BY ORDER OF THE COMMANDER
4TH FIGHTER WING

AIR FORCE MANUAL 11-2F-15E, VOLUME 3

SEYMOUR JOHNSON AIR FORCE BASE

Supplement

20 NOVEMBER 2023

Flying Operations

F-15E 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: 4 OG/OGV

Certified by: 4 OG/OGV
Lt Col Bridgett Fitzsimmons
Pages: 3132

This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, and references Air Force Instruction (AFI) 11-202 Volume 3, *Generic Flight Rules* and AFI 11-200, *Aircrew Training*, *Standardization/Evaluation*, *and General Operations Structure.* It provides guidance and procedures on…throughout the Air Force. It applies to individuals at all levels who…, including United States Space Force (USSF), the Air Force Reserve (AFR) and Air National Guard (ANG), except where noted otherwise. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with 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 DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing, unit, delta or garrison level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. 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 Department of the Air Force.

8. Local Operating Procedures

8.1. General. This chapter is reserved for unit local operating procedures. In accordance with DAFI 33-360, the paragraph method is the only authorized way to supplement an AFI and added material is arranged according to the basic publication. Units composed of dissimilar aircraft may publish guidance in a single, stand-alone local operating instruction (OI) or field instruction instead of supplementing this AFI. Added or stand-alone procedures may not be less restrictive than those contained elsewhere in this volume. This chapter is not intended to be a single source document for procedures contained in other directives or regulations. Avoid unnecessary repetition of guidance provided in other established directives; however, reference to those directives is acceptable when it serves to facilitate location of information necessary for local operating procedures. Units may supplement the following paragraphs for local operating guidance:

8.1.1. Section A. Introduction. **(Added-SeymourJohnsonAFB)** This supplement prescribes standard operating procedures for all F-15E aircrew from Seymour Johnson AFB, NC and under the operational control of the 4 FW. This supplement is directive in nature with intent to standardize local procedures while not restricting mission accomplishment. When procedures contained in this chapter are more restrictive than the basic publication, procedures herein have precedence. Aircrews should refer to SJAFBI 11-250, *Airfield Operation* and the 4 FW In-Flight Guide for local ATC procedures, illustrations of the local area, working area descriptions, and divert information.

8.1.1.1. **(Added-SeymourJohnsonAFB)** 4th Operations Group aircrew must be familiar with the 4 OG/OGV SharePoint website: https://usaf.dps.mil/sites/SeymourJohnson/4th_fw/Operations/ogv/SitePages/Home.aspx. For assistance, contact 4 OG/OGV at DSN 722-0746/2641/8234.

8.1.1.2. **(Added-SeymourJohnsonAFB)** Deviations. Deviations and waivers to this chapter must be approved by 4 OG/CC, unless an emergency or urgent requirement exists, in which case 4 OG/CC will be notified as soon as possible after the incident is resolved.

8.1.1.3. **(Added-SeymourJohnsonAFB)** Unit Flying Standards. 4 OG/CC is the approval authority for F-15E Local Operating Procedures (OPR: 4 OG/OGV).

8.1.2. Section C. Ground Operations.

8.1.2.1. **(Added-SeymourJohnsonAFB)** Preflight:

8.1.2.1.1. (**Added-SeymourJohnsonAFB)** Aircrew will accomplish an ORM assessment for every sortie utilizing the 4 OG standard ORM worksheet. Flight leads/1Bs will ensure worksheets are completed for their flight and Ops Sups will review prior to brief.

8.1.2.1.2. **(Added-SeymourJohnsonAFB)** At least one crewmember will check the flight line area in front of the aircraft up to the ramp taxi line for FOD prior to entering the cockpit.

8.1.2.1.3. **(Added-SeymourJohnsonAFB)** Use of the ARMT OVERRIDE switch is not authorized.

8.1.2.1.4. **(Added-SeymourJohnsonAFB)** The countermeasures dispenser (CMD) may be in the standby (STBY) position for built-in tests (BITs) during ground operations, even while in parking, then moved to the OFF position when complete.

8.1.2.2. **(Added-SeymourJohnsonAFB)** Start:

8.1.2.2.1. **(Added-SeymourJohnsonAFB)** A fire bottle will be positioned near the aircraft and manned anytime an engine start is attempted.

8.1.2.3. **(Added-SeymourJohnsonAFB)** IFF Procedures:

8.1.2.3.1. **(Added-SeymourJohnsonAFB)** When the lead aircraft is assigned a squawk beginning with 00, the last aircraft in the non-standard formation will squawk Mode 3-0300.

8.1.2.4. **(Added-SeymourJohnsonAFB)** Taxi/Marshal/Arming Procedures (Ref. SJAFBI 11-250):

8.1.2.4.1. **(Added-SeymourJohnsonAFB)** Inform Ground Control of any required controlled takeoff time. Tower personnel will coordinate to have the aircraft in position by the controlled takeoff time. If a controlled takeoff time is vital to mission success, mission planners must consider engine start time, delivery of clearance, taxi times and airfield hours as factors to consider prior to making a request.

8.1.2.4.2. **(Added-SeymourJohnsonAFB)** Maximum taxi speed in congested areas is 15 knots, and in non-congested areas is 25 knots. Congested areas are defined as the F-15E ramp, transient (TA) ramp, KC-135 ramp, and any other area where numerous men and equipment are operating in close proximity to aircraft. Remain vigilant for aircraft ground equipment (AGE) and vehicles and if in doubt of wingtip clearance contact the supervisor of flying (SOF) or squadron operations (OPS) for equipment removal. Aircraft departing and entering shelters will remain on the yellow line and be marshaled by a crew chief, unless taxiing to park during LW5 procedures. While back taxiing down the runway aircraft may taxi up to, but not to exceed, 50 knots. Aircraft will slow to a safe speed prior to turning off the runway.

8.1.2.4.3. **(Added-SeymourJohnsonAFB)** The lead aircraft will take the arming slot farthest from the runway with subsequent aircraft taking the remaining positions toward the runway. Provide sufficient space for aircraft to taxi in front of and behind arming flights. Subsequent flights are not required to save a slot for joining wingmen.

8.1.2.4.4. **(Added-SeymourJohnsonAFB)** If an engine is shut down for maintenance, place the ramp switch in emergency.

8.1.2.5. **(Added-SeymourJohnsonAFB)** Rwy 08 Arming Area Overflow Procedures.

8.1.2.5.1. **(Added-SeymourJohnsonAFB)** If SOFs or affected flight leads observe an overflow or back log of aircraft in the RWY 08 arming area, they can direct/utilize the alert apron to hold or work redballs, assuming that an alert aircraft is not present. The SOF will contact AM Ops to determine the alert apron status, to include FOD swept status and if any special missions will be using the area.

8.1.2.5.2. **(Added-SeymourJohnsonAFB)** Flights relocating to the alert apron will not block the entrance.

8.1.2.6. **(Added-SeymourJohnsonAFB)** After Landing/Dearming/Aircraft Parking:

8.1.2.6.1. **(Added-SeymourJohnsonAFB)** Immediately monitor Ground Control frequency after turning off the runway. The lead aircraft will take the de-arm slot farthest from the runway with subsequent aircraft taking the remaining positions toward the runway. Do not hold slots open for wingmen to de-arm. Aircraft will normally exit the de-arm area toward the runway, keeping engine exhaust away from other aircraft and de-arming crews. Aircraft may turn away from the runway if no other aircraft are present and ground personnel are clear.

8.1.2.7. **(Added-SeymourJohnsonAFB)** Radio Procedures.

8.1.2.7.1. **(Added-SeymourJohnsonAFB)** HAVE QUICK II nets are assigned by the 4 FW Avionics Deconflictor in the In-Flight Guide (IFG). Assignment of net 0.1 is net 300.125 and so forth. Nets 0.4 and 1.4 will not be scheduled due to interference with local area approach frequencies; however, they may be used as spare nets if all the others are in use. Net 1.2 conflicts with Beaufort approach and shouldn't be used in W-177.

8.1.3. Section D. Flying Operations.

8.1.3.1. **(Added-SeymourJohnsonAFB)** Takeoff:

8.1.3.1.1. **(Added-SeymourJohnsonAFB)** Quick climb takeoffs conducted on Rwy 26 will ensure their pull up point is either before or after the ponds located on the departure end of Rwy 26. This is a bird avoidance measure that is necessary to avoid causing the fly up of birds into following aircraft.

8.1.3.1.2. **(Added-SeymourJohnsonAFB)** Runway 26 is preferred for live ordnance configured aircraft if the tail wind component does not exceed 10 knots.

8.1.3.1.3. **(Added-SeymourJohnsonAFB)** 4 OG/CC approval is required for operations when Min Go exceeds Max Abort. Adjusted Max Abort for Cable Engagement (AMA) will be used only in this case.

