

MISSION PROCEDURES

1. Briefing Responsibilities

Briefings will begin 1+30 (1+45 for poopysuit missions) prior to takeoff. The flight lead has the prerogative to set earlier briefing times.

Prior to every briefing the AC will sign the 5 AF Form 3, Daily Flight Authorization/Clearance Flight Plan, at the duty desk. A Yoke (VFR on top) or Rose (IFR with RAPCON's area) is filed for you.

Individual briefing items for single, two, three, and four ship missions are located on the phone desk in the operations room.

The GCI briefing format is located next to the phone in the operations room.

Weather: briefings are received from the Osan forecaster via the hot line at the squadron duty desk. A DD Form 175-1, Flight Weather Briefing, will be filled out and used for the flight briefing. Weather should include sun position and contrail levels. NOTAMS will also be obtained.

Threat of the day: specific daily threats are found in the briefing room's briefing guides. Intel has plastic covered 5x7 cards with detailed threat information you can sign out.

MQ Training Briefing items: information concerning the vast majority of these topics is located in the weapons safe. Use the index to the right of the safe under the plexiglas for easy topic reference.

Flight briefings end 15 minutes prior to step time (30 minutes if anti-exposure suits will be worn).

2. Personal Equipment

Tape recorders are required for all missions. WSO's will be issued a personal tape recorder upon arrival.

Gun film will be required for all rides except AHC/Instrument.

A flashlight is needed to adequately preflight the aircraft and armament in the arches.

Ensure each aircraft has a complete set of publications including the MANN.

3. Radio Procedures

Talking to all ATC facilities complete callsigns are used: Falcon 11, 12, 13. After initial contact with GCI "Falcon 1, 2, 3" or tactical callsigns are used. During inflight accomplishment of tactical missions tactical callsigns may also be used.

4. Aircraft Preflight

The aircraft commander will preflight the aircraft IAW the expanded exterior inspection checklist in the 51COMPW(T) F4E Aircrew Aid.

Armament: The WSO will preflight all armament IAW T.O. 1F-4C-34-1-1-CL-1.

ECM Pod: The WSO will preflight the pod IAW T.O. 1F-4C-34-1-1-CL-1. Refer to PACAFR 55-4, Vol I, Chapter 8 for additional procedures.

APX Switchology: The APX will be bit checked IAW T.O. 1F-4C-34-1-1-CL-1.

5. Start, Taxi, Takeoff Procedures

Station time is NLT 25 minutes prior to start. Start engine time is normally 25 minutes prior to takeoff. Be up on CNI, Chan 2, two minutes prior to briefed start time. The flight lead will call the flight to Chan 3 for start. There will be no check in on Chan 3. If the initial check-in is not heard, wingmen should start at the briefed start engine time unless they receive instructions to delay. After start, automatically return to Chan 2 and await check in approximately 8 minutes after starting engines. If delayed, advise the flight lead at this time and inform the flight lead when you are ready to taxi. Comm difficulties may exist due to the arches or location. Ask Fiend Ops for a relay in this case. A KY-28 check is normally performed on Chan 2 after starting engines. If the system does not check, return to Chan 2/ plain and wait.

Bravo Diamond taxi direction is clockwise taxiing out and counter-clockwise parking unless altered due to construction or exercise procedures. The flight lead calls "Falcon 11, approaching the parallel" when the flight is ready to turn onto taxiway A. Taxi on the centerline with 300 feet spacing. If ice or snow are present increase spacing to 500 feet. Refer to PACAFR 55-4, Vol 1, Chapter 8 for additional procedures.

When Ground issues ATC clearances, the leader will acknowledge with full callsign and all other flight members will reply with position number.

Radars
for
LC

Radar/WRCS Bit Analysis/System Capability: The WSO will perform the appropriate bit checks on all missions IAW T.O.1F-4C-34-1-1CL-1. Advise the AC of system capabilities.

Auxiliary Receiver Check: Check the auxiliary receiver by listening to ATIS on auxiliary Chan 8 prior to start. Monitor auxiliary Chan 3 while airborne.

Quick check spare procedures are coordinated on Chan 2 with Fiend Ops and Maintenance Control.

An arming systems capabilities check is performed between aircraft prior to takeoff. A left to right sweeping hand action for the radar is followed by thumb up (good system), thumb wavering between up or down (degraded system), and thumb down (gadget broken). If the radar is not thumb up, an index finger circular motion followed by thumb up or down indicates if the aircraft has an AIM 7 capability. The same procedure is used for the APX system indicated by the speed brake signal followed by a thumb gesture.

Before takeoff, the flight lead or single ship AC will call Fiend Ops with "no changes" or any changes which have occurred after step.

