

**BY ORDER OF THE COMMANDER
51ST FIGHTER WING**

**51ST FIGHTER WING INSTRUCTION
13-213**



6 SEPTEMBER 2016

Nuclear, Space, Missile, Command and Control

OSAN AIR BASE AIRFIELD DRIVING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 51 OSS/OSA

Certified by: 51 OG/CC
(Col Larry D. Card II)

Supersedes: 51FWI 13-213,
24 August 2016

Pages: 60

This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management* and Air Force Instruction (AFI) 13-213, *Airfield Driving*. It establishes procedures and standards relating to the operations of motorized vehicles, bicycles and personnel on the Osan Air Base (AB) airfield. The requirements set forth in this instruction apply to units and personnel assigned, attached or on temporary duty to Osan AB, including local national, contractor personnel, and Republic of Korea Air Force Personnel. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). This instruction requires the collection and maintenance of information protected by the Privacy Act (PA) of 1974. The authority to collect and maintain records prescribed in the instruction is Title 10, United States Code, Section 8013.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Significant Changes: Updated Airfield Diagram to reflect RWY 09R/27L and RWY 09L/27R, Added expanded Controlled Movement Area (CMA) diagram, updated Personally-Owned Vehicle (POV) Pass (51FW Form 33) procedures, deleted requirement for bicyclists to have an AF Form 483, and clarified vehicle speeds during reduced visibility.

Chapter 1—GENERAL INFORMATION	6
1.1. This instruction establishes responsibilities and operating procedures for driving, riding and pedestrian control on Osan AB airfield.	6
Chapter 2—RESPONSIBILITIES	7
2.1. 51st Fighter Wing Commander (51 FW/CC).	7
2.2. 51st Operations Group Commander (51 OG/CC).	7
2.3. Unit Commander or equivalent (Unit CC).	7
2.4. 51st Fighter Wing Airfield Driving Program Manager (51 FW ADPM).	7
2.5. Unit Airfield Driving Program Managers (Unit ADPMs).	7
2.6. Airfield Operations Flight Commander (AOF/CC).	8
2.7. Airfield Management (AM).	8
2.8. Air Traffic Control Tower (ATCT).	8
2.9. 51st Fighter Wing Safety (51 FW/SE).	9
2.10. 51st Security Forces Squadron (51 SFS).	9
2.11. 51st Medical Group (51 MDG).	9
2.12. 51st Civil Engineer Squadron (51 CES) / 411th Contracting Support Brigade / US Army Corps Of Engineers.	10
2.13. 51st Logistics Readiness Squadron (51 LRS).	11
2.14. 51st Fighter Wing Public Affairs (51 FW/PA).	11
2.15. Airfield Driving Escorts.	11
2.16. Republic of Korea Air Force (ROKAF).	11
Chapter 3—TRAINING, TESTING AND LICENSING REQUIREMENTS	12
3.1. Training Requirements.	12
3.2. Testing Requirements.	14
3.3. Licensing Requirements.	14
Chapter 4—PRIVATELY OWNED VEHICLE (POV) AIRFIELD PASS REQUIREMENTS	16
4.1. POV Pass Policy.	16
4.2. Airfield POV Pass Procedures.	17
4.3. Types of POV passes:	17
4.4. Osan AB Non-CMA POV Pass.	18
4.5. A & B Diamond Only POV Pass	18

Figure 4.1.	A and B Diamond Only Authorized POV Routes.	19
4.6.	Buildings 1701, 1702, 1704 & 1707 (25 FS & 51 MXS AREA) Only POV Pass.	19
4.7.	C Diamond only POV Pass.	20
Figure 4.2.	C Diamond Only Authorized POV Routes.	21
4.8.	Exceptions:	21
Chapter 5—DRIVING RULES AND PROCEDURES		22
5.1.	Airfield Speed Limits.	22
5.2.	Airfield Traffic Procedures.	22
5.3.	Vehicle Rules.	23
5.4.	Fixed and Mobile Obstacle Distance Requirements.	24
5.5.	Disabled Vehicles	25
5.6.	Parking on Airfield	25
5.7.	Restricted Visibility, Night Operations or Inclement Weather.	26
5.8.	Vehicle Equipment Requirements.	27
5.9.	Emergency Response Vehicle Policy.	27
5.10.	Bicycles/Tricycles.	27
5.11.	Golf Carts/ATVs/SEGWAYS.	28
5.12.	Pedestrian Movement.	28
5.13.	Smoking Areas.	28
5.14.	Jet Blast Areas.	28
5.15.	Radio and Visual Blind Spots.	28
5.16.	Combat and Exercise Concept of Operations (CONOPS).	29
5.17.	Foreign Object Damage (FOD) Control/Prevention.	29
5.18.	Airfield Escorts.	29
5.19.	Aircraft Towing.	30
Chapter 6—REPORTING, ENFORCEMENT AND VIOLATION CONSEQUENCES		31
6.1.	Revoking and Suspending AF Form 483.	31
6.2.	Reissuing Suspended AF Form 483s.	31
6.3.	Reporting and Documenting CMAV Events.	31
6.4.	Expired AF Form 483s.	32
6.5.	Violations and Consequences.	33

Chapter 7—CONTROLLED MOVEMENT AREA OPERATIONS	35
7.1. Controlled Movement Areas (CMA).	35
7.2. Operations.	35
Chapter 8—RADIO COMMUNICATIONS PHRASEOLOGY, DISCIPLINE AND TECHNIQUES	37
8.1. Vehicle operators/pedestrians must contact ATCT each and every time they wish to proceed onto the CMA or upon exiting the CMA via the “Ramp” Net.	37
8.2. Vehicle drivers and pedestrians operating on the CMA must use a distinct call sign.	37
8.3. When contacting ATCT to request permission onto the CMA, vehicle operators must advise the controller of three things:	37
Table 8.1. Sample Runway Crossing Phraseology.	37
8.4. Vehicle operators must always acknowledge all ATCT communications with their call sign, repeat instructions verbatim before taking any action and allow time for correction, if misinterpreted.	37
Table 8.2. Sample Read Back Instructions.	37
8.5. If instructions are not completely understood and/or the transmission is garbled, stepped on or unreadable, vehicle operators will ask ATCT to “SAY AGAIN. ...	37
Table 8.3. Sample ATCT Repeat Instructions.	38
Table 8.4. Sample Hold Short Instructions.	38
8.6. The words “clear” or “clearance” shall not be used in communication with ATCT on the Ramp Net.	38
Table 8.5. Sample Reporting Off Runway.	38
8.7. Personnel providing escort will add the number of vehicles they are escorting into the CMA with their call sign.	38
Table 8.6. Sample Escort Procedures.	38
8.8. Proper phraseology must be used to eliminate the potential for miscommunication.	38
Table 8.7. Common Use Phrases.	39
8.9. Because some letters have similar sounds, like B and P, the international aviation industry uses the words in Table 8.	39
Table 8.8. Phonetic Aviation Alphabet.	40
8.10. Radio Techniques.	40
Chapter 9—AIRFIELD SIGNS MARKINGS AND LIGHTING	41
9.1. Airfield Signs	41

Figure 9.1.	Runway Hold Position Sign.	41
Figure 9.2.	Taxiway Direction Sign.	41
Figure 9.3.	Taxiway Location Sign.	42
9.2.	Airfield Markings	42
Figure 9.4.	Runway Hold Position Marking.	42
Figure 9.5.	POFZ Airfield Marking.	43
Figure 9.6.	Taxiway Edge / Apron Boundary Stripes.	43
Figure 9.7.	Restricted Area Markings.	44
Figure 9.8.	ECP Markings.	44
Figure 9.9.	Vehicle Driving Lanes.	44
Figure 9.10.	Wingtip Clearance Lines.	45
Figure 9.11.	Dashed Taxiway Edge Markings edge markings.	45
9.3.	Airfield Lighting	45
Figure 9.12.	Runway Lighting.	46
Figure 9.13.	Taxiway Lighting.	46
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		47
Attachment 2—OSAN AIRFIELD DIAGRAM		52
Attachment 3—AIRFIELD CALLSIGNS		55

Chapter 1

GENERAL INFORMATION

1.1. This instruction establishes responsibilities and operating procedures for driving, riding and pedestrian control on Osan AB airfield. Airfield driving is for official use only. Maximum attention must be paid to safety and accident prevention. Drivers may not deviate from procedures or principles set forth in this instruction except in the interest of safety. Airfield safety is paramount; conscientious and safe driving will prevent accidents. The requirements of this instruction must be included in the unit's self-inspection program if personnel perform airfield driving duties.

1.1.1. The standards set forth in this instruction apply to all motor vehicles and bicycles on the airfield. Only properly trained and certified personnel will be permitted to drive their vehicle on the airfield. All personnel operating vehicles on the airfield must understand this instruction, comply with this instruction, be trained on local airfield driving procedures and possess a valid AF Form 483, *Certificate of Competency*. The AF Form 483 must be endorsed by Osan AB Airfield Management (AM) in order to be valid. This requirement applies to all military, civilian, and contractor employees permanently assigned to, visiting, or on temporary duty to this base, and to all types of vehicles (military, commercial and privately-owned).

1.1.2. This instruction does not address every possible airfield driving scenario. Contact AM at DSN 784-4222/1861 if you have any questions or require clarification.

Chapter 2

RESPONSIBILITIES

- 2.1. 51st Fighter Wing Commander (51 FW/CC).** Executes duties IAW AFI 13-213.
- 2.2. 51st Operations Group Commander (51 OG/CC).** Executes duties IAW AFI 13-213.
- 2.3. Unit Commander or equivalent (Unit CC).** Execute duties IAW AFI 13-213.
- 2.4. 51st Fighter Wing Airfield Driving Program Manager (51 FW ADPM).** The 51 FW ADPM is typically the Deputy Airfield Manager. In addition to requirements outlined in AFI 13-213, the 51 FW ADPM will:
 - 2.4.1. Maintain the 51 FW ADPM Continuity Binder on the Osan Air Base Airfield Driving Program Share Point.
 - 2.4.2. Use 51 FW Form 37, *Unit ADPM Training Checklist*, to conduct and document training on unit ADPMs.
 - 2.4.3. Use 51 FW Form 36, *TDY Personnel/Non-Base Assigned Contactors Training Checklist*, to conduct and document training on Temporary Duty (TDY)/Contractors that are not hosted by a specific unit.
- 2.5. Unit Airfield Driving Program Managers (Unit ADPMs).** In addition to requirements outlined in AFI 13-213, the Unit ADPM will:
 - 2.5.1. Verify and sign trainee's 51 FW Form 214, *Airfield Driving Training Documentation And Certification*, and verify AF Form 483, for completion and accuracy prior to final wing testing.
 - 2.5.2. Administer Airfield Driving Certification Testing. Note: Unit ADPM's must use the Airfield Management approved tests issued by the Wing ADPM.
 - 2.5.3. On a monthly basis, upload a current Airfield Driver's Listing in Tab E on the Unit ADP Continuity Binder located on the ADP Share Point.
 - 2.5.4. Maintain current visual aids and ensure that they are placed in all unit vehicles that drive on the airfield. The 51 FW ADPM will provide an electronic copy of the required airfield diagrams. However, Unit ADPMs are responsible for printing the AFVA 11-240, *USAF Airport Signs and Markings*, in color or contact the local Defense Automated Printing Service (DAPS) office for assistance, at 784-6234. AFVA 13-221, *Control Tower Light Signals*, is optional if the vehicle has an AFVA 11-240.
 - 2.5.5. Conducts and documents a self-inspection of unit's ADP using 51 FW Form 39, *Unit Airfield Driver Program Self Inspection Checklist*, at least annually (every 12 months). File in continuity binder and forward a copy of the inspection results to the 51 FW ADPM.
 - 2.5.6. Disseminates airfield driving related information (e.g. articles, training, etc.) to unit airfield drivers.
 - 2.5.7. Conduct Mission Oriented Protective Posture 4 (MOPP 4) orientation training only during periods of zero or low aircraft traffic. A certified trainer must be in the passenger seat at all time.

2.5.7.1. After the trainee has demonstrated the ability to operate the vehicle in MOPP4, the unit ADPM may make "MOPP4" annotations on the back of the trainee's AF Form 483.

2.5.7.1.1. This will not interfere with the annual refresher annotation on the back of the AF Form 483.

2.5.8. Conducts airfield driving training on all unit sponsored TDY/Non-Base Assigned Contractors IAW Osan AB Temporary Airfield Driving Training and completes 51 FW Form 36.

2.5.8.1. Ensures all TDY/Non-Base Assigned Contractors are added to the unit airfield drivers listing and provides a temporary AF Form 483 valid only for Osan AB to be signed by Airfield Management.

2.5.8.2. File 51 FW Form 36 in Tab E of the Airfield Driving Continuity Binder, either on share point or hardcopy.

2.6. Airfield Operations Flight Commander (AOF/CC). In addition to requirements outlined in AFI 13-213, the AOF/CC will:

2.6.1. Review all Class E Controlled Movement Area (CMA) violation report submittals for concurrence as outlined in AFMAN 91-223, *Aviation Safety Investigations and Reports*.

2.6.2. Ensure runway incursion classifications are annotated in the recommendation section of the AF Form 457, *USAF Hazard Report* or narrative section of the AF Form 651, *Hazardous Air Traffic Report (HATR)*.

2.6.3. Notify PACAF/A3/6TO of all Controlled Movement Area Violations (CMAVs) and runway incursions within 24 hours of the event.

2.6.4. Participate in the Runway Incursion Prevention Working Group (RIPWG).

2.7. Airfield Management (AM). In addition to requirements outlined in AFI 13-213, AM will:

2.7.1. Once training is completed, sign off the airfield driving requirement on TDY checklists to ensure TDY personnel are fully trained and possess a valid AF Form 483 for airfield driving if required.