8.1.3.1.4. **(Added-SeymourJohnsonAFB)** To reduce FOD potential, accomplish rolling take-offs to the maximum extent possible. Static and formation takeoffs will not be used unless required for currency/proficiency or syllabus training. On the initial call to tower, state formation takeoff or static takeoff as appropriate. Rolling takeoffs will be assumed.

8.1.3.1.5. **(Added-SeymourJohnsonAFB)** Firepower, Emitter, Navigation, Communication, and Engine (FENCE)/Trigger Checks. When performing FENCE and Trigger checks, aircrew will:

8.1.3.1.5.1. **(Added-SeymourJohnsonAFB)** For overwater airspace, wait until established "feet wet" before initiating FENCE/Trigger checks.

8.1.3.1.5.2. **(Added-SeymourJohnsonAFB)** For overland areas and MOAs, ensure aircraft are over an unpopulated area prior to initiating FENCE/Trigger checks to the max extent possible.

8.1.3.1.6. **(Added-SeymourJohnsonAFB)** Echo MOA Operations (REF. SJAFBI 11-250).

8.1.3.1.6.1. **(Added-SeymourJohnsonAFB)** For Runway 08 departures, make a north turn out of traffic to enter the MOA, unless directed otherwise by ATC.

8.1.3.2. **(Added-SeymourJohnsonAFB)** Low Altitude Flying:

8.1.3.2.1. **(Added-SeymourJohnsonAFB)** Flight Lead Responsibilities. Procedures for low altitude training routes outlined in FLIP Area Planning Section 1B (AP/1B) apply.

8.1.3.2.2. **(Added-SeymourJohnsonAFB)** Contact the route scheduling authority to schedule the route, obtain information about conflicting traffic or other restrictions not published in FLIP.

8.1.3.2.3. **(Added-SeymourJohnsonAFB)** Do not fly any low levels that do not have a current annual survey. Reference 4 OSS/OSO MTR Route Survey Results available on OSS SharePoint site.

8.1.3.2.4. **(Added-SeymourJohnsonAFB)** Check and comply with bird avoidance restrictions. Reference SJAFB Bird Aircraft Strike Hazard (BASH) Plan available on the 4 FW Flight Safety SharePoint site. For reference use only, these procedures have been summarized in the 4 FW IFG.

8.1.3.2.5. **(Added-SeymourJohnsonAFB)** Combat descents are authorized only in Special Use Airspace (MOAs, Warning Areas, Restricted Areas, etc.). Combat descents are NOT authorized when entering local low levels not associated with special use airspace.

8.1.3.3. **(Added-SeymourJohnsonAFB)** Night Operations**:**

8.1.3.3.1. **(Added-SeymourJohnsonAFB)** NVG Reduced/Lights-Out Training (Ref AFMAN 11-214 & 11-202V3_ACCSUP):

8.1.3.3.1.1. **(Added-SeymourJohnsonAFB)** NVGs will be worn by all aircrew during Reduced/Lights-Out operations.

8.1.3.3.1.2. **(Added-SeymourJohnsonAFB)** All aircrew must be combat mission ready and basic mission capable (CMR/BMC) or have an instructor in the aircraft. FTU syllabus sorties will not conduct Reduced/Lights-Out operations.

8.1.3.3.1.3. **(Added-SeymourJohnsonAFB)** Flights will advise the appropriate airspace controlling agencies prior to commencing reduced lighting activities to ensure passing of advisories to non-participating aircraft.

8.1.3.3.1.4. **(Added-SeymourJohnsonAFB)** Reduced/Lights-Out procedures will be halted and all aircraft will set normal lighting for a “Knock-It-Off” or “Terminate” until the next “Fights on.”

8.1.3.3.1.5. **(Added-SeymourJohnsonAFB)** R-5314 reduced/lights out operations may be conducted with the following provisions:

8.1.3.3.1.5.1. **(Added-SeymourJohnsonAFB)** Both Air Force and Navy Dare are scheduled for exclusive use, or aircrew verbally confirm that Navy Dare is "cold" and will remain cold when entering R-5314.

8.1.3.3.1.5.2. **(Added-SeymourJohnsonAFB)** Aircrew will coordinate Reduced / Lights-Out requests through the Air Force Dare RCO prior to takeoff. Air Force Dare RCOs will pass approval of reduced lighting to aircraft upon initial check in to the range. Aircrew will also notify participating JTACs prior to conducting Reduced/Lights-Out training. If the JTAC cannot be contacted prior to step, Air Force Dare RCO may coordinate and pass JTAC approval upon initial check in.

8.1.3.3.1.5.3. **(Added-SeymourJohnsonAFB)** The Navy Dare RCO will notify the Air Force Dare RCO if Navy Dare becomes hot during Reduced / Lights-Out training on Air Force Dare. If this occurs, the Air Force Dare RCO will pass a “Terminate reduced lighting, Navy Dare is hot” call to the aircraft on the range. All aircraft will acknowledge, resume normal lighting, and exit Navy Dare airspace.

8.1.3.3.1.5.4. **(Added-SeymourJohnsonAFB)** Reduced /Lights-Out will not be used in the Phelps MOA.

8.1.3.3.1.5.5. **(Added-SeymourJohnsonAFB)** In addition to AFMAN 11-214 and AFMAN 11-2F-15EV3 weather restrictions, weather on Air Force Dare must be at least 500’ above the highest NVG failure/Knock It Off deconfliction altitude. If the weather decreases below this altitude at any time, all aircraft will resume normal lighting.

8.1.3.3.1.5.6. **(Added-SeymourJohnsonAFB)** Aircraft will resume normal lighting prior to departing the Air Force Dare airspace and report “Lights on” to the Air Force Dare RCO. The Air Force Dare RCO will notify the Navy Dare RCO that the range has resumed normal lighting.

8.1.3.3.1.6. **(Added-SeymourJohnsonAFB)** Air-to-Air intercept training using Reduced/Lights-Out operations is authorized under the following restrictions:

8.1.3.3.1.6.1. **(Added-SeymourJohnsonAFB)** Flights must coordinate with Virginia Capes Operating Area (VACAPES) for exclusive use of the scheduled Warning areas. A letter of agreement between the 4 FW and VACAPES exists, which allows exclusive air operations (EAO) in W-122 as listed in the schedule. Advise Giant Killer upon entering the area of EAO with your mission number.

8.1.3.3.1.7. **(Added-SeymourJohnsonAFB)** Civil Twilight will be IAW AFMAN11-202V3. Aircraft may use the overhead pattern during civil twilight at the SOF's discretion.

8.1.3.4. **(Added-SeymourJohnsonAFB)** Fighter Data Link Operations:

8.1.3.4.1. **(Added-SeymourJohnsonAFB)** Aircraft executing a red air mission will transit to the airspace on the purple net. When in the tactical airspace, squadrons may use whichever net provides the best training for their specific missions. Upon RTB all aircraft will re-enter on the blue net.

8.1.3.5. **(Added-SeymourJohnsonAFB)** W-122 procedures are in accordance with FACSFACVACAPES and the 4 FW Inflight Guide.

8.1.3.6. **(Added-SeymourJohnsonAFB)** Recovery Procedures (Ref. SJAFBI 11-250).

8.1.3.6.1. **(Added-SeymourJohnsonAFB)** Traffic Pattern BASH procedures are outlined in the 4 FW BASH Plan. For reference use only, the 4 FW In-Flight Guide summarizes these procedures.

8.1.3.6.2. **(Added-SeymourJohnsonAFB)** Touch and go landings at SJAFB as well as other locations should be limited to the minimum number required for mission accomplishment.

8.1.3.6.3. **f(Added-SeymourJohnsonAFB)** VFR Recoveries. Follow the procedures in the SJAFBI 11-250.

8.1.3.6.4. **(Added-SeymourJohnsonAFB)** Radar Pattern Climb-out/Departure Procedures (Ref. SJAFBI 11-250).

8.1.3.6.4.1. **(Added-SeymourJohnsonAFB)** The radar pattern will be flown at 250 KCAS.

8.1.3.6.5. **(Added-SeymourJohnsonAFB)** Night Pattern Operations.

8.1.3.6.5.1. **(Added-SeymourJohnsonAFB)** Kinston (ISO) tower closes at 2200L but pilot controlled lighting is available for use on UHF 338.0 or VHF 120.6.

8.1.3.6.5.2. **(Added-SeymourJohnsonAFB)** Night VFR Pattern procedures are IAW the SJAFB 11-250.

8.1.4. Section E. Weapons Employment.

8.1.4.1. **(Added-SeymourJohnsonAFB)** In addition to AFMAN 11-214, AFMAN 11-2F-15EV3 Chapter 5 and Chapter 6, and applicable TOs, the following training PACS guidance applies:

8.1.4.1.1. **(Added-SeymourJohnsonAFB)** Stations 2/8 are considered separate stations from stations 2A/B and 8A/B.