After arming a visual signal may be used to go to Chan 4 (tower). Taxi onto runway and visual signal or radio call to Chan 5 (Departure control) and a "run 'em up" signal will be used.

The flight leader will establish radio contact with departure control prior to takeoff. Include assigned working area and GCI site in your initial radio transmission to Departure control.

IFF/SIF procedures: All flight members will self test their IFF. The flight lead will squawk for the flight as directed. The normal IFF squawks are: Departure: 40XX, VFR under GCI control: 40XX, Recovery: 04XX.

A tactical departure is normally flown IAW squadron standard procedures.

After calling "VFR on top" the flight is cleared to maneuver as required to navigate to their assigned area using caution for restricted areas. During runway 27 departures attention must be given to not overfly Kooni Range (5 NM radius from 265/14 NM from surface to 20,000 feet).

The wingman will perform the weapons systems check IAW squadron standard procedures.

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Normal over
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Aircrews must maintain VMC at all times when working with GCI. GCI cannot provide any type of IFR service.

Supersonic flight may be conducted above 15,000 feet MSL in the Red and Yellow areas and at all altitudes in R 80 and R 88.

6. RTB

Priority traffic: Be aware that all cables must be disconnected and pulled aside for operation of priority traffic. The runway will be closed for approximately five minutes during priority takeoff, landing and replacement of cables. Under normal conditions F4 aircraft will not land until a departure end cable is available.

Under normal circumstances complete radar vectoring service is available with radar handoff between GCI and Osan RAPCON, but crews must maintain VMC until an IFR clearance is obtained.

Stage II service can be provided to aircraft within the Osan terminal airspace. IFR aircraft requesting Stage II or "flight following" will be assumed to be cancelling IFR.

Aircraft requesting "Vectors to Initial" will be handled as IFR.

GCI usually hands you off to RAPCON (30-40 NM out) on Ch 14 when RAPCON has established radar contact. RAPCON then passes you to RAPCON Arrival Ch 13 for flight monitoring below 6000'.

Final approaches to Suwon AB Rwy 33 (360°/10 NM from Osan) and Osan Rwy 27 conflict 5.1 miles east of Osan. Suwon traffic should be above 3000 feet MSL when crossing Osan's final approach course.

Descending from the west ensure adequate altitude clearance from Desiderio AAF (8 NM south).

Normally flights recover Stage II to Eagle/Whiskey (weather and aircrew training requirements permitting). Recovery is usually to Eagle because of predominantly westerly winds. If Stage II, call Eagle/Whiskey in sight and contact tower. Cross Eagle on a heading between 360-300° at 2300 feet. Maintain 2300 feet until 4½ DME (Seoul/Pusan highway), and then descend to 1700 feet for the overhead pattern.

All jet patterns are flown to the south of the runway unless otherwise directed. Take 6 seconds spacing (except tactical recovery) in the break.

Normal overhead pattern recovery is made in tactical spread IAW squadron standard procedures. 3000 feet minimum spacing is required for downwind and between landing aircraft.

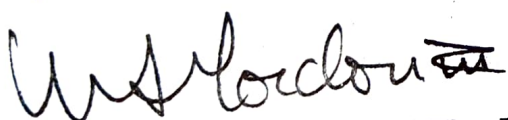
Aircraft on the go will maintain at or below 700 MSL until departure end of the runway. Once in the VFR pattern, (remain with tower within 5 NM at 1700 feet) it is not necessary to return to Eagle/Whiskey. Closed patterns or short re-entry to initial may be approved by Tower. Aircraft on outside downwind and not within 5 NM of Osan will climb to 3500 feet MSL until passing abeam Desiderio AAF and contact Osan RAPCON Ch 13 for Stage II reentry at Eagle/Whiskey.

Aircraft will be on initial or at the Final Approach Fix with no less than 2500 pounds (VMC). A full stop landing will be made from that approach.

When landing in formation, the last aircraft will call clear of the active on Ground, Ch 3.

After dearming call Fiend Ops on Ch2 with maintenance status, flight time, and mission effectiveness (include type mission).

Ops will relay parking spots. Flight members will taxi back in order unless they are returning to the arches. If returning to the arches, aircraft with the lowest arch numbers will taxi first. When landing runway 09, aircraft will taxi back in order and marshall as necessary on the MAC ramp or doorstep. Do not shut down the right engine if taxi back will be to the fighter apron or to a quick turn exercise (refer to the aircrew aid).



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Operations Officer

(OPR: WEAPONS)

When the Dive Toss system is used the aircrew will complete the Dive Toss log in the AFTO Form 781.