2.7.2. Signs AF Form 483 once all unit training, documentation and testing are completed/verified by the unit ADPM.

2.7.3. Issues 51 FW Form 33, *Osan Airfield POV Pass*, to approved drivers IAW Chapter 4 of this instruction.

2.8. Air Traffic Control Tower (ATCT). In addition to requirements outlined in AFI 13-213, the ATCT will:

2.8.1. Execute procedures to control vehicles when Precision Obstacle Free Zone procedures are in effect IAW 51FWI 13-204, *Airfield Operations and Local Flying Procedures*.

2.8.2. Provide Light Gun Signal Orientation to airfield driving trainees, when requested via the Ramp Net. Requests for training will be complied with only during periods of low flying and with the approval of the ATCT Watch Supervisor.

2.8.3. Complete an AF Form 457 or AF Form 651 for observed airfield/runway violations or unsafe acts. Forward a copy to the 51 FW DAFM and AOF/CC.

2.9. 51st Fighter Wing Safety (51 FW/SE). Executes duties IAW AFI 13-213.

2.10. 51st Security Forces Squadron (51 SFS). In addition to requirements outlined in AFI 13-213, 51 SFS will:

2.10.1. Inform AM of citations issued or incidents reported on the airfield.

2.10.2. Respond to the airfield at the request of AM or when violations occur (i.e. CMAV, speeding, accident, etc).

2.10.3. Conduct random spot checks of POV passes and AF Form 483s to ensure compliance with this instruction. Notify AM of violations.

2.10.4. 51 SFS vehicles will NOT enter the CMA unless escorted by a CMA qualified driver. Initial response location is the north side of the Fire Station, Building 671.

2.10.5. Upon notification of In-Flight/Ground Emergency (IFE/GE) or Alternate Landing Surface (ALS) set-up, respond to the designated areas and follow operational procedures IAW 51 FWI 13-204.

2.10.6. Permit Airfield Management (AFM) Operations and CE Airfield Sweeper/Snow Removal vehicles to enter/exit 5 RS Ramp in performance of official duties without line badge verification; however they will possess the appropriate Restricted Area Badge.

2.11. 51st Medical Group (51 MDG). In addition to requirements outlined in AFI 13-213, 51 MDG will:

2.11.1. 51 MDG Force Health (51 AMDS/SGPM) will:

2.11.1.1. Verify a current color vision test is on file, only for CMA Authorized airfield drivers.

2.11.1.2. Annotate PASS or FAIL of color vision on 51 FW Form 214. Individuals who fail to pass the color vision test will not be issued access to the CMA and will receive the Daytime Only restriction on the AF Form 483.

2.11.2. 51 MDG Flight Medicine (51 AMDS/SGPF) will:

2.11.2.1. Administer color vision screening for airfield drivers requiring access into the CMA, if there is not a current color vision test result on file at Force Health.

2.11.2.2. Annotates PASS or FAIL of color vision on 51 FW Form 214. Individuals who fail to pass the color vision test will not be issued access to the CMA and will receive the Daytime Only restriction on the AF Form 483.

2.11.3. 51 MDG emergency response vehicle(s) will NOT enter the CMA, unless escorted by a CMA qualified driver. Initial response location is the north side of the Fire Station, Building 671.

2.12. 51st Civil Engineer Squadron (51 CES) / 411th Contracting Support Brigade / US Army Corps Of Engineers.

2.12.1. Ensures the AFM and Deputy Airfield Manager (DAFM) are invited to all construction meetings that involve contracts which will require driving within or near the airfield environment in order to coordinate airfield driving training requirements.

2.12.2. Ensures Statement of Works for airfield construction projects include airfield driving and airfield driving escort procedures IAW AFI 13-213 and this instruction.

2.12.3. Ensures contractors are either escorted by personnel who possess an AF Form 483 or coordinates with Airfield Management to provide airfield driving training prior to work commencing on the airfield.

2.12.4. Ensures contractors obtain and possess on person an approved and authenticated entry authorization letter (EAL) prior to unescorted entry within the airfield controlled area.

2.12.5. Ensures contractors contact AM prior to starting work for the day and when work is completed for the day.

2.12.6. Ensures contractors operate within a designated area (isolated from the operational airfield environment) leading to the work site as determined/coordinated by AM and identified in the 51 FW/CC approved temporary construction waiver.

2.12.7. Ensures contractors understand that vehicle operators may be banned from operating motor vehicles on the airfield for failing to comply with this instruction. Replacement driver(s) airfield driving training will be the contractor's responsibility.

2.12.8. Provides and identifies a construction manager who will be responsible for monitoring contractor operations to ensure personnel/equipment remain within the barricaded or designated work area on the airfield and comply with the provisions of this instruction.

2.12.9. Ensures the following requirements are included in the contract specifications for airfield construction projects:

2.12.9.1. Access to airfield construction sites or work areas will be in writing and/or depicted on contract drawings.

2.12.9.2. Contractors are responsible for providing a positive means of traffic control. This includes all vehicles transiting to, from, and in the construction zone, and alternate routes.

2.12.9.3. A plan for positive control of airfield traffic and personnel must be approved by the AFM prior to starting work. All change requests will be incorporated into plans before traffic enters the airfield. Traffic plans will include, but are not limited to, the following:

2.12.9.3.1. Use of lighted, low profile barricades, signs, etc. for diverting traffic.

2.12.9.3.2. Use of escort vehicles or personnel to direct traffic.

2.12.9.3.3. A vacuum sweeper will be on site or coordinated with 51 CES for use in order to maintain work areas.

2.12.9.3.4. Contractor vehicles will be easily identifiable with the company logo to the maximum extent possible and display POV pass on dashboard of vehicle.

2.12.10. Notifies the AFM/DAFM, in writing, of personnel requiring an AF Form 483 and POV pass at least seven duty days prior to commencement of work. The advance notification is to allow for training, completion of all required paperwork, issuance of AF Form 483s, and POV passes.

2.13. 51st Logistics Readiness Squadron (51 LRS). Ensures personnel are available for immediate response of mobile maintenance and/or a tow vehicle (when notified by 51 OSS/OSA (AM Ops or Tower)) of disabled vehicles on the airfield.

2.14. 51st Fighter Wing Public Affairs (51 FW/PA).

2.14.1. Informs AM of all tours that will require driving on the airfield at least seven days prior to scheduled tour.

2.14.2. Ensures drivers possess an AF Form 483 (or escorted by a person who possesses one) certified by AM.

2.14.3. Ensures any photography, video and/or audio recordings of the airfield area, outside of RAs, will be coordinated through the Osan AB Airfield Manager, 51 OSS/OSAA.

2.15. Airfield Driving Escorts. Units must provide escorts when sponsoring personnel required to operate vehicles on the flight line who are not trained or authorized to do so in accordance with chapter 3 of this instruction. All escorts will be trained and certified to drive on the airfield and will monitor all non-certified drivers. The escort is responsible for the actions of any uncertified drivers whether in the same vehicle or lead vehicle until the non-certified member exits the airfield. Escort requirements will be included in the contract scope of work. AM is not manned nor responsible for providing airfield driving escorts.

2.16. Republic of Korea Air Force (ROKAF). All ROKAF units assigned, or TDY, to Osan AB will ensure personnel required to drive on the airfield are trained, certified and licensed IAW this instruction.

Chapter 3

TRAINING, TESTING AND LICENSING REQUIREMENTS

3.1. Training Requirements.

3.1.1. All base assigned personnel (e.g. military, DoD civilian, ROKAF, Contractor, etc.) required to operate a vehicle on the airfield must complete all airfield driver training and testing requirements outlined in AFI 13-213 and this instruction prior to issuance of an AF Form 483.

3.1.2. 51 FW Form 214 is the form used to train all base assigned personnel.

3.1.2.1. For Non-CMA qualification, drivers must also complete and sign the 51 FW Form 216, *Osan AB Non-CMA Airfield Driving Qualification Training Checklist (Curriculum)*.

3.1.2.2. For CMA qualification, drivers must also complete and sign the 51 FW Form 215, *Osan AB CMA Airfield Driving Qualification Training Checklist (Curriculum)*.

3.1.3. 51 FW Form 36 is the form to train TDY/Non-Base assigned contractors. **NOTE:** Jammers are equipment items and jammer drivers do not receive a GMV license but are required to receive an Airfield Driver's License (AF Form 483).

3.1.4. Color Vision Requirements (CMA Authorized Only).

3.1.4.1. Individuals that have a requirement to drive a vehicle on the CMA are required to successfully complete a color vision test.

3.1.4.2. Individuals required to have normal color vision as a part of their AFSC only require verification that they successfully completed a color vision test. For pilots and navigators (AFSCs 11xxx and 12xxx, or other AFSCs requiring normal color vision IAW the Officer and Enlisted Classification Directory), the UADPM need only verify the duty AFSC with PCS/TDY orders or a unit roster (Tier-3 compliance waiver from AFI 13-213). Other personnel requiring verification will take a 51FW Form 214 to Force Health Management and ask for a records review for previous color vision tests. The reviews are given on a walk-in basis from 0700-1700L M-F.

3.1.4.3. Personnel who have not taken an annual color vision test will take a 51FW Form 214 to Flight Medicine for a color vision test. The tests are given on a walk-in basis from 0700-1700L M-F.

3.1.4.4. Contractors required to work in the CMA, must have their project manager provide a memo verifying their personnel passed a Federal Aviation Administration (FAA) approved color vision test.

3.1.4.5. Individuals that fail to pass the color vision test can be issued a "Limited Access" AF IMT 483 that does not allow access to the CMA.

3.1.5. Annual Refresher Training Requirements

3.1.5.1. Annual refresher training encompasses: re-accomplishing the USAF Airfield Driving CBT on ADLS, reviewing the 51 FW Airfield Driving Instruction (ADI) and

passing the Runway Incursion Prevention (RIP) Test maintained/administered by the Unit ADPM.

3.1.5.2. Unit ADPM's will document the refresher training completion date on the back of the AF Form 483 and maintain the new CBT certificate with the individual's training documentation.

3.1.5.3. Airfield driving privileges will be suspended for individuals who do not complete annual refresher training by the first day of the month after the refresher training is due. Personnel that were not able to complete refresher training (e.g. deployed, TDY, etc.) must complete it prior to driving on the airfield.

3.1.6. TDY Personnel, Inspection/Survey Teams and Non-base Assigned Contractors.

3.1.6.1. Temporary personnel (TDY personnel, Inspection/Survey Teams, and Non-base Assigned Contractors) who do not possess an Osan AB AF Form 483 must be escorted by an individual with a current Osan AB AF Form 483 or complete the training IAW paragraph 3.1 of this instruction.

3.1.6.1.1. Temporary personnel possessing an AF Form 483 from their home-station will complete 51 FW Form 36 with their sponsoring Unit ADPM. The Unit ADPM will annotate training on the reverse side of the AF Form 483. The trained person is then authorized to drive on the Osan AB airfield (Non-CMA only).

3.1.6.1.2. Temporary personnel without an AF Form 483 from their home stations will complete 51 FW Form 36 with their sponsoring Unit ADPM. The Unit ADPM will then send trainee to AM with 51 FW Form 36 and temporary AF Form 483 for final signatures. The trained person is then authorized to drive on Osan AB airfield (Non-CMA only).

3.1.7. Non-Base Assigned Contractor Personnel Training Requirements.

3.1.7.1. Non-base assigned contractors (i.e. trash collector, Port-A-John, or construction worker) must receive a contractor briefing based on the location they are working and routes to and from the work site, either from the Unit ADPM or AM. Driving within the CMA will require a qualified escort unless the contractor possesses a "CMA Authorized" AF Form 483.

3.1.7.2. Personnel acting as escorts must have a valid Osan AB AF Form 483 to drive on the airfield. Escorts must be trained and have "CMA Authorized" if escorting within the CMA. The host unit's ADPM will ensure all escorts are aware of their responsibilities.

3.1.7.3. Contractor vehicles operating in the CMA must be equipped with a rotating beacon and/or emergency flashers and have two-way radio contact with the ATCT. Restricted routes and CMA access will be approved by the AFM.

3.1.7.4. Prior to beginning work on the airfield, contractors must report to AM with the host unit representative with 51FW Form 36, signed by the trainee and the Unit ADPM, and a temporary AF Form 483. The AFM, DAFM or designated representative will verify training checklist is complete and sign temporary AF Form 483.

3.1.7.5. Contractors will obtain (via 51 SFS) and possess on their person an approved and authenticated entry authorization letter EAL prior to unescorted entry within the airfield controlled area.

3.1.7.6. It is the primary contractor's responsibility to ensure subcontractors are trained and receive an AF Form 483, POV pass and copy of the authenticated EAL (as applicable), or are escorted by a qualified contractor.

3.1.7.7. Qualified contractors will meet delivery vehicles at a location off the airfield and escort individuals to and from the construction site using approved routes. Haul routes and operations must be prior coordinated and approved by the AFM/DAFM.

3.1.7.8. Contractors will comply with the provisions of this instruction and driving conditions negotiated at pre-construction meetings, or stipulated in a Temporary Construction Waiver safety plan. Contractor vehicle operators who violate established provisions can be banned from operating motor vehicles or equipment on the airfield. Replacement driver(s) is the contractor's responsibility. See paragraph 2.15.

3.2. Testing Requirements.

3.2.1. When the trainee completes the 51 FW Form 214, the unit ADPM will verify all items are complete and sign 51 FW Form 214 before issuing the approved Wing certification test.

3.2.2. Test failures:

3.2.2.1. If a trainee fails to achieve the minimum passing scores during the first testing attempt, the trainee will review all previous training. The earliest the individual can re-test is 7 days from the date of the failure and must have a training recertification Memorandum for Record (MFR) from Unit ADPM on file in record. See Osan Air Base Airfield Driving Program Share Point for template.

3.2.2.2. If a trainee fails to achieve the minimum passing scores on the second attempt, the trainee will review all previous training. The earliest the individual can re-test is 14 days from the date of the second failure and must have a training recertification MFR from Unit Commander on file in record. See Osan Air Base Airfield Driving Program Share Point for template.