8.1.4.1.2. **(Added-SeymourJohnsonAFB)** Always place the master arm switch to SAFE prior to exiting A/A or A/G training PACS.

8.1.4.1.3. **(Added-SeymourJohnsonAFB)** Do not load any training PACS ordnance (A/A or A/G) over any carted store.

8.1.4.1.4. **(Added-SeymourJohnsonAFB)** If any A/G stores are loaded on the aircraft, select a PACS program with no ordnance selected (training and combat PACS) until established on the range.

8.1.4.1.5. **(Added-SeymourJohnsonAFB)** Simulated off-range attacks with A/G Training PACS. Simulated attacks are defined as the combined use of A/G Master Mode, Master Arm "ARM", and pickle button actuation.

8.1.4.1.5.1. **(Added-SeymourJohnsonAFB)** Simulated off-range attacks are not allowed with live ordnance or heavyweight inert ordnance loaded on the aircraft.

8.1.4.1.5.2. **(Added-SeymourJohnsonAFB)** Simulated off-range attacks are authorized with BDU-33s loaded on the aircraft with the following restrictions:

8.1.4.1.5.2.1. **(Added-SeymourJohnsonAFB)** Do not load any training PACS ordnance over any stations with BDU-33s.

8.1.4.1.5.2.2. **(Added-SeymourJohnsonAFB)** Deselect (unbox) any stores in A/G combat PACS programs. Ensure TRNG shows in the lower right corner of the HUD prior to pickling.

8.1.4.1.5.2.3. **(Added-SeymourJohnsonAFB)** Select off-range targets so that an inadvertent release of expendable ordnance will not endanger life. Acceptable off-range targets while carrying unexpended BDUs include unoccupied bridges, roads, railroads or runways. Buildings are not acceptable off-range targets while carrying unexpended BDUs. If all A/G ordnance is expended and verified by the ranger (through receipt of bomb score for each weapon expended) or a battle damage check, off-range populated targets may be selected.

8.1.4.1.5.3. **(Added-SeymourJohnsonAFB)** Do not perform simulated strafe (A/G Master Mode, Master Arm "Arm" and trigger actuation) with a hot gun (loaded or empty). Simulated attacks in training PACS (e.g. lofts, LATs, HARBs, JDAM deliveries, etc.) with Master Arm "ARM" and a hot gun are permitted only after all rounds have been expended on a range in combat PACS or rounds limit met (indicated by XXX in the HUD). Aircrew must select A/A and A/G training PACS and verify proper indications in the HUD (e.g. 51T). After hot strafe passes, and verifying XXX in the HUD, aircrew may continue to practice strafe attacks on hot strafe authorized targets, but will verify A/A and A/G training PACS. Trigger actuations are permitted with the preceding criteria met. Note: Do not conduct a trigger check with a hot gun, regardless of Master Arm position.

8.1.5. Section F. Abnormal Procedures.

8.1.5.1. **(Added-SeymourJohnsonAFB)** In-Flight Emergencies.

8.1.5.1.1. **(Added-SeymourJohnsonAFB)** The decision to declare an emergency is based on aircrew judgment, experience and checklist guidance. Aircrew may delay declaring an

emergency until initial contact with Seymour Approach providing they have contacted the SOF and the situation warrants delaying the declaration of an emergency.

8.1.5.1.2. **(Added-SeymourJohnsonAFB)** After declaring an emergency, the SOF will be contacted as soon as conditions permit. If not in the local area, any ACC SOF will provide assistance and can contact Seymour Johnson AFB for technical advice.

8.1.5.1.3. **(Added-SeymourJohnsonAFB)** The Aircraft Commander is in charge of the emergency until the aircraft is stopped at the appropriate location, dictated by the nature of the emergency; i.e. straight ahead on the runway/taxiway, EOR, hot brake area, in the cable, etc. The Fire Chief or his designated representative will then take charge of the emergency until it is terminated. If recovery operations (ground handling) are required, the Crash Recovery supervisor (individual wearing an orange vest with white reflective stripes) will then be in charge of the ground operations.

8.1.5.1.3.1. **(Added-SeymourJohnsonAFB)** When clearing the runway, taxi into the EOR spot closest to the runway and await On-Scene Commander instructions. Follow marshaller guidance and expect that emergency responders will approach the jet when it is safe to do so. Expect Single Frequency Approach (SFA) for communication during an emergency.

8.1.5.2. **(Added-SeymourJohnsonAFB)** SAR/RESCAP Procedures: (Ref. AFMAN 11-2F-15Ev3, Ch. 7)

8.1.5.2.1. **(Added-SeymourJohnsonAFB)** Rescue facilities are located at Elizabeth City (C-130, HH-60) - Thirty minute alert. All coast guard ships and other maritime vessels within radio contact can be contacted on maritime channel 16 (156.8 MHz) in radio 2 or 3 (must go to maritime mode).

8.1.5.3. **(Added-SeymourJohnsonAFB)** Hung/Unsafe Ordnance Procedures: (Ref. 4 FW In-flight Guide and SJAFBI 11-250)

8.1.5.3.1. **(Added-SeymourJohnsonAFB)** Aircrews will advise the SOF when returning with hung ordnance.

8.1.5.4. **(Added-SeymourJohnsonAFB)** Jettison Areas and Procedures:

8.1.5.4.1. **(Added-SeymourJohnsonAFB)** External Tanks and Inert Stores: Stores jettison procedures and preferred areas are found in the 4 FW In-Flight Guide and SJAFBI 11-250.

8.1.5.4.2. **(Added-SeymourJohnsonAFB)** Live Ordnance: For local missions, planners will coordinate for a jettison area when live-ordnance drops are planned. BT-9 may be used in an emergency. The specific area and procedures will be briefed prior to live drop missions.

8.1.5.4.3. **(Added-SeymourJohnsonAFB)** Jettison procedures will be briefed on all live/inert drop missions. The 4 FW IFG provides procedures for hung or unexpended ordnance.

8.1.5.5. **(Added-SeymourJohnsonAFB)** Chase Procedures:

8.1.5.5.1. **(Added-SeymourJohnsonAFB)** Chase position is defined in Chapter 3. When practical, the chase aircraft will be positioned on the south side of the runway in a position to adequately observe the emergency aircraft and fly no lower than 300 feet AGL. IPs/SEFEs chasing overhead patterns will remain on the outside of the final turn and be positioned on the north side of the runway on final.

8.1.5.6. **(Added-SeymourJohnsonAFB)** Hot Brake Procedures will be IAW the SJAFBI 11-250.

8.1.5.7. **(Added-SeymourJohnsonAFB)** Malfunctions which prohibit taxi:

8.1.5.7.1. **(Added-SeymourJohnsonAFB)** In addition to Chapter 7 restrictions, aircrew will not taxi if they landed with unsafe gear indications (Safe = three down/locked with downside hydraulic pressure), or ordnance malfunctions that cannot be corrected in DEARM (Example: unsafe gun, hung ordnance that cannot be pinned). Do not taxi with a known brake malfunction (excluding a single anti-skid caution so long as PULSER and Anti-Skid OFF are working correctly). This restriction does not apply to clearing the runway after landing if conditions warrant doing so.

8.1.5.7.2. **(Added-SeymourJohnsonAFB)** If a normal landing is made with unsafe gear indications or if the emergency gear extension is used, upon landing, and if gear/steering is confirmed operational, aircrew may clear the runway. Once in EOR, have maintenance personnel pin the affected gear. Only then may aircrew taxi to parking. If the nose gear is the affected gear, shutdown in EOR.

8.1.5.8. **(Added-SeymourJohnsonAFB)** Gun Malfunction Procedures (Ref SJAFBI 11-250 and 4 FW In-Flight Guide.

8.1.5.9. **(Added-SeymourJohnsonAFB)** Barrier Certifications.

8.1.5.9.1. **(Added-SeymourJohnsonAFB)** Aircrews will be tasked to assist with periodic barrier certifications both at SJAFB and at other bases. Tasked aircrews will be MR or have an instructor in the jet. Contact the SOF before takeoff and after landing to coordinate the engagement.

8.1.5.9.2. **(Added-SeymourJohnsonAFB)** Local barrier certifications. Contact barrier maintenance at 722-5132 prior to certification. Runway end lights, manhole covers, and FOD present hazards in the overrun.

8.1.5.9.2.1. **(Added-SeymourJohnsonAFB)** Engagement should occur after landing with a 40,000 – 50,000 lb. gross weight. Aircrew will calculate the appropriate fuel weight to meet this range based on their configuration. If this weight range cannot be met, aircrew will coordinate with Barrier Maintenance via to SOF to ensure the weight meets the certification intent. Anticipate a 30-minute delay in EOR.

