIDANCE

Table A20.1. (Added) FITS Reference Values and Flag Colors.

Dry Bulb Temperature (F)	Zone	Dew Point Temperature								
		30	40	50	60	70	80	90	100	>110
70		70	73	76	81	86	X	X	X	X
75		74	77	80	84	89	X	X	X	X
80	NORMAL	77	80	83	87	92	98	X	X	X
85		81	83	86	90	95	101	X	X	X
90		84	87	90	93	98	104	110	X	X
95		88	90	93	96	101	108	112	X	X
10		91	93	96	99	104	109	115	122	X
10	CAUTION	94	96	99	102	107	112	118	124	X
11		97	99	102	105	109	114	120	126	133
11		100	102	105	109	112	117	123	129	136
12	DANGER	104	105	108	111	115	120	125	131	138

A20.1. (Added) FITS Caution Zone. The following procedures should be implemented:

A20.1.1. (Added) Be alert for symptoms of heat stress.

A20.1.2. (Added) Drink plenty of non-caffeinated fluids.

A20.1.3. (Added) Avoid exercise 4 hours prior to take off.

A20.1.4. (Added) Limit ground operations time to 90 minutes outside an air-conditioned environment. An F-15C with canopy closed and an operating ECS qualifies as an air-conditioned environment.

A20.2. (Added) FITS Danger Zone. In addition to the above procedures:

A20.2.1. (Added) Limit ground operations to 45 minutes time outside air-conditioned environment.

A20.2.2. (Added) After the second ground abort under FITS Danger, the pilot must go back into an air-conditioned environment for 30 minutes of rest.