3.2.2.3. In the event a member achieves a third failure, the trainee will not be given another opportunity to test and will not be permitted to drive on the airfield without an airfield driving certified escort.

3.2.3. For compliance purposes, AM reserves the right to test trainees randomly to ensure integrity of the program. If a trainee fails an administered test from airfield management, the trainee will not have their 483 signed until additional unit training is accomplished.

3.2.4. When all training and testing is successfully completed, AM will sign the 51FW Form 214 and AF Form 483, and the trainees will return the completed 51FW Form 214 and ADLS CBT to the Unit ADPM for filing.

3.3. Licensing Requirements.

3.3.1. After all training and testing is completed the Unit ADPM or trainee will hand carry all items below for verification and signatures:

3.3.1.1. 51 FW Form 214

3.3.1.2. Copy of ADLS Airfield Driving Computer Based Training (CBT)

3.3.1.3. 51 FW Form 215 (CMA) or 51 FW Form 216 (Non-CMA)

3.3.1.4. Pre-filled AF Form 483.

3.3.1.4.1. The AFM, DAFM or designated AM representative will validate all paperwork, endorse 51 FW Form 214 and sign the front of the AF Form 483.

3.3.1.4.2. Authority for signing the front of AF Form 483 will not be delegated outside of AM.

3.3.2. Unit ADPMs will ensure that authorized driving areas/airfield restrictions are annotated on the front of AF Form 483. Authorized driving areas/restrictions:

3.3.2.1. CMA Authorized- Personnel are authorized to drive on all airfield areas including the CMA. **NOTE:** CMA access will only be authorized when mission requirements dictate.

3.3.2.2. Non-CMA Access Only. Personnel are not authorized to operate in the CMA. They are only authorized to drive within the A, B, and C Diamond areas, all taxiways (not including those portions of taxiways within the CMA), AMC Apron, AMOPS Apron, and Door Stop Apron. Drivers are required to utilize the driving lanes.

3.3.2.3. Authorized Daylight Hours Only/Limited Access- Personnel are only authorized to drive between sunrise and sunset and CMA access is not authorized due to failing color vision requirements.

3.3.2.4. Diamonds Only. Personnel are not authorized to operate on Taxiway Foxtrot or the CMA. Drivers must remain in the Diamonds at all times.

3.3.3. Personnel who lose their AF Form 483 can be reissued a new one by hand carrying the original 51 FW Form 214 and a current copy of the AF Airfield Driving CBT certificate to AM. The AFM, DAFM or designated AM representative will verify training/testing documentation and sign the replacement AF Form 483.

3.3.4. Personnel who lose their 51 FW Form 214 and still have a valid AF Form 483 for Osan AB may be recertified to drive on the airfield by the unit ADPM. The ADPM will complete new checklists and make a statement on each to indicate it is a replacement for a lost original or refresher, and verify all training requirements are current.

Chapter 4

PRIVATELY OWNED VEHICLE (POV) AIRFIELD PASS REQUIREMENTS

4.1. POV Pass Policy.

4.1.1. To the maximum extent possible, Government Owned Vehicles (GOVs) will be used on Osan's airfield. Because of the location of multiple primary work centers well beyond the airfield Entry Control Points (ECPs), the use of POVs and Government Leased Vehicles (GLVs) on Osan's airfield can be authorized IAW this section but should be kept to minimum practical use. The AFM and DAFM are the only issuing authorities for airfield POV passes. Vehicle passes will be restricted to the designated areas required to accomplish the unit's mission. POV operators must possess a valid AF Form 483 and POV pass to drive on the airfield. **NOTE:** Authority must not be delegated outside of AM.

4.1.2. Motorcycles and scooters are considered POVs and are authorized only within the POV routes, nowhere else on the airfield (See Figure 4.1.). Bicycles are not considered POVs and do not require a 51 FW Form 33 (POV pass)

4.1.3. Permanent base assigned contractor vehicles (i.e. CUBIC) do not require a POV pass when marked with an organizational/company decal or other type of designation marking. Any vehicle not marked shall be considered a POV.

4.1.4. Official rental vehicles/GLVs (i.e. Hertz, Enterprise, etc.) require a GLV only POV Pass

4.1.5. Commanders should balance the number of POV pass requests with mission necessity, quality of life, and parking spaces available. All efforts should be made to limit the number of POVs to remain outside the airfield perimeter fence to satisfy Air Force and Integrated Defense plan guidance and requirements.

4.1.6. 51 FW Commander and Group commanders will not typically be required to provide detailed justification for POV pass requests. If necessary, the justification statement may read, "required in the performance of official duties."

4.1.7. Each issued pass is only valid up to one year. Requirements must be revalidated and certified annually by submitting a new POV pass request NLT 30 days prior to expiration. Commanders may use the annual renewal memorandum template (available on Sharepoint), which combines all pass renewal requests on one document.

4.1.8. If approved, AM will issue the POV pass for the period defined in the request, but not to exceed 31 December of the current calendar year. If the issue date is 1 December or later, a POV pass may be issued through 31 December of the following year.

4.1.9. TDY personnel requiring transportation to and from the airfield to perform official duties will contact the sponsoring unit ADPM for vehicle pass requests.

4.1.9.1. POV pass requests for contractor vehicles must be submitted by the responsible host Unit Commander or Company/Contractor Representative.

4.1.10. POV passes are vehicle-specific not driver-specific. POVs may be borrowed as long as the vehicle has a POV pass and the driver (who might not be the owner listed on the POV pass) has a current Osan AB AF Form 483.

4.2. Airfield POV Pass Procedures.

4.2.1. Personnel may only park their vehicles in designated parking spots.

4.2.2. POVs entering into Alpha or Bravo Diamonds will only enter/leave the restricted area at the ECPs mentioned in paragraphs 4.5.2.1 and 4.5.2.2.

4.2.3. Any vehicle that impedes the flow of aircraft movement or parked in an unsafe/unauthorized location will be towed off the airfield and the member's POV pass will be revoked and AF Form 483 confiscated.

4.2.4. POVs passes are normally issued to the POV owner only, but passes may be issued to personnel borrowing a POV at the discretion of AM. A POV pass will not be transferred to another person directly by vehicle sale.

4.2.5. Passes must be displayed on the front left corner of the vehicle dashboard when the vehicle is operated on the airfield. Passes are a controlled item and must be secured when not displayed for airfield access.

4.2.6. If a pass is stolen or lost, the individual must complete a memorandum signed by their unit commander indicating the POV pass was stolen/lost, mitigating factors (when, where, how, etc) and request a new pass to be issued from AM. If the POV pass is lost for a second time, POV pass privileges will be permanently revoked and a pass will not be re-issued.

4.2.7. Personnel must return permanent and temporary passes to AM for accountability/destruction upon expiration or when no longer required (e.g., PCS, PCA, separation, work completion, sale/disposal of vehicle).

4.2.8. POVs are not authorized for CMA access and are not required to keep any airfield diagrams or visual aids in the vehicle.

4.3. Types of POV passes:

4.3.1. Airfield GLV only POV Pass. Leased vehicles used for official business procured from commercial means with local plates require a GLV only POV Pass.

4.3.1.1. These vehicles are approved to operate outside of the Diamond areas for mission essential duties after receiving the appropriate airfield driving training and AF Form 483 from AM.

4.3.1.2. GLV only POV Passes are vehicle-specific not driver-specific. GLVs with passes may be used by anyone possessing a current Osan AB AF Form 483.

4.3.2. Osan AB non-CMA POV Pass: Allows non-CMA access to Osan's airfield. CMA access is not authorized. Applicants must possess an Osan AB AF Form 483 (Airfield Driver's License). The non-CMA POV Pass will only be issued to applicants with a valid mission need at multiple airfield work centers or to deviate from direct routing to/from the work centers.

4.3.3. A & B Diamond only POV Pass: Applicants must possess an Osan AB AF Form 483. Any POVs found outside the authorized routes in paragraphs 4.5.2.1 and 4.5.2.2 may have

the POV pass revoked and the driver may lose their airfield driving privileges, at the discretion of the 51 OSS/CC in coordination with the driver's commander.

4.3.4. Buildings 1701, 1702, & 1707 Only POV Pass: Applicants must possess an Osan AB AF Form 483. Any POVs found outside the authorized route in paragraph 4.6.2.1 may lose the POV pass and the driver may lose airfield driving privileges, at the discretion of the 51 OSS/CC in coordination with the driver's commander.

4.3.5. Charlie Diamond only POV Pas: Applicants must possess an Osan AB AF Form 483. Any POVs found outside the authorized route in paragraph 4.7.2.1 may lose their POV pass and the driver may lose airfield driving privileges, at the discretion of the 51 OSS/CC in coordination with the driver's commander. **NOTE:** AM personnel are authorized to confiscate individuals' AF Form 483 if not in compliance with the ADI.

4.3.6. Airfield Driving Contractor POV Pass: Grants access to the airfield for official rental vehicles, non-base assigned contractors, and TDY personnel on a case by case basis.

4.3.6.1. Temporary passes will expire upon completion of work or at the expiration date, whichever is earlier.

4.3.6.2. Qualified personnel may be approved for issue of a temporary POV pass by AM for official use on the airfield. These passes will be returned same day of issue unless otherwise approved by the AFM/DAFM.

4.4. Osan AB Non-CMA POV Pass.

4.4.1. Individuals requesting an Osan AB Non-CMA POV Pass for their POV/GLV to drive on the Non-CMA only portion of Osan's airfield must obtain a POV Pass request memorandum from the Unit ADPM and signed by the unit commander. Unit Commanders will verify written requests include specific justification to AM to issue the Airfield POV passes. Commanders will limit non-CMA pass requests to personnel required to work at multiple airfield work centers and/or possess a valid mission need to deviate from direct routing to/from the work center. Once endorsed by the unit commander, the requester will bring the memorandum to AM for processing and allow for a 24-hour turn-around time. AM will print and sign the POV pass. The memorandum will be returned to the Unit ADPM to maintain in the continuity binder until the individual PCSs and IAW Air Force RDS, Table 13-01, Rule 01.00.

4.4.2. Drivers using a non-CMA POV pass will use only direct routing to/from the work center to the maximum extent practical.

4.5. A & B Diamond Only POV Pass .

4.5.1. Individuals requesting an A & B Diamond Only POV Pass for transit only to drive to and from their work center located within the A & B Diamonds must obtain a POV pass request memorandum from the Unit ADPM and signed by the unit commander. Unit Commanders will verify written requests include specific justification to AM to issue the POV passes. Once endorsed by the unit commander, the trainee will bring the memorandum to AM for POV pass preparation and signature. The memorandum will be returned to the Unit ADPM to maintain in the continuity binder until the individual PCSs and IAW Air Force RDS, Table 13-01, Rule 01.00.

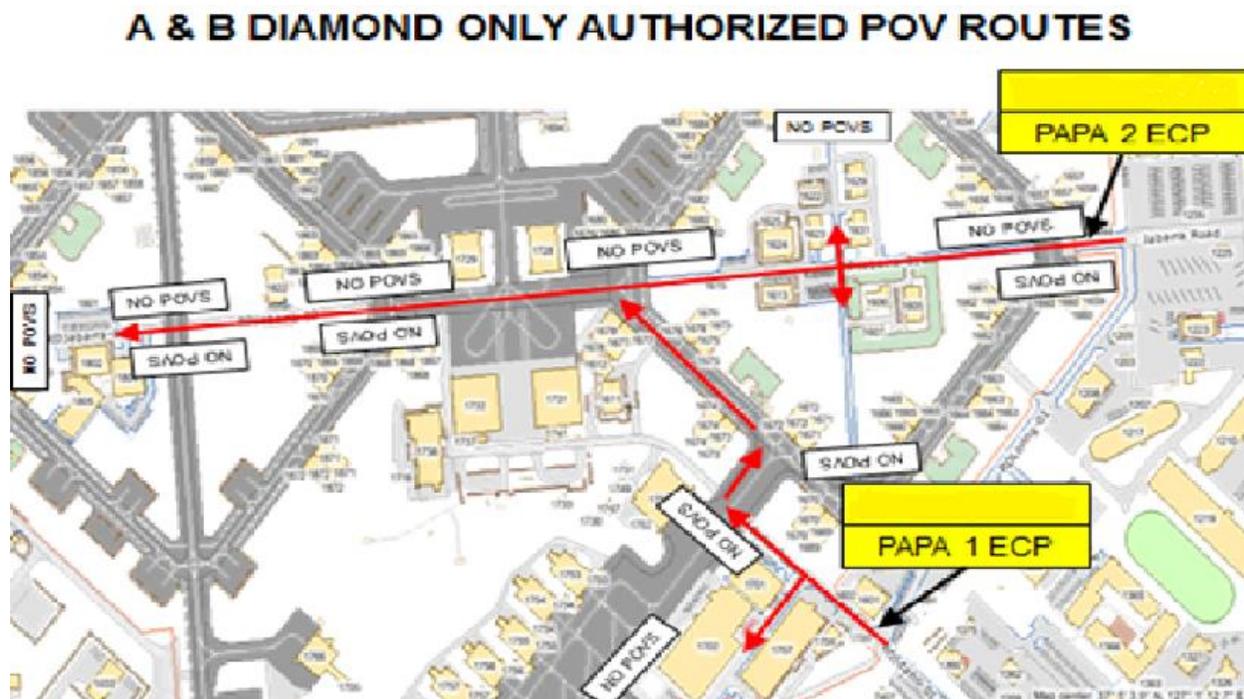
4.5.2. Individuals with an A & B Diamond Only POV Pass will only utilize the authorized POV routes below while driving in the A & B Diamonds:

4.5.2.1. POV route to/from buildings 1802, 1804, 1805, 1810, 1822 ONLY: Enter Jabarra Rd ECP (Papa 2/East entrance of Bravo Diamond), straight through Bravo Diamond on Jabarra Rd, across Service Apron B (within driving lane) to buildings 1802, 1804, 1805, 1810, or 1822. Comply with all applicable airfield/ Foreign Object Damage (FOD) check signs and markings.