8.1.5.9.2.2. **(Added-SeymourJohnsonAFB)** When cleared by tower, taxi onto the runway and accomplish the -1CL steps for a cable engagement.

8.1.5.9.2.3. **(Added-SeymourJohnsonAFB)** When asked to certify the overrun cable, be particularly vigilant for FOD in the overrun. When cleared, taxi onto the overrun and execute a 180-degree turn to face down the runway. All overrun certifications will take place towards the runway.

8.1.5.9.2.4. **(Added-SeymourJohnsonAFB)** Target speeds: BAK-12A: 40,000 lbs. 75-95kts, BAK-12-B: 50,000 lbs. 65-85kts.

8.1.5.9.3. **(Added-SeymourJohnsonAFB)** Off-station Barrier Engagements. Contact the 4 OG/CC with details of barrier certification requirements and game plan prior to departure. Ensure inspection of the overrun (if required for taxi to certification) is accomplished. Aircrew must survey any lights, hatches or other possible obstructions on the runway/overrun. Ensure path to barrier engagement is clear of any possible hazards to the hook.

8.1.6. Attachments (Illustrations).

8.2. Applicable Procedures**.** If applicable, include procedures for the following in the appropriate section above:

8.2.1. Command and control.

8.2.1.1. **(Added-SeymourJohnsonAFB)** All 4 FW flying operations will be approved by the 4 OG/CC. This includes cross-country, ferry, operational check flights, and functional check flights.

8.2.1.2. **(Added-SeymourJohnsonAFB)** In the event that ePEX is not functional, flying units will advise the SOF (Lion SOF), Airfield Management and Command Post of all aircrew, tail number, and mission changes as they occur.

8.2.1.3. **(Added-SeymourJohnsonAFB)** The SOF has the authority to recall or divert flights.

8.2.2. Fuel requirements and bingo fuels:

8.2.2.1. **(Added-SeymourJohnsonAFB)** Bingo fuels given in the 4 FW Inflight Guide are suggested bingos and are to be used as a guide only. Flight leads are responsible for adjusting bingo fuel based on weather, alternate, location in airspace, suitability of diverts, wingman WX category, etc.

8.2.2.2. **(Added-SeymourJohnsonAFB)** F-15E Emergency fuel is 800 lbs. 4 OG aircrew will declare “Emergency Fuel” when they will land with less than 1200 pounds. NOTE: Declaring “Minimum Fuel” tells ATC that the aircraft cannot accept any undue delay, but may not result in receiving traffic priority. If fuel is such that traffic priority is required, declare “Emergency Fuel.”

8.2.2.3. **(Added-SeymourJohnsonAFB)** Add 1,000 pounds to bingo fuel during night VFR operations.

8.2.3. **(Added-SeymourJohnsonAFB)** Divert Instructions.

8.2.3.1. **(Added-SeymourJohnsonAFB)** Follow 4 FW "Eagle Divert" Procedures in the 4 FW In-Flight Guide.

8.2.4. **(Added-SeymourJohnsonAFB)** Jettison areas, procedures, and parameters (IFR/VFR). IAW the SJAFBI 11-250.

8.2.5. **(Added-SeymourJohnsonAFB)** Controlled bailout areas. IAW the SJAFBI 11-250.

8.2.6. **(Added-SeymourJohnsonAFB)** Local weather procedures. (see also AFI 11-418_SJAFBSUP):

8.2.6.1. **(Added-SeymourJohnsonAFB)** Airborne aircrew will inform the SOF of weather changes affecting local flying.

8.2.6.2. **(Added-SeymourJohnsonAFB)** The SOF will designate one base as a "divert" base. The "divert" is informational only and denotes a field with forecast weather and facilities capable of safely accepting F-15E's; it does not affect recovery field fuels. If the divert base is other than Cherry Point MCAS, the divert base will be listed on ATIS.

8.2.6.3. **(Added-SeymourJohnsonAFB)** For Lightning Within 5 (LW5) Aircrew should reference the SJAFBI 11-250, 4 FW In-Flight Guide, and the SOF for guidance.

8.2.6.3.1. **(Added-SeymourJohnsonAFB)** Additional Guidance for De-Arm:

8.2.6.3.1.1. **(Added-SeymourJohnsonAFB)** If told to de-arm: Expect visual signals only. Taxi to chocks, a marshaller may not be available, aircrew are to use caution. Contact sq ops.

8.2.6.3.1.2. **(Added-SeymourJohnsonAFB)** If told to hold in EOR: Hold until LW5 is terminated then de-arm and taxi back. If an emergency arises while waiting, raise speed brake and contact Ground/SOF.

8.2.6.3.1.2.1. **(Added-SeymourJohnsonAFB)** If fuel decreases to 1000lbs while waiting, raise the speed brake and contact SOF. Attempt to coordinate to have a ground crew to catch fuel. Recommend shutting down #1 engine to prevent cavitation.

8.2.6.3.1.2.2. **(Added-SeymourJohnsonAFB)** If fuel decreases to 800lbs while waiting, contact the SOF. If not able to get an immediate dearm and taxi back, recommend complete shutdown to prevent #2 engine cavitation.

8.2.6.4. **(Added-SeymourJohnsonAFB)** High winds and sea state: IAW AFMAN 11-202V3_ACCSUP, the OG/CC is the waiver authority for wind and sea state restrictions. A verbal waiver, coordinated by the SOF, from the OG/CC during training when over-water, steady-state winds are greater than 25 knots and/or wave heights are greater than 10 feet. If possible, alter the mission planned route to avoid the high winds and high sea state area. The SOF will record all waivers in the End-of-Day report. FS/CC's (via the Ops Sup if necessary) are responsible for choosing when to request this waiver. FS/CC's will weigh factors discussed in AFMAN 11-301V2 paragraphs 2.2.2.4.1 through 2.2.2.4.12 before requesting this waiver.

8.2.7. Unit standards.

8.2.8. Approved alternate missions.

8.2.9. Cross-country procedures.

8.2.9.1. **(Added-SeymourJohnsonAFB)** Once Sq DO and FGS determine cross-country is feasible, Sq POC will complete the following and provide to the OG for final approval:

8.2.9.1.1. **(Added-SeymourJohnsonAFB)** Sq's should Fill out Form 7 provided on OGV SharePoint under Program Info & Continuity to ensure all elements of risks are mitigated.

8.2.9.1.2. **(Added-SeymourJohnsonAFB)** Deployment Plan completed and approved by 4 FW/AP.

8.2.9.1.3. **(Added-SeymourJohnsonAFB)** Ensure any alternates or all stop-through locations used for refueling meet the Air Card Priority: www.aircardsys.com.

8.2.9.1.4. **(Added-SeymourJohnsonAFB)** Ensure approaches are available per the AFMAN 11-202v3_ACCSup 4.14 priority list and if using non-USG approaches the aircrew are properly trained, IAW AFMAN 11-202v3_ACCSup 4.14.5.

8.2.10. SAR and OSC procedures.

8.2.11. Bird/Wildlife Aircraft Strike Hazard (BASH) program guidance in accordance with AFI 91-202, *The US Air Force Mishap Prevention Program* and AFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*.

8.2.12. Environmental restrictions to flight operations (winds, sea state, temperature, etc.) applicable to unit operating locations.

8.2.13. **(Added-SeymourJohnsonAFB)** Fighter Index of Thermal Stress (FITS) condition will be declared by the SOF and notification will be made through the Command Post (CP). SOFs will advise watch supervisor to ensure ATIS is updated. Aircrew will respond to the FITS condition IAW AFMAN-202V3 ACCSUP Attachment 9, and the 4 FW In-Flight Guide.

8.2.14. **(Added-SeymourJohnsonAFB)** Anti-Exposure Suit Guidance.

8.2.14.1. **(Added-SeymourJohnsonAFB)** IAW AFMAN 11-301V2, anti-exposure suits will be worn by crewmembers of ejection seat aircraft on any preplanned overwater flight when the water temperature is 60°F/15.5°C or less. (T-2)

8.2.14.2. **(Added-SeymourJohnsonAFB)** IAW AFMAN11-301V2, "overwater flight" is **"**Any flight taking off or landing over water, exceeding power-off glide distance from land."

8.2.14.3. **(Added-SeymourJohnsonAFB)** IAW AFMAN 11-301V2, the OG/CC may waive the wear of anti-exposure suits when the water temperature ranges between 60°F (15.5°C) and 51°F (10.5°C), and the local air temperature is 70°F (21.1°C) or greater. The source data for Warning Area temperatures will be derived from the nearest coastal airport. FS/CC's (via the Ops Sup if necessary) are responsible for choosing when to request this waiver. FS/CC's will weigh factors discussed in AFMAN 11-301V2 paragraphs 2.2.2.4.1 through 2.2.2.4.12 before requesting this waiver.