4.5.2.2. Another POV route to/from buildings 1802, 1804, 1805, 1810, 1822 or to/from buildings in Bravo Diamond: Enter Idaho Rd ECP (Papa 1/next to golf course driving range), drive straight, conduct FOD check, turn right, turn left onto southwest leg of Bravo Diamond, turn east (right) or west (left) onto driving lane to applicable buildings. Comply with all applicable airfield/ FOD check signs and markings. See Figure 4.1.

4.5.3. Exceptions: Detours from the authorized routes may be authorized by the AFM or DAFM (DSN 784-4222) verbally on a case-by-case basis or via memorandum for longer term issues (e.g., for temporary airfield construction).

Figure 4.1. A and B Diamond Only Authorized POV Routes.



4.6. Buildings 1701, 1702, 1704 & 1707 (25 FS & 51 MXS AREA) Only POV Pass.

4.6.1. Individuals requesting a Buildings 1701, 1702, 1704 & 1707 (25 FS & 51 MXS AREA) Only POV Pass for transit only to and from their work center located at buildings 1701, 1702, & 1707 (the 25 FS & 51 MXS AREA) must obtain a POV pass request memorandum from the Unit ADPM and signed by the unit commander. Unit Commanders will verify written requests include specific justification to AM to issue the POV passes. Once endorsed by the unit commander, the trainee will bring the memorandum to AM for pass preparation and signature. The memorandum will be returned to the Unit ADPM to

maintain in the continuity binder until the individual PCSs and IAW Air Force RDS, Table 13-01, Rule 01.00.

4.6.2. Individuals with a Buildings 1701, 1702, 1704 & 1707 (25 FS & 51 MXS AREA) Only POV Pass will follow the only authorized route below while driving in the A/B Diamonds:

4.6.2.1. Only Authorized Route to/from buildings 1701, 1702, 1704 & 1707 (25 FS & 51 MXS AREA): Enter Idaho Rd ECP (Papa 1/next to golf course driving range), turn left between buildings, 1707 and 1701, and park only in authorized parking areas. Comply with all applicable airfield/FOD check signs and marking. See Figure 4.1.

4.6.3. Exceptions: Detours from the authorized route may be authorized by the AFM or DAFM (DSN 784-4222) verbally on a case-by-case basis or via memorandum for longer term issues (e.g., for temporary airfield construction).

4.7. C Diamond only POV Pass.

4.7.1. Individuals requesting a Charlie Diamond only POV Pass for their POV only to drive to their work center located within the C Diamond must obtain a POV pass request memorandum from the Unit ADPM and signed by the unit commander. Unit Commanders will verify written requests include specific justification to AM to issue the POV passes. Once endorsed by the unit commander, the trainee will bring the memorandum to AM for pass preparation and signature. The memorandum will be returned to the Unit ADPM to maintain in the continuity binder until the individual PCSs and IAW Air Force RDS, Table 13-01, Rule 01.00.

4.7.2. Individuals with a C Diamond only POV Pass will follow the only authorized routes below while driving in the C Diamond:

4.7.2.1. Only Authorized Route to/from buildings 841, 843, 845, 849, 851, 1131: Enter Saber Rd ECP (Whiskey 1 ECP), turn east (right) or west (left) and park only in authorized parking areas. Comply with all applicable airfield/ FOD check signs and markings. See Figure 4.2.

Chapter 5

DRIVING RULES AND PROCEDURES

5.1. Airfield Speed Limits.

5.1.1. 5 MPH (8 KPH) maximum in vehicle parking areas, on airfield access roads, within 25 feet of an aircraft, and for vehicles towing aircraft and towing two or more maintenance stands. Also, this speed limit is in effect when visibility is 50 feet or less, if conditions exist IAW paragraph 5.7. of this instruction.

5.1.2. 10 MPH (16 KPH) maximum for special purpose (SP) vehicles, vehicles within 50 feet of any aircraft, or vehicle towing one maintenance stand. Also, this speed limit is in effect when visibility is 100 feet or less, if conditions exist IAW paragraph 5.7. of this instruction.

5.1.3. 15 MPH (24 KPH) maximum for all general-purpose vehicles on a taxiway, driving lanes, aprons, not within 50 feet of an aircraft, and vehicles towing equipment or trailers.

5.1.4. 45 MPH (72 KPH) on active runway.

5.1.5. Speed limit exceptions: Drivers will proceed at a safe speed consistent with ramp conditions, traffic and the situation. Drivers will have emergency hazard flashers or beacons operating (if equipped). Emergency response in itself is not sole justification for speeding; critical need to arrive at the destination in a short period of time must be required of the situation. The following vehicles may exceed speed limits only in performance of official duties:

5.1.5.1. Emergency response vehicles responding to real-world emergencies.

5.1.5.2. Snow removal vehicles performing snow removal operations.

5.1.5.3. Follow-Me vehicles to accommodate the optimum safe taxiing speed of aircraft.

5.1.5.4. AM, Barrier Maintenance, Supervisor of Flying (SOF) and 5 RS support vehicles.

5.1.5.5. Any vehicle the Tower advises to “expedite” or uses the term “immediately”. Once the event is over, drivers will revert back to driving the normal speed limit.

5.1.6. Red Ball response vehicles are not authorized to exceed speed limits.

5.2. Airfield Traffic Procedures.

5.2.1. All vehicles, except responding emergency and alert vehicles, will stop before entering the airfield, regardless of entry point, and conduct a roll-over FOD check.

5.2.2. Vehicles operating on the airfield will use emergency/hazard flashing lights, or strobes, during periods of inclement weather/reduced visibility (i.e. snowy/foggy conditions).

5.2.3. Yield to all taxiing and towed aircraft. Never cut off or attempt to outrun an aircraft.

5.2.4. Only Transient Alert (TA) “FOLLOW ME” vehicles may drive directly in front of an aircraft. Vehicles will not be driven between an aircraft and a “FOLLOW ME” vehicle.

5.2.5. Yield the right-of-way to all emergency response vehicles. Never drive between an emergency response vehicle and an aircraft.

5.2.6. When encountering taxiing/towed fighter aircraft (F-16, A-10, F-18) and helicopters, ensure you are at least 25 feet from the wingtip's edge, proceed to the edge of the pavement surface, stop the vehicle and wait for the aircraft to pass.

5.2.7. When encountering taxiing/towed U-2 aircraft or larger aircraft (C-17, C-5, 747), exit the pavement surface at the nearest intersection, as there is not sufficient wingtip clearance, and proceed past the double dashed yellow lines. If there are no pavement surfaces to exit on, quickly evacuate the pavement to a suitable grass or unimproved area and stop past the double dashed yellow lines (see Figures 9.10. & 9.12). Vehicles evacuating to a grass or unimproved surface must complete a FOD check prior to re-entering an airfield pavement surface.

5.2.8. Except for clearly marked driving lanes, drive on the far right side of taxiway/taxilane surfaces, as close to the pavement edge as possible, so the driver's door faces any taxiing/towed aircraft. Stay off the taxiway/taxilane centerlines. AM, Airfield Sweeper/Snow Removal vehicles, Safety, and TA are the only vehicles authorized to drive along taxiway centerlines.

5.2.9. Driving lanes in the Diamonds and parallel to Taxiway Foxtrot are located between the white line and pavement edge.

5.2.10. When encountering taxiing/towed fighter aircraft in the Diamonds, stop the vehicle as close to the pavement edge as possible so not to accidentally veer into the taxiway/taxi lane/taxi track.

5.2.11. When encountering taxiing/towed fighter aircraft (F-16, A-10, F-18) and helicopters, on the Taxiway Foxtrot driving lane stop the vehicle and wait for the aircraft to pass.

5.2.12. Vehicles will yield the right-of-way to snow removal equipment. No vehicles will be driven in their path, between them or stopped within 50 feet of their operational path.

5.3. Vehicle Rules.

5.3.1. Non-airfield access routes and perimeter road will be used as much as possible. Airfield routes are not authorized for convenience or shortcuts. Vehicle traffic on or crossing the runway must be kept to an absolute minimum.

5.3.2. Osan AB perimeter road at certain locations is within 10 ft of RWY 09L/27R overruns. Although perimeter road is deemed not to be within the CMA, all vehicle drivers using perimeter road must be trained and certified for airfield driving IAW Chapter 3 of this ADI.

5.3.3. Vehicle operators will drive with the driver's side toward the aircraft at all times. This does not apply when the aircraft are parked in hangers or Hazardous Area Shelters (HASs).

5.3.4. Vehicles are prohibited from driving or parking immediately to the rear of aircraft unless required for maintenance. Vehicles performing maintenance at the rear of the aircraft may be parked there provided the vehicle does not interfere with other taxiing or engine running aircraft.

5.3.5. When it is necessary to park a vehicle in the vicinity of a parked aircraft, position the vehicle with the driver side facing the aircraft and maintain proper wing-tip clearance.

5.3.6. Vehicles will not be driven within 25 feet of any part of an aircraft with the exception of a vehicle directly involved in servicing the aircraft (loaders, refuelers etc.). A safety spotter and chocks must be in place within 10 feet of an aircraft.

5.3.7. Vehicles will never pass under any part of an aircraft or helicopter blade unless performing procedures prescribed by technical orders for that task.

5.3.8. Vehicles will not be backed toward an aircraft except as authorized for servicing in certain towing, loading, refueling operations, spotters and chocks are required in all instances.

5.3.9. Vehicle operators performing on-the-job-training (OJT) will not operate a vehicle within 50 feet of an aircraft. **EXCEPTION:** This restriction does not apply to fire fighting vehicles/equipment, OJT operators towing aircraft, loading or unloading vans or vehicles that are servicing aircraft. Drivers in OJT status must be qualified to operate the vehicle and accompanied by a qualified instructor.

5.3.10. Vehicles are not permitted to operate inside aircraft hangars when aircraft are present. Exception: Aircraft tow vehicles, servicing vehicles, and /or equipment required to load munitions will be permitted to operate in hangars with spotters.

5.3.11. AM approval is required prior to traction vehicle operations anywhere on the airfield. Vehicles equipped with studded tires are not permitted to operate on the airfield.

5.3.12. Tire chains may only be employed on airfield pavement after obtaining coordination/approval from AM, Safety and CE. Requesting agency will conduct an operational risk assessment with the above agencies when evaluating the need for tire chains to minimize pavement damage and FOD hazard.

5.3.13. Cellular/mobile phones must not be used while driving on the airfield. If you need to use the phone ensure your vehicle is in an area not blocking aircraft movement. Keep alert for moving aircraft and vehicles at all times.

5.4. Fixed and Mobile Obstacle Distance Requirements.

5.4.1. Vehicles and equipment are considered mobile obstacles. Do not leave vehicles or equipment parked unattended within the following areas unless prior coordinated with and approved by the AFM/DAFM:

5.4.1.1. 1,000 feet either side of a runway centerline.

5.4.1.2. 200 feet from a taxiway or taxilane centerline.

5.4.1.3. 125 feet from the edge of an aircraft parking apron.

5.4.1.4. These distances also apply to equipment and materials.

5.4.2. No vehicle will come within 200 feet to the rear or 25 feet in front of an aircraft taxiing or operating engines.

5.4.3. Aerospace Ground Equipment (AGE) or fixed/ mobile obstacles located within the Taxilane/Diamonds, Draggins Lair, End of Runway (EOR), Door Stop Ramp, AMC Ramp

and Base Ops Ramp will be placed in the approved locations marked with white safety lines (white lined box).

5.4.3.1. During cursory pits and RWR pits, light-alls must remain at the extreme edges of the shoulders, at least 25ft away from wingtips, for wingtip clearance. **EXCEPTION:** Yellow boxes for RWR pits may remain in place as long as personnel are present.

5.5. Disabled Vehicles

5.5.1. When a vehicle has a malfunction that prevents operation under its own power, every means will be used to alert taxiing aircraft in the vicinity. The ground vehicle operator will:

5.5.1.1. Notify Airfield Management on the Ramp net or by phone immediately.

5.5.1.2. Leave the vehicle parking lights or emergency flashers on and open the hood.

5.5.1.3. If the vehicle has two-way radio capability, make a transmission that includes the nature of the problem and your position on the airfield. If able, push the vehicle off the aircraft operating pavement and onto the shoulder or grass, to ensure 25 ft wingtip clearance. **EXAMPLE:** *“(Airfield Management, Tower/Ground, or Maintenance Operations Center), this is (call sign) with a disabled vehicle blocking movement at (location).”*

5.5.1.4. If a vehicle is not equipped with a two-way radio, stay with the vehicle and continue attempts to alert any taxiing aircraft or other vehicles in the vicinity.

5.5.1.5. If the vehicle is in the CMA, the vehicle operator will immediately notify ATCT and AM by any means possible to coordinate expeditious removal of the disabled vehicle from the CMA. The vehicle operator will ensure the disabled vehicle is not left unattended in the CMA.

5.5.1.5.1. The disabled vehicle will be removed using any method in the quickest and safest way possible.

5.5.1.6. A vehicle cannot remain on a taxiway, apron or within either wing-tip or clearance zones indefinitely. If a tow vehicle cannot be dispatched immediately, push the vehicle to a safe area.

5.6. Parking on Airfield

5.6.1. Park vehicles at an angle from aircraft so that if the vehicle does roll forward or backward, it will not travel a path intersecting with aircraft.

5.6.2. All vehicles will be parked so they will not interfere with taxiing/towed aircraft, or potential paths of taxiing or towed aircraft.

5.6.3. Turn ignition off, leave keys in the ignition and position gear lever in ‘Reverse’ for manual transmissions and ‘Park’ position for automatic transmissions.

5.6.4. Set the emergency or other internal wheel lock brake. If the emergency brake is inoperable, position chocks in front of and behind the driver’s side rear wheels. One chock will be placed between the tandem wheels of dual (tandem) axle vehicles. Only vehicles actively responding to alerts and emergencies are exempt from this requirement.

5.6.5. Emergency vehicles that remain in operation at the scene of an emergency may park with the engine running but adhere to parking procedures when the driver's seat is unoccupied.

5.6.5.1. Airfield Management vehicles may leave the driver's seat unoccupied temporarily with the engine running to conduct AF Form 483 checks and other AM duties.

5.6.6. Apply brakes on all wheeled AGE and maintenance equipment. Chock equipment if not equipped with brakes.

5.6.7. Place AGE-towing vehicles in neutral and leave running while the driver completes hookup operations. This facilitates movement of the AGE-towing vehicle by hand to align pintle and tongue. Drivers must follow parking procedures if they are not driving off with the AGE equipment immediately following hookup.

5.6.8. Aircraft-servicing vehicles which use their engines as auxiliary power sources may be left unattended with the engine running. Set the parking brake, place the transmission in neutral or park, and chock the rear wheels when the driver's seat is unoccupied. Applicable equipment includes the following:

- 5.6.8.1. Lavatory-servicing trucks
- 5.6.8.2. Belt conveyors
- 5.6.8.3. Water tank trucks
- 5.6.8.4. Truck-mounted aircraft baggage
- 5.6.8.5. Truck-mounted air conditioners
- 5.6.8.6. Fleet-servicing high-lift trucks
- 5.6.8.7. Refuelers
- 5.6.8.8. Ambulances
- 5.6.8.9. Staircase trucks.

5.7. Restricted Visibility, Night Operations or Inclement Weather.

5.7.1. During periods of darkness, vehicle operators will drive with vehicle headlights on. Emergency/hazard flashing lights will be turned on when headlights are turned off, while parked on the airfield, outside of designated parking spots/areas.

5.7.2. When visibility is less than 300 feet, refueling and explosive loaded (laden) vehicles will not be operated unless directed by the wing commander. Defer all vehicle operations when possible.

5.7.3. If visibility is less than 100 feet, only emergency vehicles may operate on the airfield.

5.7.4. If visibility is less than 50 feet, a walking guide equipped with a flashing or luminescent wand is required for movement of emergency and alert vehicles.

5.7.5. To avoid affecting aircraft on approach during inclement weather; drivers must hold short of all Runway hold position markings and POFZ markings when instructed by ATC.

5.7.6. At night or during inclement weather, the headlights of vehicles on the airfield will be operated on low beam and will not be aimed directly at moving aircraft.

5.7.7. When encountering a moving (taxiing/towed) aircraft at night, vehicle operators will turn off the headlights and turn on the emergency/hazard flashing lights. Vehicles with daytime running lights will park in a safe location, turn off the ignition, set the parking brake (to ensure the headlights are off) and leave emergency/hazard flashers on, so as not to blind the pilot or tow crew.

5.7.8. The following vehicle speeds will be in effect when visibility is reduced:

5.7.8.1. 100 feet or less – 10 mph/ 16 kph

5.7.8.2. 50 feet or less - 5 mph/ 8 kph.

5.8. Vehicle Equipment Requirements.

5.8.1. All GOVs, GLVs, and Contractor vehicles that operate on the airfield will contain the following AFVA/decals and diagrams:

5.8.1.1. AFVA 11-240 (Must be in color).

5.8.1.2. Figure A2.1. Airfield Diagram

5.8.1.3. Figure A2.2. Critical Areas/Danger Areas/Blind Spots Diagram

5.8.1.4. In addition to above documents, vehicles operating in the CMA must have the following visibly posted to be easily referenced:

5.8.1.4.1. AFVA 13-222, *Runway/Controlled Movement Area (CMA) Procedures* (Must be in color).

5.8.2. Decals may be permanently affixed in plain view of the driver or clipped to the inside of the sun visor on the driver's side of the vehicle so it can be flipped down for ready reference.

5.8.3. Emergency vehicles will be lighted and or marked in accordance with T.O. 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance*.

5.8.4. **Exception:** POVs authorized for DIAMONDS ONLY are not required to maintain airfield diagrams or visual aids.

5.9. Emergency Response Vehicle Policy.

5.9.1. The primary emergency response agency (Fire Department) will obtain permission from the Tower to proceed into the CMA for Fire Department vehicles only.

5.9.2. When called forward by the Fire Chief or Incident Commander (IC), first and emergency responders, specialized teams, and other support agencies will obtain permission from the Tower to proceed into the CMA via direct two-way communications or escorted by a CMA qualified driver.

5.10. Bicycles/Tricycles.

5.10.1. Bicyclists/tricyclists will comply with all FOD check points prior to riding on the airfield.

5.10.2. Bicycles/tricycles may be ridden within the Diamonds Areas only, directly to and from duty sections.

5.10.3. Bicycle/tricycle riders will abide by Wing Safety standards for reflective vests and equipment.

5.10.4. Bicycles/tricycles must only be stored/parked in designated bicycle racks located at buildings on the airfield and not left unattended near aircraft and engine operations areas.

5.10.5. For night use, bicycles/tricycles will be equipped with an operating headlight and reflectors or reflective tape. Bicycles/tricycles parked on the airfield, day and night, will only be placed in a dedicated bike rack, so they will not impede aircraft or traffic flow.

5.10.6. Bicycle/tricycle riders do not require an AF Form 483, to ride in the authorized airfield areas.

5.11. Golf Carts/ATVs/SEGWAYS.

5.11.1. Government owned golf carts/ATVs/SEGWAYS (3 or 4 wheeled), intended for government use, are authorized within the Diamonds only.

5.11.2. Operators must comply with all rules of this instruction, to include possession of an AF Form 483.

5.11.3. Operators will comply with AFI 91-207, *The Us Air Force Traffic Safety Program*, for Personal Protective Equipment (PPE) and training, as required, and ensure carts are not left in any hazardous areas or pose any hazard to aircraft operations.

5.11.4. Golf Carts/ATVs/SEGWAYS will have forward and rear lamps, if operated at night.

5.12. Pedestrian Movement.

5.12.1. Pedestrians are authorized on the airfield for official business in support of flying operations.

5.12.2. Pedestrians will walk facing oncoming traffic.

5.12.3. Do not sit or recline on the ramp in such a manner that interferes with normal ground vehicle and aircraft operations.

5.12.4. Do not walk into the CMA without two-way radio contact and approval from the ATCT.

5.13. Smoking Areas. Facilities on the airfield will assign a designated smoking area by posting a “designated smoking area” sign. Smoking is prohibited on the airfield except in Designated Tobacco Areas designated by the 51 FW/CC.

5.14. Jet Blast Areas. Exercise caution in the following Jet Blast areas: All Diamonds, Draggin’s Lair, the rear of the flows, the driving lanes along Taxiway F and EORs (see Figure A2.2)

5.15. Radio and Visual Blind Spots.

5.15.1. There are no documented radio blind spots; however there are significant obstructions and congestion in the Diamond areas. Personnel must ensure they send/receive clear transmissions in these areas.

5.15.2. The known visual blind spots for Osan AB are the A, B and C Diamonds (except for the north east leg of Charlie Diamond), Taxiway Alpha south of Foxtrot, the 25FS parking ramp (Draggins Lair), Service Apron A, and the trim pads (see Figure A2.2.).

5.16. Combat and Exercise Concept of Operations (CONOPS).

5.16.1. During aircraft blackout/ Night Vision Devices (NVD) operations, vehicles will use standard night airfield driving procedures.

5.16.2. Vehicle blackout/NVD operations are not approved on Osan airfield.

5.16.3. When practical, 2 people will be in the vehicle to aid alertness during MOPP4 driving.

5.17. Foreign Object Damage (FOD) Control/Prevention.

5.17.1. All personnel entering the airfield area to include the runway, taxiway, parking aprons, and all accessible roadways will conduct a roll-over FOD check on their vehicles prior to entering these areas.

5.17.2. Vehicle operators must make every attempt to stay on paved surfaces and avoid driving on unimproved surfaces (e.g. dirt or grass). If driving on unimproved surfaces is required, conduct a FOD check upon exit of these areas or returning to paved surfaces.

5.17.3. At a minimum, a FOD check will consist of the following:

5.17.3.1. Inspection of vehicle and bicycle tires (pull forward to check tire in contact with pavement). Remove foreign materials (e.g., rocks, gravel, etc.) as applicable.

5.17.3.2. A visual check to ensure all external vehicle components are secured. Secure any/all items loaded on payload vehicle, including all tie down device loose ends such as chains, ropes, packaging or other item that may become dislodged during movement while on the airfield.

5.17.3.3. A thorough walk around of the vehicle to check for damaged, loose, or worn parts.

5.17.4. During winter, ice and snow chunks must be removed from the wheel wells, bumpers and vehicle body before entering the airfield.

5.17.5. Wear of hats on the airfield must be IAW local guidance and AFIs, and is not authorized unless required for aircraft maintenance, handling of other official functions, or as needed to protect personnel from weather elements.

5.18. Airfield Escorts.

5.18.1. CMA authorized qualified drivers can escort drivers on the entire airfield, to include the CMA, either using the same vehicle or by leading the group of vehicles. Non-CMA Access Only can only escort drivers on the Non-CMA portion of the airfield. Non-CMA drivers cannot drive or escort personnel into the CMA.

5.18.2. The qualified driver must be able to maintain positive control over all the vehicles they are escorting. At no time will the qualified driver leave any other personnel or vehicles unattended on the airfield.

5.19. Aircraft Towing. All vehicle operators towing aircraft on Taxiway Foxtrot requires two-way communication and approval from the control tower prior to towing. Additionally, tow vehicle operators will maintain radio contact with the tower until towing operations are complete.

Chapter 6

REPORTING, ENFORCEMENT AND VIOLATION CONSEQUENCES

6.1. Revoking and Suspending AF Form 483.

6.1.1. Violators of the provisions of this instruction may be removed from the airfield by AM and/or detained by Security Forces, as appropriate.

6.1.2. Unit commanders, unit ADPMs, AM, and Security Forces personnel have the authority to temporarily suspend the airfield driving privileges of any individual who fails or refuses to comply with procedures established in this instruction or other applicable guidance.

6.1.2.1. The Wing ADPM will be notified in writing by the Unit Commander or unit ADPM when airfield driving privileges of unit assigned personnel are suspended.

6.1.2.2. The Wing ADPM and/or unit ADPM will notify the Unit Commander of all unit assigned personnel who have their airfield driving privileges suspended or revoked.

6.1.3. Refer to AFI 13-213, paragraph 2.5.5., for suspension or revocation of a unit member's civilian driver's license and/or base driving privileges.

6.1.4. Refer to AFI 13-213, paragraph 2.3.2., for 51 FW/CC reinstatement of airfield driving privileges to perform mission essential duties.

6.2. Reissuing Suspended AF Form 483s.

6.2.1. Individuals may only have their AF Form 483 reinstated after completing remedial training and certification conducted by the unit ADPM. This training will consist of all initial training, testing requirements in Chapter 3 of this instruction and be documented on a new 51FW Form 214. Upon completion of mandated suspension and retraining/certification, the Unit Commander must recommend in writing that the individual's airfield driving privileges are reinstated.

6.2.2. To receive a new AF Form 483 the individual must bring paperwork identified in paragraph 3.1.4.1. as well as the Unit Commander's recommendation letter to AM for reissue. A new AF Form 483 will not be issued without all required paperwork.

6.3. Reporting and Documenting CMAV Events.

6.3.1. A CMAV event is an airfield violation caused by aircraft, vehicles, or pedestrians entering the CMA without specific ATCT approval. This definition also includes runway incursions. A runway incursion is a CMAV event that involves the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. For the purpose of this instruction, the protected area is the same as the CMA.

6.3.1.1. Unit Commander, unit ADPM, 51 OSS/OSA/DO/CC, and AM will be notified immediately of any CMAV event. The AFM or DAFM will notify HQ PACAF/A3T within 24 hours of a CMAV incident.

6.3.1.2. For an actual or suspected runway incursion, the individual's AF Form 483 will be surrendered to AM and airfield driving privileges temporarily suspended until an investigation and/or retraining is completed.

6.3.1.2.1. The Unit Commander of the individual who committed a runway incursion will be notified that one of their unit personnel was involved in a CMAV and the incident is under investigation. This notification will be made within 24 hours or the next duty day of the alleged incident, whichever occurs first.

6.3.1.2.2. Runway Incursions and CMAV events will be reported to 51 FW/SEF, as outlined in AFMAN 91-223, Chapter 6. The AF Form 457 will be filed for runway incursions and CMAVs that did not impact aircraft operations. The AF Form 651 will be filed for all runway incursions and CMAVs that endanger the safety of an aircraft.

6.3.1.2.3. The 51 OSS/CC, AOF/CC, 51 FW/SEF, AFM, and Wing ADPM will work as a team to assign all runway incursions an operational category defined in AFI 13-213, Attachment 1 for trend analysis. The AOF/CC will ensure these classifications are annotated in the recommendation section of the AF Form 457, or narrative section of the AF Form 651.

6.3.1.2.4. The Wing ADPM and 51 FW/SEF will inspect the unit ADPM of the personnel who committed the runway incursion as a part of the investigation. Emphasis will be placed on how the unit trained the individual and their compliance with this instruction. The results will be reported to the Unit Commander.

6.3.1.2.5. The AF Form 651 and/or AF Form 457 must include the following information in the narrative section:

6.3.1.2.5.1. Individual's information (e.g., rank, job title, organization, base assigned).

6.3.1.2.5.2. Individual's experience working on or near the airfield and date trained.

6.3.1.2.5.3. If individual was authorized on the airfield and/or CMA.

6.3.1.2.5.4. If individual completed all training required to operate a vehicle on the airfield.

6.3.1.2.5.5. Approximate location where the CMAV occurred (e.g., runway/taxiway intersection, distance from threshold or overrun etc.).

6.3.1.2.5.6. CMAV events will be briefed at the AOB.

6.4. Expired AF Form 483s.

6.4.1. Annual refresher training must be completed and documented NLT the last duty day of the month indicated on the back of the AF Form 483. Failure to complete annual refresher training within 30 days of due date will result in automatic suspension of airfield driving privileges. Personnel must re-accomplish all airfield driving training if 30 days have passed from the due date.