8.2.14.3.1. **(Added-SeymourJohnsonAFB)** Anti-exposure suits are NOT required when transiting “cold” water (i.e. < 60° F) as long as aircrew operate at an altitude that permits a power-off glide to land (using a 1:1 glide ratio, traveling 1 nm for every 1000’ lost) for the entire time they are over “cold” water. If planning to transit “cold” water at an altitude that does NOT permit a power-off glide to land, aircrew will adhere to the anti-exposure suit guidance in AFMAN 11-301V2. For flights that are transiting or working in close proximity to cold water without an anti-exposure suit, flight leads/instructors will include considerations for handling airborne emergencies so as to reduce the chance of ejecting into “cold” water. Without delaying the ejection decision, realize that an ejection over land or warm water is preferable to a cold water ejection. Additionally, for practice instrument approaches, anti-exposure suits are NOT required for any published approaches at NKT, LFI, and NTU as aircrew will remain within power-off glide of land at all published IAFs.

8.2.14.3.2. **(Added-SeymourJohnsonAFB)** There will be no maneuvering that would increase the time over “cold” water such as tactical maneuvering or exercises (e.g., G-Ex, turning rejoins). If tactical maneuvering is required over the “cold” water bands (e.g., “Whiskey War” with target sets on the outer banks that have final segments over “cold” water, or red air CAPs in area 1), then anti-exposure suits will be worn IAW guidance above.

8.2.14.3.3. **(Added-SeymourJohnsonAFB)** The following airspace shall be considered “overland” or “overwater” for anti-exposure suit wear:

8.2.14.3.3.1. **(Added-SeymourJohnsonAFB)** Overland.

8.2.14.3.3.1.1. **(Added-SeymourJohnsonAFB)** BT-9/11 range patterns (all altitudes). This assumes that for low altitude deliveries, aircrew “zoom” while turning in the shortest direction to point at the closest piece of land. Aircrew will incorporate these considerations into their BT-9/11 range briefs when cold water is depicted on the MEF.

8.2.14.3.3.1.2. **(Added-SeymourJohnsonAFB)** R5314 (AF and Navy Dare).

8.2.14.3.3.1.3. **(Added-SeymourJohnsonAFB)** R5306 and Core MOA ≥ 10,000 ft MSL.

8.2.14.3.3.1.4. **Added-SeymourJohnsonAFB)** Hatteras B East Air Traffic Control Assigned Airspace (ATCAA).

8.2.14.3.3.1.5. **(Added-SeymourJohnsonAFB)** Burner ATCAA.

8.2.14.3.3.2. **(Added-SeymourJohnsonAFB)** Overwater.

8.2.14.3.3.2.1. **(Added-SeymourJohnsonAFB)** R5306 (not to include BT-9/11 range patterns) and Core MOA < 10,000 ft MSL.

8.2.14.3.3.2.2. **(Added-SeymourJohnsonAFB)** Pamlico MOA.

8.3. Distribution of Local Supplements**.** When published, units will forward copies of the local supplement to MAJCOM and appropriate subordinate agencies, who will review and return comments back to the unit(s). **(T-3)**. Distribution of local supplements may begin before the review process is complete unless otherwise specified by MAJCOM or appropriate subordinate agency. If a procedure is deemed applicable to all F-15E units, it will be incorporated into the basic AFMAN volume.

LUCAS J. TEEL, Colonel, USAF

Commander, 4th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Allied Tactical Publication (ATP)-56(B), *Air-to-Air Refueling*, 22 January 2010

AFI 11-200, *Aircrew Training*, *Standardization/Evaluation*, *and General Operations Structure*, 21 September 2018

AFI 11-209, *Participation in Aerial Events*, 22 May 2018

AFMAN11-214, *Air Operations Rules and Procedures*, 29 November 2023

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020

AFMAN 11-202V3, *General Flight Rules*, 10 June 2020

AFMAN 11-217, *Flight Operations*, 10 June 2019

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

AFMAN 11-2F-15EV1, *F-15E--Aircrew Training*, 20 June 2019

AFPAM 11-205, *Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals*, 9 August 2018

AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, 31 May 2018

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFPD 11-4, *Aviation Service*, 12 April 2019

AFTTP 3-1.F-15E, *Tactical Employment—F-15E (Classified)*, 22 April 2016

AFTTP 3-3.F15E, *Combat Aircraft Fundamentals—F-15E*, 22 April 2016

AFTTP 3-4, *Airman's Manual*, 11 January 2019

DAFI 33-360, *Publications and Forms Management*, 1 December 2015

Flight Information Publication (FLIP)

TO 1F-15E-1, *Flight Manual--F-15E*, 1 November 2022

TO 1F-15E-1-1, *Flight Manual Performance Data USAF Series F-15E Aircraft*, 1 May 2020

TO 1F-15E-1CL-1, *Flight Crew Checklist USAF Series F-15E Aircraft*, 10 November, Ch 11

TO 1F-15E-34-1-1CL-1, *Flight Crew Non-Nuclear Weapon Delivery Checklist*, 15 November 2022

4 MXGI 21-269, *F-15E Functional Check Flight Program*, 15 March 2021

AFI 11-418_SJAFBSUP, *Operations Supervision,* 8 January 2014

AFI 21-101, Aircraft and Equipment Maintenance Management, 16 Jan 2020

AFI 13-201)

AFMAN 11-202V3_ACC Sup, *General Flight Rules,* 8 November 2022

AFMAN 11-301V2, *Management and Configuration Requirements (AFE),* 13 February 2020

DAFMAN 13-201, *Airspace Management,* 10 December 2020

DAFMAN 21-201, *Munitions Management,* 3 May 2022

SJAFB 11-250, *Airfield Operations,* 4 July 2019

TO 1F-15E-6CF-1, *Acceptance and Functional Check Flight Procedures,* 21 August 2020, Ch7

TO 1F-15E-6CL-1, *Acceptance and Functional Check Flight Checklist*, 21 August 2020, Ch7

Adopted Forms

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AFTO Form 781 A, *Maintenance Discrepancy and Work Document*

Abbreviations and Acronyms

A/A—Air-to-Air

A/G—Air-to-Ground

AAI—Air-to-Air Interrogator

ACC—Air Combat Command

ACBT—Air Combat Training

ACDE—Aircrew Chemical Defense Equipment

ACMI—Air Combat Maneuvering Instrumentation

ADI—Attitude Director Indicator

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

AGSM—Anti-*g* Straining Maneuver

AOA—Angle of Attack

ARCP—Air Refueling Control Point

ARCT—Air Refueling Control Time

ARIP—Air Refueling Initiation Point

ATC—Air Traffic Control

ATP—Allied Tactical Publication

AWACS—Airborne Warning and Control System

BASH—Bird/Wildlife Aircraft Strike Hazard

BD—Battle Damage

BDA—Battle Damage Assessment

BDU—Bomb Dummy Unit

BVR—Beyond Visual Range

C2—Command and Control

CAP—Combat Air Patrol

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

CFT—Conformal Fuel Tank

CG—Center of Gravity

COMAFFOR—Commander, Air Force Forces

Comm—Communications

CPU—Cockpit Units

C/S—Callsign

DA—Decision Altitude

DH—Decision Height

DMS—Digital Map System

DVRS—Digital Video Recording System

DoD—Department of Defense

DRU—Direct Reporting Unit

EADI—Electronic Attitude Director Indicator

ECM—Electronic Counter Measures

EGI—Embedded GPS/INS

EID—Electronic Identification

EMCON—Emissions Condition

EOR—End of Runway

EP—Emergency Procedure

ERAA—Emergency Route Abort Altitude

ESA—Emergency Safe Altitude

FOA—Field Operating Agency

FAA—Federal Aviation Administration

FAC-A—Forward Air Controller Airborne

FAF—Final Approach Fix

FAR/AIM—Federal Aviation Regulation/Aeronautical Information Manual

FCIF—Flight Crew Information File

FDL—Fighter Data Link

FEBA—Forward Edge of the Battle Area

FENCE—Firepower, Emitters, Navigation, Communications, and Electronic Countermeasures