6.4.2. Personnel who were not able to complete refresher training (e.g., deployed, TDY, etc.) must complete it prior to driving on the airfield.

6.4.3. Expired AF Form 483s discovered during random airfield driving spot checks will be revoked/suspended until the individual provides documentation to AMOPS that refresher training has been completed.

6.4.4. Findings will be briefed at the Airfield Operations Board (AOB).

6.5. Violations and Consequences.

6.5.1. Major violations are those classified in paragraph **6.3.1**. Additional major violations include but are not limited to: failure to obey ATCT instructions; failure to yield right-of-way to taxiing or towed aircraft; failure to yield right-of-way to emergency response vehicles; failure to report a disabled vehicle in the CMA to either ATCT or AM; obvious excessive speed over established speed limits; and operating a vehicle on the airfield without required training, certification, or under a suspended AF Form 483/civilian driver license.

6.5.1.1. At a minimum, the following information will be obtained from the individual committing the airfield driving violation:

6.5.1.1.1. Name/Rank of individual, unit, duty phone, Unit Commander and unit ADPM.

6.5.1.1.2. Details of incident/violation (including date, time, location, nature, other pertinent facts, etc.).

6.5.1.2. The first major violation will result in automatic suspension of an individual's AF Form 483 for a minimum of 45 days. If member is not trained or licensed to operate on the airfield, they will be barred from being able to obtain training and licensing for 45 days.

6.5.1.3. For a second major violation, an individual's airfield driving privileges will be suspended for a minimum of 90 days.

6.5.1.4. After the third major violation, the violator will be permanently barred from driving on the airfield.

6.5.2. Vehicle operators committing a major violation will be escorted to AM to determine identity, reason for the violation, and to surrender their AF Form 483. Notification of the violation will be made IAW paragraph 6.3

6.5.3. Minor or less severe violations still warrant the attention of AM. The violator's name will be recorded, and in the event of a second violation, airfield driving privileges will be suspended for a minimum of 30 days. Minor violations include, but are not limited to:

6.5.3.1. Failure to remove FOD from airfield.

6.5.3.2. Driving a POV on airfield without a pass.

6.5.3.3. Failure to report a disabled vehicle on the airfield to AM.

6.5.3.4. Failure to obtain annual refresher training within 30 days of initial certification month.

6.5.3.5. Any violation not mentioned above will be evaluated by the Wing ADPM on a case-by-case basis to determine appropriate action.

6.5.4. Violations of airfield driving procedures will, at minimum, require the unit ADPM to brief the violator on correct procedures before being allowed to operate a vehicle on the airfield again. Unit ADPM must still submit suspension and re-instatement MFRs IAW paragraphs 6.1. and 6.2. of this instruction.

6.5.5. 51 SFS personnel may issue citations for airfield driving violations, as required.

6.5.6. If a unit has 5 violations in a 30-day period, that unit will be suspended for the next 30-days.

Chapter 7

CONTROLLED MOVEMENT AREA OPERATIONS

7.1. Controlled Movement Areas (CMA).

7.1.1. Runway (RWY) 09R/27L, RWY 09L/27R, runway overruns, the area within 125 feet of the edges of the runways and overruns (not including Perimeter Rd on the east end).

7.1.2. During Alternate Landing Surface (ALS) Operations Taxiway Foxtrot and the Driving Lanes will become a part of the expanded CMA. Notification will be verbalized via the Secondary Crash Net/Ramp Net activated by AM and protected by 51 SFS. The southern limits of the CMA along Taxiway Foxtrot coincide with the double dashed yellow wingtip clearance markings (see Figures 9.12. & A2.3.).

7.1.2.1. Drivers will not proceed past these double dashed yellow wingtip clearance markings unless they have permission from Tower.

7.1.3. The Localizer critical areas, Glideslope critical areas, and Precision Obstacle Free Zones (see Figure A2.2) are active CMAs. Do not enter these areas unless permission is granted from Tower, via direct two-way radio communication.

7.2. Operations.

7.2.1. Vehicles/personnel will not enter the CMA unless absolutely necessary.

7.2.2. All vehicles/personnel requiring access into the CMA must establish and maintain direct two-way radio contact with ATCT and receive approval from ATCT prior to entering the CMA.

7.2.3. Personnel must have a current AF Form 483 stamped with "CMA AUTHORIZED".

7.2.4. Vehicles will stop at the Runway hold position or Precision Obstacle Free Zone (POFZ) hold line markings and contact ATCT for permission to enter the runway portion of the CMA. Runway hold position markings are at least 100 feet from the runway edges.

7.2.5. When approaching the runway in the grassy areas, stop at least 100 feet from the runway edge and contact the Tower before proceeding. The runway distance remaining markers are approximately 75ft from the edge of the runway. Use them as a reference point to judge your distance.

7.2.6. Any vehicle operator told by ATCT to exit the runway will comply immediately by safely expediting to the nearest exit point and reporting off the runway. Operators forced to exit the runway must contact ATCT to re-enter the runway.

7.2.7. Any operator told to hold short of the runway will do so and read back, verbatim, hold short instructions to ATCT regardless of their perceived need to enter the runway.

7.2.8. Vehicles operating within the CMA must use an approved call sign on file at AM (see Attachment 3).

7.2.9. Escorts will request permission from ATCT into the CMA by using their call sign, the term "plus," and the number of vehicles to be escorted.

7.2.10. The escort vehicle is responsible for the group and will relay ATCT instructions and communications for the group.

7.2.11. Vehicle operators must use LED/rotating beacon lights and/or emergency flashers when driving in the CMA.

7.2.12. In the event of a radio failure immediately depart the CMA via the shortest route that does not enter/cross the runway. Do not enter the CMA until radio contact has been re-established with ATCT and the ATCT has approved you to re-enter the CMA.

7.2.13. In the event that radio communication fails, ATCT will use light gun signals that must be obeyed. The following light signals are designed to control airfield vehicle traffic:

7.2.13.1. Steady Green Light – Cleared to cross, proceed or Go.

7.2.13.2. Steady Red Light - STOP. Do not move vehicle.

7.2.13.3. Flashing Red Light - Clear runway/taxiway immediately.

7.2.13.4. Flashing White Light - Return to starting point.

7.2.13.5. Alternating Red and Green Light - General warning. Exercise extreme caution. During alerts and emergency conditions all non-essential personnel will withdraw to AM or their work control center until the emergency is terminated. The withdrawal of contractors will be at the discretion of AM if the situation warrants.

Chapter 8

RADIO COMMUNICATIONS PHRASEOLOGY, DISCIPLINE AND TECHNIQUES

8.1. Vehicle operators/pedestrians must contact ATCT each and every time they wish to proceed onto the CMA or upon exiting the CMA via the “Ramp” Net. Exception: Fire Department may use the “CRASH” net.

8.2. Vehicle drivers and pedestrians operating on the CMA must use a distinct call sign. A listing of approved call signs that are commonly used on the airfield is identified in Attachment 3. A complete listing of approved call signs is maintained at AM.

8.2.1. Temporary call signs for personnel such as TDY or non-base assigned contractors will be approved by the DAFM or designated AM representative to avoid duplication, confusion, or different agencies using similar names (e.g. Airfield 1, Airfield Lighting, Airfield Sweeper, etc.).

8.3. When contacting ATCT to request permission onto the CMA, vehicle operators must advise the controller of three things: WHO they are, WHERE they are, and WHAT their intentions are.

Table 8.1. Sample Runway Crossing Phraseology.

VEHICLE OPERATOR:	“GROUND, AIRFIELD ONE”
ATCT:	“AIRFIELD ONE, GROUND”
VEHICLE OPERATOR:	“GROUND, AIRFIELD ONE REQUEST TO CROSS RUNWAY TWO SEVEN LEFT AT TAXIWAY ALPHA”
ATCT:	“AIRFIELD ONE, CROSS RUNWAY TWO SEVEN LEFT AT ALPHA” or “AIRFIELD ONE, HOLD SHORT OF RUNWAY TWO SEVEN LEFT”

8.4. Vehicle operators must always acknowledge all ATCT communications with their call sign, repeat instructions verbatim before taking any action and allow time for correction, if misinterpreted.

Table 8.2. Sample Read Back Instructions.

<p>VEHICLE OPERATOR: Note: Escort 1 visually scans the runway prior to entry, and then proceeds across the runway</p>	<p>“ESCORT ONE UNDERSTANDS APPROVED TO CROSS RUNWAY TWO SEVEN LEFT AT TAXIWAY ALPHA. WILL REPORT WHEN OFF.” or “ESCORT ONE HOLDING SHORT AT TAXIWAY ALPHA”</p>
------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------

8.5. If instructions are not completely understood and/or the transmission is garbled, stepped on or unreadable, vehicle operators will ask ATCT to “SAY AGAIN. ”

Table 8.3. Sample ATCT Repeat Instructions.

VEHICLE OPERATOR:	“GROUND, ESCORT ONE, REQUEST TO ENTER RUNWAY TWO SEVEN LEFT AT TAXIWAY ALPHA”
ATCT:	“...FIELD ONE, GR,...RUNWAY,...”
VEHICLE OPERATOR: Note: Escort 1 holds short of the runway hold position sign/ marking on Taxiway Alpha	“GROUND, ESCORT ONE, SAY AGAIN”

Table 8.4. Sample Hold Short Instructions.

ATCT:	“ESCORT ONE HOLD SHORT OF RUNWAY TWO SEVEN LEFT ON TAXIWAY ALPHA”
VEHICLE OPERATOR:	“ESCORT ONE, ROGER”
ATCT:	“ESCORT ONE, READ BACK HOLD INSTRUCTIONS”
VEHICLE OPERATOR:	“ESCORT ONE WILL HOLD SHORT OF RUNWAY TWO SEVEN LEFT ON TAXIWAY ALPHA”

8.6. The words “clear” or “clearance” shall not be used in communication with ATCT on the Ramp Net. These words are reserved for communications between ATCT and aircraft. Instead, report “OFF” the runway.

Table 8.5. Sample Reporting Off Runway.

VEHICLE OPERATOR:	“GROUND, ESCORT ONE PLUS TWO OFF RUNWAY TWO SEVEN LEFT AT TAXIWAY CHARLIE”
ATCT:	“ESCORT ONE PLUS TWO, ROGER”

8.7. Personnel providing escort will add the number of vehicles they are escorting into the CMA with their call sign.

Table 8.6. Sample Escort Procedures.

VEHICLE OPERATOR:	“GROUND, ESCORT ONE PLUS TWO REQUEST PERMISSION TO CROSS RUNWAY TWO SEVEN LEFT AT TAXIWAY ALPHA”
ATCT:	“ESCORT ONE PLUS TWO, APPROVED TO CROSS RUNWAY TWO SEVEN LEFT AT ALPHA”
VEHICLE OPERATOR:	“ESCORT ONE PLUS TWO UNDERSTANDS APPROVED TO CROSS RUNWAY TWO SEVEN LEFT AT TAXIWAY ALPHA. WILL REPORT WHEN OFF”

8.8. Proper phraseology must be used to eliminate the potential for miscommunication.

Table 8.7. Common Use Phrases.

What Is Said:	What It Means:
Acknowledge	Let me know you have received and understand this message.
Advise Intentions	Let me know what you plan to do.
Affirmative	Yes.
Correction	An error has been made in the transmission and the correct version follows.
Go Ahead	Proceed with your message only. Note: Use of this message does not authorize requestor to “Go Ahead” with, or carry out, their request.
Hold/Hold Short	Phrase used during ground operations to keep a vehicle or aircraft within a specific area or at a specified point while awaiting further clearance from air traffic control.
How do you hear me?	Question relating to the quality of the transmission or to determine how well the transmission is being received.
Immediately or without delay, Expedite	Phrase used by ATC when such action compliance is required to avoid an imminent situation.
Negative	“No” or “permission not granted” or “that is not correct”.
Out	The radio conversation is ended, and no response is expected.
Over	My radio transmission is ended, and I expect a response.
Read Back	Repeat my message to me.
Roger	I have received all of your last transmission.
Stand By	Means the controller must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait. The caller should reestablish contact if a delay is lengthy.
Unable	Indicates inability to comply with a specific instruction, request, or clearance.
Verify	Request confirmation of information.
Wilco	I have received your message, understand it, and will comply with it.

8.9. Because some letters have similar sounds, like B and P, the international aviation industry uses the words in Table 8. 8. to reduce confusion. For example, Taxiway B would be referred to as Taxiway Bravo on the radio. Vehicle operators must know and use the following Phonetic Aviation Alphabet:

Table 8.8. Phonetic Aviation Alphabet.

A	ALFA	N	NOVEMBER
B	BRAVO	O	OSCAR
C	CHARLIE	P	PAPA
D	DELTA	Q	QUEBEC
E	ECHO	R	ROMEO
F	FOXTROT	S	SIERRA
G	GOLF	T	TANGO
H	HOTEL	U	UNIFORM
I	INDIA	V	VICTOR
J	JULIETT	W	WHISKEY
K	KILO	X	X-RAY
L	LIMA	Y	YANKEE
M	MIKE	Z	ZULU

8.10. Radio Techniques.

8.10.1. Radio transmissions must be kept as brief as possible. However, ATCT must know who you are, where you are and what you want to do. Conversely, vehicle operators/pedestrians must know exactly what the controller wants them to do.

8.10.2. Listen before transmitting. If someone else is speaking, the keying of another transmitter will be ineffective and will likely override/block out the other receiver causing the other vehicle operator to repeat his or her call.

8.10.3. Think before keying the transmitter. Know exactly what you need to say before you say it.

8.10.4. The microphone should be close to your lips and, after pressing the “microphone button”, a slight pause will be necessary to be sure the first word is transmitted clearly. Speak in a normal, conversational tone.

8.10.5. When releasing the microphone button, wait a few seconds before calling again. The controller may be looking for you on the airfield, transmitting on a different frequency, or scanning the runway to enable your request.