FLIP—Flight Information Publications

FOD—Foreign Object Damage

FTU—Formal Training Unit

g—Gravitational—Load Factor

GCE—Ground Crew Ensemble

GCI—Ground Controlled Intercept

GPS—Global Positioning System

HAS—Hardened Aircraft Shelter

HEI—High Explosive Incendiary

HOTAS—Hands on Throttle and Stick

HUD—Heads Up Display

ICAO—International Civil Aviation Organization

ICS—Internal Countermeasures Set

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions

INIT—Initial

INS—Internal Navigation System

INSTM—Instrument

IP—Instructor Pilot

IR—Infrared

JSTARS—Joint Surveillance and Target Attack Radar System

JTAC—Joint Terminal Attack Controller

JFS—Jet Fuel Starter

KCAS—Knots Calibrated Airspeed

k—Thousand—KIO—Knock-It-Off

km—Kilometer

KTAS—Knots True Airspeed

LAR—Launch Acceptability Region

LAWS—Low Altitude Warning System

LOWAT—Low Altitude Training

LUX—Luminous flux

MAJCOM—Major Command

MDA—Minimum Descent Altitude

MIT—Mass Item

MOA—Military Operating Area

MOPP—Mission Oriented Protective Posture

MSA—Minimum Safe Altitude

MSL—Mean Sea Level

MTR—Military Training Route

N/A—Not Applicable

NAAR—Night Air Refueling

NAS—National Airspace System

NAV/FLIR—Navigation Forward Looking Infrared

NAVAIDS—Navigational Aids

NM—Nautical Miles

NORDO—No Radio

NOTAM—Notice to Airman

NWLO—Nose Wheel Lift Off

NVG—Night Vision Goggles

OAP—Offset Aim Point

OG—Operations Group

OGV—Operations Group Stan/Eval

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSC—On-Scene Commander

OWS—Overload Warning System

PACS—Programmable Armament Control Set

PBG—Pressure Breathing

PFR—Primary Flight Reference

PIC—Pilot in Command

PPKS—Present Position Keeping Source

PPLI—Precise Participant Location and Identification

PWC—Pilot Weather Category

QUAL—Qualification

RAA—Radar Abort Altitude

RALT—Radar Altimeter

RCO—Range Control Officer

RCP—Rear Cockpit

RCR—Runway Condition Reading

RIA—Recovery Initiation Altitude

RNAV—Area Navigation

RSC—Runway Surface Condition

RTB—Return to Base

RTT—Real Time Targeting

RVS—Right Vertical Stab

RWR—Radar Warning Receiver

SAR—Search and Rescue

SARCAP—Search and Rescue Combat Air Patrol

SCP—Set Clearance Plane

SD—Spatial Disorientation

SEFE—Stan/Eval Flight Examiner

SETOS—Single Engine Takeoff Speed

SID—Standard Instrument Departure

SII—Special Interest Item

SM—Statute Mile

SUA—Special Use Airspace

SUU—Suspended Utility Unit

TACAN—Tactical Air Navigation

TDA—Target Density Altitude

TF—Terrain Following

TFR—Terrain Following Radar

TGT—Target

TIDS SA—Tactical Integrated Digital System Situational Awareness

TO—Technical Order

TOLD—Takeoff and Landing Data

UIP—Upgrade Instructor Pilot

USAFE-AFAFRICA—United States Air Forces in Europe-Air Forces Africa

VFR—Visual Flight Rules

VID—Visual Identification

VMC—Visual Meteorological Conditions

VTR—Video Tape Recorder

WSO—Weapon Systems Officer

(Added—SeymourJohnsonAFB)

AGE—Aircraft Ground Equipment

AMA—Adjusted Max Abort Speed

ATCAA—Air Traffic Control Assigned Airspace

ATIS—Automated Terminal Information Service

BMC—Basic Mission Capable

CDIP—Continuously Displaced Impact Point

CMR—Combat mission Ready

CP—Command Post

EAO—Exclusive Air Operations

FACSFACVACAPES—Fleet Area Control and Surveillance Facility, Virginia Capes

FCF—Functional Check Flight

FENCE—Firepower, Emitters, Navigation, Communication and Engine Check

FITS—Fighter Index of Thermal Stress

IFG—In-flight Guide

ILS—Instrument Landing System

ISO—Kinston

JDAM—Joint Direct Attack Direction

LAT—Low Altitude Toss

MOC—Maintenance Operations Center

NAOC—National Airborne Operations Center

NGA—National Geospatial-Intelligence Agency

NKT—Cherry Point Marine Corps Air Station

OPS—-Operations

RESCAP—Rescue Combat Air Patrol

RVSM—Reduced Vertical Separation Minimum

SOF—Supervisor of Flying

STBY—Standby

TA—Transient Alert

VACAPES—Virginia Capes Operation Area

Terms

Dash 1—AFTTP 3-1.F-15E, *Tactical Employment—F-15E (Classified)*

Low Altitude (LOWAT)—Applies to maneuvering below 5,000 feet AGL (fixed wing) in accordance with AFMAN 11-214

Low-level—Flight that occurs below 1,000 feet AGL (or defined by host nation)

Top 3—The Squadron Commander, Squadron Director of Operations, or the qualified officer at the duty desk who oversees the flying operations for that day.

Attachment 17

Functional Flightcheck Procedures

A17.1. **(Added-SeymourJohnsonAFB) FCF References**. These FCF procedures supplement the procedures, requirements and information found in TO 1-1-300, *Maintenance Operational Checks and Check Flights*, AFI 21-101, *Aircraft and Equipment Maintenance Management*, AFI 11-202V3, *General Flight Rules*, 4 MXG MOI 21-269, *F-15E Functional Check Flight Program*, applicable Dash 6 TOs, as well as applicable supplements to the preceding publications. AFMAN11-202V3_ACCSUP, Chap 5 identifies requirements for local FCF procedures established in DAFMAN 21-201, *Conventional Munitions Maintenance Management*, and is not repeated in this document.

A17.2. **(Added-SeymourJohnsonAFB) FCF OIC Roles and Responsibilities:**

A17.2.1. **(Added-SeymourJohnsonAFB)** Recommend to the OG/CC an FCF training and certification program to be reviewed annually.

A17.2.2. **(Added-SeymourJohnsonAFB)** Develop and administer an open book examination of 25 or more questions based on all FCF applicable directives. The test will be reviewed and changed annually.

A17.2.3. **(Added-SeymourJohnsonAFB)** Conduct an annual FCF continuity meeting to be attended by all available FCF aircrew (i.e. those not on leave, TDY, or DNIF to quarters) and tracked for currency. This meeting will consist of program updates, review of procedures and FCF read files, and any other pertinent information deemed necessary by the FCF OIC. To the max extent practical, the FCF OIC will engage the F-15 SPO FCF leads in the 309 FLTS at Robins AFB, GA for any current health of the fleet issues.

A17.2.4. **(Added-SeymourJohnsonAFB)** Coordinate with the squadron Director of Operations (SQ/DO) for tape reviews of suspected out-of-control or departure events.

A17.2.5. **(Added-SeymourJohnsonAFB)** Work with squadron FCF Program Managers (PM) to track FCF aircrew availability within each squadron to ensure sufficient numbers are available at any given time.

A17.2.6. **(Added-SeymourJohnsonAFB)** Track and QC FCF currencies through inputs from the squadron FCF PMs.

A17.3. **(Added-SeymourJohnsonAFB) FCF Requirements at Off-Station Locations:**

A17.3.1. **(Added-SeymourJohnsonAFB)** If FCF-certified aircrew are not available, the OG/CC may issue temporary certification to the most qualified aircrew and ensure they are thoroughly briefed on FCF requirements and applicable TO procedures by a home-base FCF-certified aircrew, preferably the FCF OIC or squadron FCF PM.

A17.3.2. **(Added-SeymourJohnsonAFB)** The FCF aircrew must coordinate for airspace to include supersonic airspace (reference DAFMAN 13-201) and, to the maximum extent practical, special use airspace (SUA) for maneuvering.

A17.3.3. **(Added-SeymourJohnsonAFB)** FCF crews will also ensure they are familiar with any host-nation rules/restrictions if conducting FCF flights in other than the US National Airspace System.

A17.4. **(Added-SeymourJohnsonAFB) FCF Upgrades:**

A17.4.1. **(Added-SeymourJohnsonAFB)** FCF aircrew will be nominated by their SQ/CC and certified by the OG/CC via the 4 OG FCF Upgrade Checklist. Reference the OGV FCF SharePoint page for the most current FCF Upgrade checklist.

A17.4.2. **(Added-SeymourJohnsonAFB)** Use the following minimum flight time requirements, including student time, to nominate aircrew for FCF certification (as annotated on the FCF Upgrade Checklist, the 4 OG/CC is the waiver authority).

A17.4.2.1. **(Added-SeymourJohnsonAFB)** 750 hours total and 200 hours F-15E time.

A17.4.2.2. **(Added-SeymourJohnsonAFB)** 650 hours total and 300 hours F-15E time.

A17.4.2.3. **(Added-SeymourJohnsonAFB)** 575 hours total and 400 hours F-15E time.