8.10.6. Be alert to the sounds or the lack of sounds in the receiver. Check your volume, recheck your frequency, and make sure that your microphone is not stuck in the transmit position. Frequency blockage can, and has, occurred for extended periods due to unintentional transmitter operation. This type of interference is commonly referred to as a “stuck mic” and controllers may refer to it in this manner when attempting to correct the problem.

8.10.7. Use caution when using a vehicle mounted/handheld radio and operating a vehicle at the same time. When possible, only use the radio when the vehicle is safely parked.

Chapter 9

AIRFIELD SIGNS MARKINGS AND LIGHTING

9.1. Airfield Signs

9.1.1. Mandatory signs must be obeyed. They have white inscriptions on a red background.

9.1.1.1. A Runway Hold Position Sign (Figure 9.1.) indicates to operators they are at an intersection with a runway. It is colored red to indicate it is mandatory to stop before crossing the runway hold line associated with this sign. Vehicle operators must request and be granted permission from ATCT to proceed past this sign onto the runway. It also tells which direction to turn to get to the approach end of each runway. In Figure 9.1. Runway 09R is to the left and Runway 27L is to the right.

Figure 9.1. Runway Hold Position Sign.



9.1.2. Taxiway guidance signs indicate a direction, destination, runway exit, clear of a boundary or other useful information. These signs have black lettering on a yellow background.

9.1.2.1. Taxiway direction signs are installed prior to intersections. These signs can reference any area of the airfield, including aircraft parking aprons. These signs are informational and aid operators in knowing where they are and where they are going (see Figure 9.3.).

Figure 9.2. Taxiway Direction Sign.



9.1.3. A location sign is placed at the intersection of a taxiway and the runway. This sign reminds operators what taxiway they are entering when exiting the runway. This assists in knowing where operators are for travel and reporting to ATCT (see Figure 9.4.). Location signs have yellow lettering and outline on a black background.

Figure 9.3. Taxiway Location Sign.



9.2. Airfield Markings

9.2.1. Various markings are painted on the pavement. Vehicles must pay strict attention to markings which correspond with mandatory signs. These markings have a direct bearing on flight safety. Other markings define taxiways, roadways, or pavement boundaries.

9.2.2. Runway Holding Position Markings are painted on the pavement and correspond to mandatory signs. There are two different hold lines—one for the Runways and one for the POFZ.

9.2.2.1. Runway Hold Position Line (Figure 9.4). Two solid 6 inch wide yellow lines and two dashed six-inch wide yellow lines running across each taxiway at least 100 feet from the runway edge. The dashed lines are on the runway side of the taxiway. These markings identify the locations on a taxiway where an aircraft or vehicle is supposed to stop when it does not have clearance to proceed onto the runway.

Figure 9.4. Runway Hold Position Marking.



9.2.3. A Precision Obstacle Free Zone (POFZ) (Figure 9.5) will remain clear of traffic (aircraft or vehicles) when an aircraft on a vertically-guided final approach is within 2 miles of the runway threshold and the reported ceiling is below 300 feet or visibility is less than 3/4 SM to protect aircraft executing a missed approach. Vehicle operators must request and be granted permission from ATCT to proceed past the POFZ hold lines onto the runway

Figure 9.5. POFZ Airfield Marking.



9.2.4. Taxiway/ramp edge stripes (see Figure 9.6.) consist of two continuous yellow 6-inch wide stripes separated by a 6-inch wide gap. This yellow marking is used when there is little contrast between the taxiway and the surrounding area. The marking delineates the edge of the taxiway or apron from other pavements or surfaces which are not intended for use by aircraft.

Figure 9.6. Taxiway Edge / Apron Boundary Stripes.



9.2.5. Restricted Areas are marked with a continuous red line with white boxes at intervals along the red line (see Figure 9.7.). The Entry Control Points to the Restricted Areas are marked with a thick continuous white line (see Figure 9.8.).

Figure 9.7. Restricted Area Markings.



Figure 9.8. ECP Markings.



9.2.6. Taxiway F vehicle lanes are marked with white lines on the taxiway shoulders. Drivers should use these routes to avoid traveling on taxiway F (see Figure 9.9.).

Figure 9.9. Vehicle Driving Lanes.



9.2.7. White wingtip clearance lines are painted in the diamond areas to ensure fighters have appropriate clearance from equipment and vehicles (see Figure 9.10.).

Figure 9.10. Wingtip Clearance Lines.



9.2.8. Taxilane edge markings also indicate the minimum safe distance to remain away from taxiways to allow appropriate clearance from taxiing aircraft wingtips. Vehicles must remain outside of these lines if a taxiing aircraft is approaching. Double dashed taxilane edge markings denote wingtip clearance north and south along Taxiway Foxtrot (see Figure 9.11.).

Figure 9.11. Dashed Taxiway Edge Markings edge markings.



9.3. Airfield Lighting

9.3.1. Runway

9.3.1.1. White lights are installed along the edges of the runway to define the lateral limits of the runway to pilots (see Figure 9.12.).

9.3.1.2. Red and green lights are installed to mark the ends of the runway.

9.3.1.3. If you see any of these runway lights flashing; immediately exit the CMA without delay and re-establish contact with ATCT.

Figure 9.12. Runway Lighting.



9.3.2. Blue lights are installed along the edges of taxiways to define the lateral limits of the taxiways (see Figure 9.13.).

Figure 9.13. Taxiway Lighting.



ANDREW P. HANSEN, Colonel, USAF
Commander

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

AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management*, 7 August 2007

AFI 13-213, *Airfield Driving*, 1 June 2011

AFI 91-207, *The US Air Force Traffic Safety Program*, 12 September 2013

AFMAN 33-363, *Management of Records*, 1 March 2008

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 16 May 2013

AFVA 11-240, *USAF Airport Signs and Markings*, 1 May 2013

AFVA 13-221, *Control Tower Light Signals*, 1 November 2001

AFVA 13-222, *Runway/Controlled Movement Area (CMA) Procedures*, 30 July 2009

T.O. 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance*, 12 January 2012

51 FWI 13-204, *Airfield Operations and Local Flying Procedures*, 2 February 2015

Prescribed Forms

51FW Form 33, *Osan Airfield POV Pass*

51FW Form 36, *TDY Personnel/Non-Base Assigned Contractors Training Checklist*

51FW Form 37, *Unit ADPM Training Checklist*

51FW Form 39, *Unit Airfield Driver Program Self Inspection Checklist*

51FW Form 214, *Airfield Driving Training Documentation and Certification*

51FW Form 215, *Osan AB CMA Airfield Driving Qualification Training Checklist (Curriculum)*

51FW Form 216, *Osan AB Non-CMA Airfield Driving Qualification Training Checklist (Curriculum)*

Adopted Forms

AF Form 457, *USAF Hazard Report*

AF Form 483, *Certificate of Competency*

AF Form 651, *Hazardous Air Traffic Report (HATR)*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AB—Air Base

ADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

AFI—Air Force Instruction
AFM—Airfield Manager
AFMAN—Air Force Manual
AFRIMS—Air Force Records Information Management System
AFPD—Air Force Policy Directive
AGE—Aerospace Ground Equipment
ALS—Alternate Landing Surface
AM—Airfield Management
AOB—Airfield Operations Board
AOF/CC—Airfield Operations Flight Commander
ATCT—Air Traffic Control Tower
CBT—Computer Based Training
CMA—Controlled Movement Area
CMAV—Controlled Movement Area Violation
CONOPS—Combat and Exercise Concept of Operations
DAFM—Deputy Airfield Manager
DAPS—Defense Automated Printing Service
EAL—Entry Authorization Letter
ECP—Entry Control Point
EOR—End of Runway
FAA—Federal Aviation Administration
FOD—Foreign Object Damage
GLV—Government Leased Vehicle
GOV—Government Owned Vehicle
HATR—Hazardous Air Traffic Report
HAS—Hazardous Area Shelters
IC—Incident Commander
IFE/GE—In-Flight/Ground Emergency
MFR—Memorandum for Record
MOPP—Mission Oriented Protective Posture
NVD—Night Vision Devices
OJT—On-the-Job-Training

OPR—Office of Primary Responsibility

PA—Privacy Act

POFZ—Precision Obstacle Free Zone

POV—Personally-Owned Vehicle

PPE—Personal Protective Equipment

RDS—Records Disposition Schedule

RIP—Runway Incursion Prevention

RIPWG—Runway Incursion Prevention Working Group

ROKAF—Republic of Korea Air Force

RWY—Runway

SOF—Supervisor of Flying

SP—Special Purpose

TA—Transient Alert

TDY—Temporary Duty

UADPM—Unit Airfield Driving Program Managers

USAF—United States Air Force

Terms

51FW Form 33,—Osan Airfield POV Pass: Also known as the Privately Owned Vehicle (POV) Pass is used to give drivers access to specified parking areas on the airfield when a Government Owned Vehicle (GOV) is not available and when such access is essential to accomplishment of their duties.

51FW Form 214,—Airfield Driving Training Documentation and Certification: This form documents airfield training received. The form must be completed and endorsed prior to the individual being issued AF Form 483 detailed above.

Acknowledge:—Let me know that you have received my message.

AF Form 483, Certificate of Competency: This form, once signed by AM is the only document that authorizes personnel to drive vehicles on Osan AB Airfield. Drivers must carry their AF Form 483 at all times while operating a vehicle on the airfield. This requirement applies to all vehicles: GOV, POV, long-term contractor or registered vehicles.

Airfield: An area prepared for the accommodation (including any buildings, installations, and equipment) of landing and take-off of aircraft.

Airfield Driving Computer Based Training (CBT):—Air Force mandated computer software program used to aid in the training of Airfield drivers.

Airfield Driving Instruction (ADI):—Formerly known as the flight line driving instruction. Establishes local operations, procedures and training standards for driving a vehicle on the airfield.

Airfield Driving Program Manager (ADPM):—An individual appointment by the unit commander to administer the organization’s airfield driving program.

Airfield Management:—A section/function of the 51 OSS/Airfield Operations Flight that conducts airfield inspections and checks for safety and compliance with planning and design criteria. Plans, organizes and directs airfield activities to include airfield construction/repairs, airfield driving program, ice/snow removal operations, Bird/Wildlife control, etc. Procures, maintains, and produces information on safe operation of aircraft through the national and international airspace system such as Flight Information.

Airfield Management Operations (AM Ops): **Previously known as Base Operations, AM Ops is located in Airfield Operations, building 870, DSN 784—4222/1861.**

Airfield Manager (AFM):—Works directly for the AOF/CC and manages Airfield Management facilities to ensure effective support to the base flying mission and transient aircrews.

Contractor Vehicles:—Vehicles operating on the airfield to fulfill terms of a contract. Not all contractor vehicles need to display a valid 51 FW Form 33, as long as they are escorted by an authorized driver with a valid 51 FW Form 33.

Controlled Movement Area (CMA): Defined as the runway, taxiways, and other areas of the airfield which are used for taxiing or hover taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. ATCT approval is required before entry into the areas listed below; two-way radio contact must be maintained and a current/valid AF Form 483 must be stamped “CMA Authorized”. The CMA encompasses RWY 09R/27L, RWY 09L/27R (once completed), overruns, the area within 100 feet of the runway and overruns (not including Perimeter Rd on the east end).

Precision Obstacle Free Zone (POFZ—): a 200 ft x 800 ft obstacle clearance area located at each runway end; it’s centered on and begins at the threshold extending 200 ft into the overrun and 400 ft wide either side from the runway centerline. This area must be protected from mobile obstacles when weather conditions are less than 300 ft ceiling and 3/4 mile visibility. **EXCEPTION: The driving lane immediately south and parallel to Foxtrot is not located within the CMA except during the activation of the Alternate Landing Surface. NOTE:** Taxiway Foxtrot is Osan’s Alternate Landing Surface.

Deputy Airfield Manager (DAFM):—The DAFM assists the AFM in supervising airfield operations and airfield maintenance activities. In addition, the DAFM serves as the Wing ADPM.

Foreign Object Damage (FOD):—Any damage to an aircraft engine/aircraft system/tires caused by an external foreign object.

Government Leased Vehicle (GLV): **Any vehicle leased by the US Government displaying host—nation license plates.** This does not include vehicle rentals on personal orders.

Government Owned Vehicle (GOV):—Vehicles provided by, registered and marked as an official government owned/operated vehicle. GOV classification includes government owned utility vehicles (i.e., Asia or Daewoo types).

Privately Owned Vehicle (POV):—Any vehicle not owned or leased by the US Government. POVs will not be operated on the airfield unless authorized according to this instruction.

Privately Owned Vehicle (POV) Pass:—See 51 FW Form 33 above.

Runway:—Pavement surface used for aircraft takeoff and landing.

Taxiway:—Pavement surface used for taxiing aircraft to and from aircraft parking areas and the runway.

Attachment 2
OSAN AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.