A17.4.3. **(Added-SeymourJohnsonAFB)** Aircrew upgrade training will be IAW the most current FCF Upgrade Syllabus and FCF Upgrade Checklist posted on the 4OG/OGV FCF SharePoint page with the following highlights:

A17.4.3.1. **(Added-SeymourJohnsonAFB)** The following priorities will be used when determining upgrade supervision:

A17.4.3.1.1. (**Added-SeymourJohnsonAFB)** 4OG FCF OIC

A17.4.3.1.2. (**Added-SeymourJohnsonAFB)** 4OG FCF Assistant OIC

A17.4.3.1.3. (**Added-SeymourJohnsonAFB)** Squadron FCF PM

A17.4.3.1.4. (**Added-SeymourJohnsonAFB)** Other certified FCF aircrew only after coordination with the 4OG FCF PM.

A17.4.3.2. **(Added-SeymourJohnsonAFB)** The FCF Upgrade checklist nomination block must be signed by the SQ/CC prior to any upgrade training being accomplished.

A17.4.3.3. **(Added-SeymourJohnsonAFB)** The FCF OIC briefing will include local area FCF procedures (to include expectations for interactions with MXG/QA), applicable FCF publications and TOs, TO 1F-15E-6CL-1 checklist TTPs, FCF read files, and FCF crew expectations.

A17.4.3.4. **(Added-SeymourJohnsonAFB)** The simulator profile will be a full FCF profile IAW -6CL procedures. The simulator profile will not be combined with another event or tactical scenario. Reference the 4 OG FCF Upgrade Syllabus for specific requirements.

A17.4.3.5. **(Added-SeymourJohnsonAFB)** The flight profile will be supervised by the FCF OIC or Asst OIC (primarily), or any highly experienced FCF instructor pilot (secondarily). For FCF pilot upgrades, the flight profile must be supervised by a current and qualified FCF pilot.

The FCF instructor pilot, in this case, does not need to hold a rear cockpit landing qualification in the F-15E to act in this role.

A17.4.3.5.1. **(Added-SeymourJohnsonAFB)** The most desired flight profile is a full profile on a real-world FCF aircraft. A real-world flight control partial profile FCF is the next most desired profile. As a last resort due to FCF unavailability, an FCF profile may be flown on a line aircraft only after exhausting other options with coordinating squadrons in the 4th Operations Group.

A17.4.3.5.2. **(Added-SeymourJohnsonAFB)** OG/CC approval is required (verbal approval is acceptable) to fly FCF upgrades in conjunction with an actual FCF.

A17.4.3.5.3. **(Added-SeymourJohnsonAFB)** Minimum items for FCF upgrade flight completion are defined in the 4OG FCF Aircrew Upgrade Syllabus.

A17.4.3.5.4. **(Added-SeymourJohnsonAFB)** If the minimum syllabus-required tasks are not accomplished due to an airborne aircraft malfunction, the upgrade may be considered complete only at the discretion of the FCF OIC.

A17.4.3.6. **(Added-SeymourJohnsonAFB)** For all upgrade events, the FCF instructor must be current and qualified in all FCF events in order to instruct. The FCF instructor will complete a gradesheet for the upgrading aircrew for both the simulator and the flight. Gradesheet templates and required items may be found on the OGV SharePoint, FCF section.

A17.4.3.7. **(Added-SeymourJohnsonAFB)** The FCF open book test taken as part of the upgrade will be graded and corrected to 100% immediately following test completion.

A17.4.4. **(Added-SeymourJohnsonAFB)** Upon FCF upgrade flow completion, the Squadron FCF PM will submit the completed electronic checklist to the FCF OIC via email to the OGV org email account (4og.ogv@us.af.mil) who will then verify it and route it to the OG/CC for final approval. Once approved by the OG/CC, the aircrew may perform FCF duties. FCF certification will also be documented on the squadron Letter of Xs.

A17.5. **(Added-SeymourJohnsonAFB) FCF Currencies:**

A17.5.1. **(Added-SeymourJohnsonAFB)** FCF aircrew will retain their FCF certification by maintaining all FCF currencies. Due to limited exposure to actual FCFs, if more than one currency is allowed to expire, additional training to regain currency will be required above and beyond the Go/No-Go requirements listed below. The FCF OIC ultimately determines the extent of additional training requirements. At a minimum, recurrency training requirements will include: a review of all FCF read files, an FCF publications review to include this supplement, MXG MOI 21-269, and TO 1F-15E-6CF-1.

A17.5.2. (**Added-SeymourJohnsonAFB)** FCF Currency is attained when aircrew meet the following requirements:

A17.5.2.1. **(Added-SeymourJohnsonAFB)** Signed-off through the current FCF read file

A17.5.2.2. **(Added-SeymourJohnsonAFB)** FCF written test: **12 months**

A17.5.2.3. (**Added-SeymourJohnsonAFB)** FCF meeting attendance or review of meeting slides: **12 months**.

A17.5.2.4. **(Added-SeymourJohnsonAFB)** FCF simulator or sortie (actual or training): **180 days**.

A17.5.2.4.1. **(Added-SeymourJohnsonAFB)** To remain current, aircrew must accomplish an FCF profile in either the simulator or aircraft (actual or training) prior to the 181st day.

A17.5.2.4.2. **(Added-SeymourJohnsonAFB** To regain lost currency, a supervised simulator profile will be accomplished to regain currency. Supervision includes the FCF OIC or Asst OIC (primarily), or any FCF-certified Instructor Pilot (IP) or Instructor Weapon Systems Officer (IW) (alternatively). Training FCF sorties may be flown to regain currency as long as the appropriate upgrade supervision requirements are met, but this option should only be exercised if the simulator is unavailable for an extended period of time.

A17.5.2.4.3. **(Added-SeymourJohnsonAFB)** OG/CC approval is required for actual FCF sorties to be flown if the 180-day currency is expired.

A17.6. **(Added-SeymourJohnsonAFB) Squadron Roles and Responsibilities:**

A17.6.1. **(Added-SeymourJohnsonAFB)** Squadrons will make every effort to maintain a minimum of one complete FCF crew (pilot and WSO). At SQ/CC discretion, attached aircrew may be used, but not including the FCF OIC or Assistant OIC. Squadrons will initiate checkouts of new FCF aircrew far enough in advance to ensure that the minimum number of aircrew is maintained.

A17.6.2. **(Added-SeymourJohnsonAFB)** Squadron flying supervision (Ops Sup/Top 3) will utilize the most current version of the FCF/OCF worksheet (available on the OGV FCF SharePoint) to ensure all coordination is completed for each pending FCF/OCF, to include:

A17.6.2.1. **(Added-SeymourJohnsonAFB)** Call the MX FCF office (MXG/MXQA) to verify FCF aircraft tail number, reason for FCF and number of days down.

A17.6.2.2. **(Added-SeymourJohnsonAFB)** Reference the OGV FCF SharePoint to verify aircrew FCF currencies.

A17.6.2.3. **(Added-SeymourJohnsonAFB)** Obtain OG/CC (or designated representative) approval for all FCF sorties (training or actual) as well as any waivers needed prior to crew step (weather less than 3,000/5 or use of the “Sonic 2” profile). OG/CC verbal approvals are acceptable. Be prepared to pass on any requested information (purpose of FCF, take-off and land times, etc.)

A17.6.2.4. **(Added-SeymourJohnsonAFB)** Ensure the appropriate “Sonic” flight plan has been filed.

A17.6.2.5. **(Added-SeymourJohnsonAFB)** Coordinate with the SOF to pass call sign, tail number, aircrew names, and expected take-off time and land times.

A17.6.2.6. **(Added-SeymourJohnsonAFB)** Call the Maintenance Operations Center (MOC) and pass call sign, tail number, aircrew and expected takeoff/land times.

A17.6.3. **(Added-SeymourJohnsonAFB)** If an FCF must be flown during the weekend or outside normal flying hours, obtain OG/CC approval ASAP. Inform Operations Support Squadron (OSS) Scheduling and OSS Airfield Management who will assist in contacting other agencies as required (e.g. airspace, flight plans, etc.). Ensure AFI 11-418 operations supervision requirements are met (SOF in the tower, Ops Sup in the squadron). Coordinate with MX to ensure arming crews are available.

A17.6.4. **(Added-SeymourJohnsonAFB)** During deployments, squadrons will make every effort to ensure that FCF aircrew will be current for the duration of the deployment. The squadron FCF PM or designated representative will ensure that FCF publications are taken to facilitate an FCF should one be required.

A17.7. **(Added-SeymourJohnsonAFB) Local FCF Flying Operations:**

A17.7.1. **(Added-SeymourJohnsonAFB)** The local FCF call sign will be "ADROIT XX." The numerical suffix will correspond to the squadron flying the FCF, i.e. 333FS is 31, 334FS is 41, etc.

A17.7.2. **(Added-SeymourJohnsonAFB)** FCF aircraft will be configured IAW MXG MOI 21-269. The normal FCF configuration includes conformal fuel tanks (CFTs).

A17.7.2.1. **(Added-SeymourJohnsonAFB)** For a real-world FCF flight that requires verification of flight control maintenance, it is not acceptable to install tgt/nav pods, wing pylons, or stores of any kind.

A17.7.2.2. **(Added-SeymourJohnsonAFB)** For an FCF upgrade flight flown in a line aircraft, the aircraft will be configured with no station 5 pylon, no external fuel tanks, no A/G ordnance, and a CATM configuration resulting in less than 5000 ft-lbs of lateral asymmetry.

A17.7.3. **(Added-SeymourJohnsonAFB)** If supporting crew chiefs are not familiar with FCF ground procedures, aircrew will brief them on overall safety, location of hydraulic circuit breakers and exhaust ports, expected general checklist flow, and when they need to assist.

A17.7.4. **(Added-SeymourJohnsonAFB)** In addition to FCF-specific procedures outlined in TO 1F-15E-6CL-1, all normal preflight checks required by TO 1F-15E-1-2-1CL-1 must be accomplished.

A17.7.5. **(Added-SeymourJohnsonAFB)** FCF crews will limit -6CL item accomplishment to the specific system or systems that drove the FCF requirement. Reference AFI 21-101 for specifics.

A17.7.5.1. **(Added-SeymourJohnsonAFB)** Execution of -6CL items is not authorized unless executing a real-world FCF or executing an OG-approved FCF upgrade profile. -6CL items are not an authorized replacement or addition to -1CL actions in the event of an aircraft malfunction.

A17.7.5.2. **(Added-SeymourJohnsonAFB)** Accomplishment of the -6CL terrain following checks is not required for any FCF profile.

A17.7.6. **(Added-SeymourJohnsonAFB)** Do not perform the TO 1F-15E-6CL-1 taxi checks in the F-15E ramp or in EOR.

A17.7.7. **(Added-SeymourJohnsonAFB)** FCF aircrew will inform the SOF of extended runway checks and/or of maximum brake checks at landing. Perform engine run-up checks in the takeoff position on the active runway. Coordinate with tower for three minutes on the active runway as extended time is needed for the Before Takeoff checks.

A17.7.8. **(Added-SeymourJohnsonAFB)** FCF aircrew will inform the SOF of extended runway checks and/or of maximum brake checks at landing. Perform engine run-up checks in the takeoff position on the active runway. Coordinate with tower for three minutes on the active runway as extended time is needed for the Before Takeoff checks.

A17.7.8.1. **(Added-SeymourJohnsonAFB)** FCF crews will maintain VMC to the maximum extent possible throughout the flight. Aircrew must have sufficient weather to verify safe IFR operation of the aircraft in clear air prior to entering any IMC.

A17.7.8.2. **(Added-SeymourJohnsonAFB)** All -6CL items must be accomplished in VMC IAW TO 1-1-300.

A17.7.8.3. **(Added-SeymourJohnsonAFB)** A takeoff NLT time for the FCF will be computed by the aircrew to ensure that all required checks can be successfully completed and landing accomplished NLT civil twilight.

A17.7.9. **(Added-SeymourJohnsonAFB)** Conduct flight control checks above 10,000 feet AGL.

A17.7.10. **(Added-SeymourJohnsonAFB)** FCFs will be flown on either a “Sonic 1”, “Sonic 2” or “Sonic 3” stereos. Fuel permitting, a full FCF profile may be completed in any airspace that allows for supersonic flight and maneuvering flight up to FL400.

A17.7.10.1. **(Added-SeymourJohnsonAFB)** “Sonic 3” is the primary stereo. If the Whiskey Areas are closed use the “Sonic 2” as a backup for mission-essential profiles only.

A17.7.10.2. **(Added-SeymourJohnsonAFB)** “Sonic 2” routing provides for an over-land supersonic run. Special considerations that must be taken into account include:

A17.7.10.2.1. **(Added-SeymourJohnsonAFB)** OG/CC approval is required to fly the “Sonic 2” profile.

A17.7.10.2.2. **(Added-SeymourJohnsonAFB)** Only fly the “Sonic 2” profile when operational needs require the immediate release of an FCF aircraft and the over-water areas are unusable.

A17.7.10.2.3. **(Added-SeymourJohnsonAFB)** Conduct the supersonic portion of the flight well clear of and pointed away from major cities and above Flight Level 400. Coordinate with

Washington Center while airborne and accept their vectors unless safety of flight dictates otherwise.

A17.7.10.2.4. **(Added-SeymourJohnsonAFB)** Contact the following offices at least one hour prior to step and inform them that you are planning to fly the over-land FCF profile:

A17.7.10.2.4.1. **(Added-SeymourJohnsonAFB)** 4 FW Public Affairs (PA). Give them the time and location of planned event. If they are not available, contact the Command Post and have them notify PA as soon as possible.

A17.7.10.2.4.2. **(Added-SeymourJohnsonAFB)** 4 OSS/OSOR. They serve as a liaison to Washington Center and maintain a Letter of Agreement for the flight plan.

A17.7.10.2.5. **(Added-SeymourJohnsonAFB)** Upon completion of the flight, log the over-land supersonic event IAW DAFMAN 13-201.

A17.7.10.3. **(Added-SeymourJohnsonAFB) Non-RVSM Procedures** . Since full-profile FCFs on both "Sonic 1" and "Sonic 2" stereo routes need to utilize RVSM airspace, FCF aircrew must request clearance with center before proceeding above FL 290. Approval may or may not be granted based on traffic conditions/controller workload/safety/etc. When checking in with center, FCF aircrew will report "negative RVSM" when initially requesting entry into RVSM airspace.

A17.7.10.3.1. **(Added-SeymourJohnsonAFB)** If approval is granted, the crew must also report "Negative RVSM" at the following times:

A17.7.10.3.1.1. **(Added-SeymourJohnsonAFB)** On the initial call on any frequency while in RVSM airspace.

A17.7.10.3.1.2. **(Added-SeymourJohnsonAFB)** In all requests for FL changes pertaining to FLs within RVSM airspace.

A17.7.10.3.1.3. **(Added-SeymourJohnsonAFB)** In all read backs to FL clearances pertaining to FLs within RVSM airspace.

A17.7.10.3.1.4. **(Added-SeymourJohnsonAFB)** In all read backs of FL clearances involving climb and descent through RVSM airspace.

A17.7.10.3.2. **(Added-SeymourJohnsonAFB)** If approval is denied, FCF aircrew should be aware of the following:

A17.7.10.3.2.1. **(Added-SeymourJohnsonAFB)** FCFs on a "Sonic 1" routing should be able to complete the profile by delaying flight above FL 290 until established in the Whiskey Areas and then completing the required checks.

A17.7.10.3.2.2. **(Added-SeymourJohnsonAFB)** An FCF on a "Sonic 2" routing will be significantly impacted and may be impossible to complete the required profile. Contact 4 OSS/OSOR after landing and ask them to complete a Domestic RVSM (DRVSM) Airspace

Denial Report and the resulting adverse mission impact. Debrief the FCF NCOIC and contact the FCF OIC to make sure they are aware of the impact on the attempted FCF mission.

A17.7.11. **(Added-SeymourJohnsonAFB)** Air Traffic Control (ATC) procedures. Aircrew will remain under radar control (i.e. an IFR clearance) to the maximum extent possible (VFR operations in the Whiskey's are acceptable). Deviations in the interest of safety (emergencies, fuel, weather, or traffic avoidance) are the responsibility of the aircrew and should be coordinated with the appropriate controlling agency. Do not perform FCF checks that could result in violations of ATC clearances. Request an altitude block, when the profile permits, or delay checks until established in appropriate airspace.

A17.7.12. **(Added-SeymourJohnsonAFB)** Ensure the CFTs are empty prior to accomplishing the high AOA rig checks.

A17.7.13. **(Added-SeymourJohnsonAFB)** The primary emergency landing base will be GSB. Refer to the 4 OG IFG for other possible divert bases.

A17.7.14. **(Added-SeymourJohnsonAFB)** Controlled bailout and jettison procedures are IAW the SJAFBI 11-250.

A17.7.15. **(Added-SeymourJohnsonAFB)** Coordinate with the Control Tower and SOF for the max brake (anti-skid) check.

A17.7.16. **(Added-SeymourJohnsonAFB)** If a real-world FCF flight is incomplete due to aircraft malfunction, the aircrew flying the subsequent FCF attempts may elect to, at their discretion, honor any previously passed -6CL items when re-flying the aircraft. Judgment should be exercised such that all checks that are pertinent to a malfunctioning subsystem are still accomplished.

A17.7.17. **(Added-SeymourJohnsonAFB)** If an FCF flight returns with minor malfunctions that are not related to the original FCF condition or to primary aircraft systems, the aircraft may be released. Primary aircraft systems are defined in T.O. 1-1-300 as Engines, Flight Controls, Landing Gear, and IFR Capability. In all cases, the aircrew are the final authority on whether to release the aircraft.