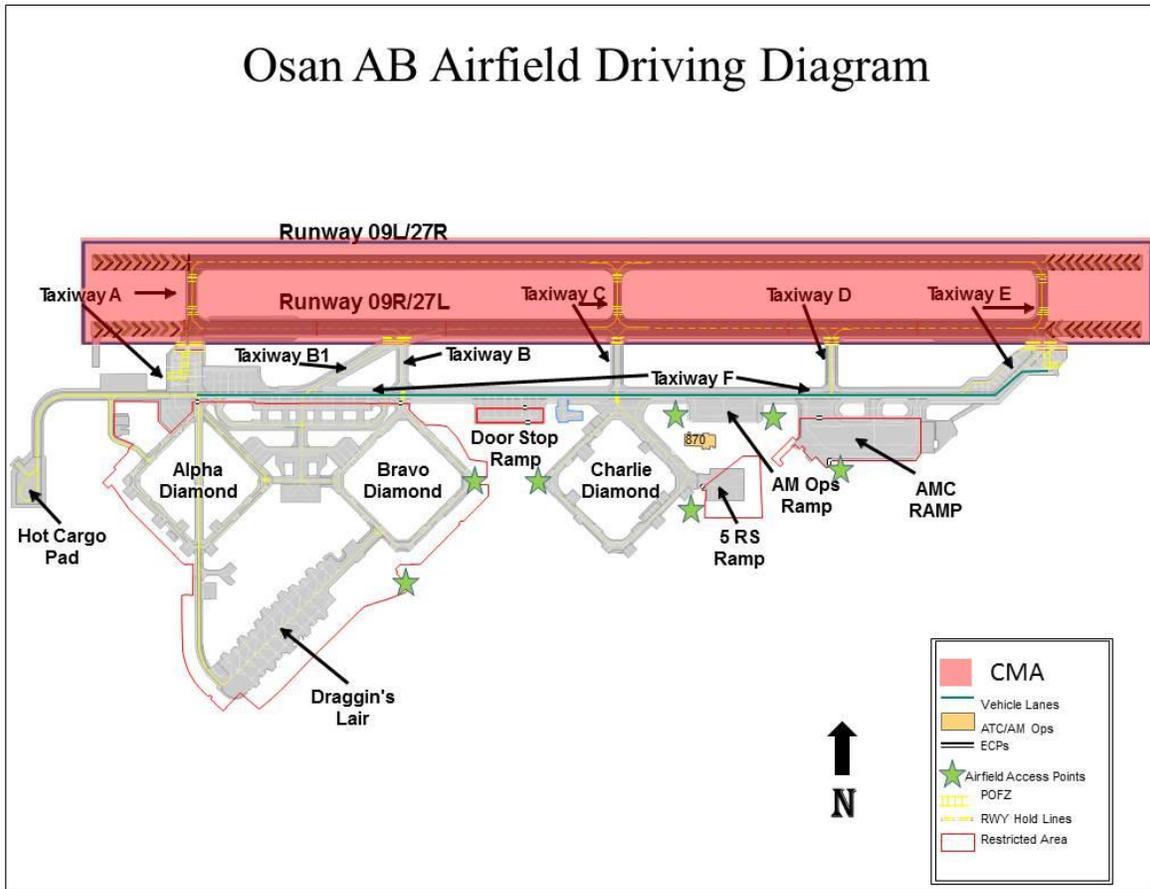
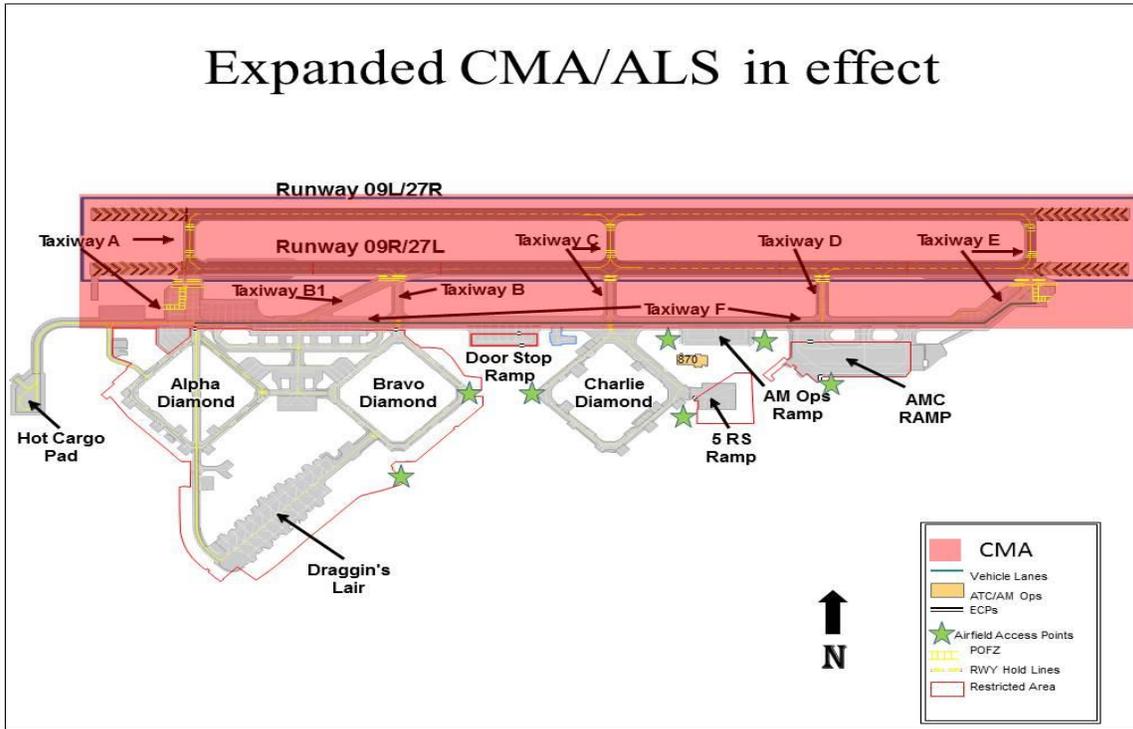


Figure A2.3. Expanded CMA/ALS Operational.



Attachment 3

AIRFIELD CALLSIGNS

A3.1. The following are approved vehicular callsigns that have been approved by Airfield Management for use in the controlled movement area. Normally the name is followed by a number. This avoids confusion when communicating with ATCT. If you have a callsign that will need to operate in the controlled movement area and it is not on the approved list, submit it in writing to 51 OSS/OSAA for approval.

Table A3.1. Airfield Callsigns.

CALLSIGN	UNIT
Airfield 1	Airfield Manager
Airfield 2	Deputy Airfield Manager
Airfield 3-5	Airfield Management Operations Personnel
OPS 1	Airfield Operations Flight Commander
OPS 2	Airfield Operations Flight Ops Officer
OPS 3	Airfield Operations Flight Systems Officer
AIRFIELD LIGHTING 1-2	51 CES/Airfield Lighting
AIRFIELD SYSTEMS 1-2	51 OSS/ATCAL and Radar Maintenance
BARRIER MAINTENANCE 1-2	51 CES/Barrier Maintenance
BIRDMAN	51 FW/SE
BLACKCAT	5 RS
CUSTOMS	51 SFS/Customs
DEERHUNTER	51 CES/Airfield Assessment Team
DIRTBIKE	51 CES/Airfield Assessment Team
FALCON	51 AMXS/F-16 AMU
HORIZONTAL	51 CES
MEDIC	51 MDG/ (Ambulance)
MOBILE	5 RS
MOC	Maintenance Operations Center
ROVER	51 LRS/POL
SAFETY 1-3	51 FW/SE
SNOW 1-10	51 CES/Snow Removal
SWEEPER	51 CES/Airfield Sweeper
WYVERN 1-2	51 OSS/CC/DO
CHIEF-1	51 CES/CEF Fire Chief
CHIEF-2	51 CES/CEF Assistant Fire Chief
FIRE DISPATCH	51 CES/CEF Fire/911 Center Dispatch Operator
HAZMAT-3	51 CES/CEF P-30 HazMat Response Vehicle
RESCUE-4	51 CES/CEF P-31 Rescue Truck
CRASH-8	51 CES/CEF P-23 Crash Response Vehicle
CRASH-9	51 CES/CEF P-23 Crash Response Vehicle
CRASH-10	51 CES/CEF P-23 Crash Response Vehicle

Table A3.2. 51FW Callsigns.

CALLSIGN	UNIT
Mustang 1	Wing CC
Mustang 1A	Wing CC EO
Mustang 2	Vice Wing CC
Mustang 3	Operations Grp CC
Mustang 3A	Deputy Ops Grp CC
Mustang 4	Support Grp CC
Mustang 4A	Deputy Support Grp CC
Mustang 6	Medical Grp CC
Mustang 6A	Deputy Medical Grp CC
Mustang 7	Command Post Director
Mustang 9	Chief of Safety
Mustang 10	SOF
Protocol 1	Protocol Office
Cobra	Avionics Flight Commander
25th Fighter Squadron	
Draggin 1	25FS CC
Draggin OPS	OPS Desk
Tank Killer	25th OPS Driver
36th Fighter Squadron	
Fiend 1	36 FS CC
Fiend Ops	OPS Desk
51st Maintenance Group	
Mustang 5	MXG/CC
Mustang 5A	Deputy MXG CC
MOC	Maintenance Operations Center
Mobile MOC	Mobile MOC vehicle
MOC Super	MOC Superintendent
51st Aircraft Maintenance Squadron	
Fighter 1	Ramp Super
Fighter 2	AMXS A-10 Pro Super
Fighter 3	AMXS F-16 Pro Super
Fighter Chief	AMXS Chief
Fighter Lead	AMXS MOO
Weapons Chief	MXG Weapons Manager
Weapons 1-3	MXG Load Standardization
Fighter UCC	AMXS UCC
51st Maintenance Squadron	

Max Lead	Maintenance Supervision OIC
Max 1	Maintenance Squadron CC
Max 2	Maintenance Supervisor
Max Chief	Maintenance Superintendent
Max Super	Production Superintendent
Accessory Flt	
Ace 1	Flt Chief
Ace 2-3	Egress Truck
Fuels Base	Fuels Base
Egress Base	Egress Base
Ace 4-5	Fuels Truck
Avionics Flight	
Cobra 1	Avionics Flight Chief
Cobra Base	Avionics Flight Office
Sensor 1-2	Sensors
Raven 1-2	EWS
TMDE Flight	
CAL Base*	TMDE FCC
CAL 1-2	TMDE Vehicle
Fabrication Flt	
Fab 1	Flight Chief
Fab Base	Fab Base
Fab 2-3	Structural Maintenance
Fab 4-5	Non-Destructive Inspection (NDI)
Fab 6	Metals Technology
Maintenance Flight	
Transient Alert	
Ramp Supt	TA, DV Reception
TA Base	T/A Dispatch
Ramp 1-4	TA Follow-me/Maintenance
Recovery Chief	Maintenance Flight Chief
Recovery 1-3	TA Crash/Recovery Response
Inspection Section	
Falcon Phase	F-16 Phase Inspection Section
Thunder Phase	A-10 Phase Inspection Section
Aero Repair Section	
A/R 1	Aero Repair Truck
A/R Base	Aero Repair Base

25th AMU	
Thunder Lead	AMU OIC
Thunder Lead Alpha	Asst AMU OIC
Thunder Chief	AMU SUPT
Thunder Super	Production Superintendent
Thunder Shadow*	Alt Production Super
Thunder 1	A Flight Expeditor
Thunder 2	B Flight Expeditor
Thunder 3	Specialist Expeditor
Thunder 4	Weapons Maint
Thunder 5	Weapons Load
Thunder 6	Asst AMU Superintendent
Thunder 7	EOR Super
Thunder Servicing	25th Servicing Crew
Thunder Engines	Engine Specialist
Thunder Debrief	Debrief Section
Thunder Dispatch	Maintenance Dispatcher
Thunder Tow	Tow Crews
Thunder Rat*	OPS Ramp Rat
Hog 1-8*	Area Supervisors
51 MXG QA	
QA/WIT Lead	QA Supervision
QA Base	Quality Assurance
Thunder QA	QA- A-10s
Falcon QA	QA- F-16s
MXS QA	QA- MXS
FOD 1	51 FW FOD NCO
36th AMU	
Falcon Lead	AMU OIC
Falcon Lead Alpha	Asst AMU OIC
Falcon Chief	AMU SUPT
Falcon Super	Production Superintendent
Falcon Shadow*	Alt Production Super
Falcon 1	A Flt Expeditor
Falcon 2	B Flt Expeditor
Falcon 3 / 3A	Specialist Expeditor
Falcon 4	Weapons Maintenance
Falcon 5	Weapons Load
Falcon 6	Asst AMU Superintendent
Falcon 7	EOR Super
Falcon Engines	Engine Specialist
Falcon Debrief	Debrief Section

Falcon Dispatch	Dispatch Section
Falcon Tow 1&2	Tow Crews
Falcon COSO	Supply/COSO personnel
Falcon Support	Support Section
Red 1-4*	Area Supers
ATS 21-24*	Area Turn Supervisors
Jammer 1&2*	ECM Pod Reprogrammers
Last Look 1&2*	Last Look Teams
POL	
Dog House	Fuels Control Center
Dog Pound	Maintenance
Rover 4 & 5	Expeditors
Dog 1	Fuels Management Officer
Dog 2	Fuels Management Supt
Dog 3	Operations Supt
Dog Catcher	QC Inspection NCOIC
Pitbull	Hot pit flow thrus
51st Munitions Squadron	
MUNS 1	Commander
Arm Super	Armament Maintenance Super
Arm 1	Armament Systems Flight Chief
Arm 2	36FS CAST
Arm 3	25 FS CAST
AMMO 1	Operations Officer
AMMO 1A	Operations Officer
AMMO Chief	Munitions Squadron Superintendent
AMMO Control	Munitions Control
AMMO 2	Production Flight Chief
AMMO 3	Material Flight Chief
AMMO 4	Systems Flight Chief
Condor	Trailer Maintenance
Phoenix	Munitions Inspection Trans
Thunder EX	25FS Line Expeditor
Falcon EX	36FS Line Expeditor
51st Logistics Readiness Squadron	
Trans 1	Veh Ops Flight Commander
Trans 2	Veh Ops Flight Supt
Ops 3-40	Vehicle Operators
Dispatch	Vehicle Dispatch
Trans Control	Reception/Deployment Trans Cont
Transco 1-2	Receptions/Deployment Rep
VMCC	Vehicle Maintenance Control Center

Mobile	Mobile Maintenance
Travel Management Office	
CDF	Cargo Deployment Function NCOIC
CDF 1-10	Marshalling Load teams
TCU	Trans Control Unit NCOIC
PDF	NCOIC Passenger Deployment Function
51st Security Forces Squadron	
Papa-3/4	Top of Alpha/Bravo
Security-2	Top of Charlie Diamond
Security-3	Perimeter road at HCP
Police-1-3	Assistant Flight Chief/Patrol Supervisor
Bravo-1/Charlie-1/Delta-1	Flight Chiefs