

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**



**DEPARTMENT OF THE AIR FORCE
INSTRUCTION 13-213**

4 FEBRUARY 2020

Incorporating Change 1, 24 March 2022

GRAND FORKS AIR FORCE BASE

Supplement

01 JULY 2024

***Nuclear, Space, Missile, Command, and
Control***

AIRFIELD DRIVING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Lt Col Bradley W. Davies

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(Added) Department of the Air Force Instruction (DAFI) 13-213, *Airfield Driving*, 4 Feb 2020, Incorporating Change 1, 24 March 2022, is supplemented as follows: This supplement implements and extends the guidance of DAFI 13-213, *Airfield Driving*. It defines, describes, and implements airfield driving policies, responsibilities, and procedures for operating vehicles on the airfield at Grand Forks Air Force Base (AFB). Compliance is mandatory to all military and civilian personnel conducting vehicular operations on the airfield at Grand Forks AFB, ND. 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 Form 847s from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. Ensure that all records created as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program, and are disposed of in accordance with the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management system. Compliance with the attachments in this publication is mandatory. The authorities to waive wing or unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following

the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command and major or field command OPR for AO prior to submission to the appropriate tier waiver approval authority. The reporting requirements in this DAFI Supplement are exempt from licensing with a report control symbol according to Air Force Instruction 33-324, *The Air Force Information Collections and Reports Management Program*. See [Attachment 1](#) for a glossary of references and supporting information used in this instruction.

SUMMARY OF CHANGES

(Added) This supplement has been substantially revised and must be completely reviewed. The standards and directives on the following pages have been established for control of all motor vehicles on the Grand Forks AFB airfield. Only trained personnel will be assigned duties which involve driving on the airfield. Persons assigned to the airfield or to activities related to the airfield are required to be familiar with the provisions of this supplement and DAFI 13-213, Airfield Driving, and exercise good judgment when encountering situations not addressed during training.

1.1.4.1. (Added) Grand Forks AFB hosts the following tenant units: Northrop Grumman, U.S Department of Homeland Security Customs and Border Patrol, and Grand Sky Development Company. All tenant units with an operational need to drive on the airfield work with Airfield Management to establish an airfield driving program. The aforementioned tenant units have agreed to follow all guidance included within this supplement.

2.5.7. (Added) Approves unit members for a Privately Owned Vehicle (POV) pass after verifying that the requesting members have a legitimate requirement for it. Send requests to the Wing ADPM for validation and issuance. See [Attachment 10](#) for example Annual POV Pass Justification Memorandum.

2.7.3.1. (Added) Ensure Unit ADPMs are trained on the use of the Airfield Driving Training and Certification System (ADTCS).

2.7.8.1. (Added) Maintains list of approved POV passes. Sends a copy of this list to 319th SFS/S5 at least quarterly.

2.7.18.1. (Added) The ADTCS website allows Unit ADPMs to monitor and track unit personnel authorized to drive on the airfield. A spreadsheet including the individual's name, rank, unit, AF Form 483 number, restrictions and refresher training due date can be exported from the ADTCS site for the Unit ADMP's convenience.

2.7.26. (Added) Notify Unit ADPMs of airfield closures outside of published hours.

2.7.27. (Added) Shall request squadron commanders to remove personnel from their role as Unit ADPM if they fail to accomplish the required Unit ADPM training within 30 days of their appointment.

2.8.15.1. (Added) Ensure airfield driving privileges are suspended for individuals who do not complete annual refresher training by the first day of the month after the refresher training is due.

2.8.18.1. (Added) Train airfield driver trainers on how to use ADTCS website.

2.8.28.1. (Added) See [Attachment 11](#) for an example Driver Validation MFR.

2.8.31. (Added) Review ADTCS website monthly to review status of training.

2.8.31.1. (Added) Ensure all personnel are completing training within 60 days of being assigned to the airfield for official duties. Personnel who do not complete all training within 60 days should be evaluated for removal from the program or possible restarting of training.

2.8.32. (Added) Ensure processing in/out with Unit ADPM is added to units in/out processing checklist.

2.8.33. (Added) Utilize ADTCS website to transfer members who are PCS'ing or PCA'ing. Delete accounts for members who are retiring or separating. **NOTE:** Members must return their AF Form 483 to their Unit ADPM or Airfield Management.

2.8.34. (Added) Must schedule program manager training with Wing ADPM within 30 days of being appointed. Members that do not adhere to this requirement will be recommended for removal as Unit ADPM.

2.10.9. (Added) Be aware of the airfield hours of operation.

2.10.9.1. (Added) Published airfield hours are 0600-2330 daily.

2.11.8. (Added) All Airfield Management personnel are appointed as administrators for the ADTCS website. They will be given alternate Wing ADPM rights for the purpose of unlocking, administering, and verifying wing tests, issuing/reissuing AF Form 483s, and certifying training.

2.12.4. (Added) Provide light gun signals when requested for training purposes.

2.14.8.1. (Added) The designated initial response location in support of in-flight and ground emergencies or other emergency situations is the parking area north of building 528 (Base Operations).

2.14.9. (Added) 319 SFS/S3R will email a roster, bi-monthly or when changes occur, listing all assigned personnel with driving restrictions to the Wing ADPM, Unit ADPM and applicable commanders for coordination purposes.

2.15.1.1. (Added) The Grand Forks Air Force Base Aerospace Operational Medicine Clinic will conduct color vision screenings based on mission needs.

2.15.1.2. (Added) Annotates the results of the color vision screening on the member's [Attachment 7](#).

2.15.2.1. (Added) The designated initial response location in support of in-flight and ground emergencies or other emergency situations is the parking area north of building 528 (Base Operations).

2.17. (Added) 319th Contracting Squadron.

2.17.1. (Added) Ensure the following requirements are included in the contract specifications for airfield and airfield adjacent projects:

2.17.1.1. (Added) Ensure contractors understand that vehicle operators may lose airfield driving privileges for failing to comply with this instruction. Coordination for retraining will be the contractor's responsibility.

2.17.1.2. (Added) Provide and identify a construction manager who will be responsible for monitoring contractor operations to ensure contractor personnel and equipment remain within the barricaded or designated work area on the airfield and comply with the provisions of this instruction.

2.17.1.3. (Added) Ensure contractors understand the requirement to notify Airfield Management personnel prior to starting work for the day and to notify Airfield Management when work is complete for the day.

2.17.1.4. (Added) Contractors are responsible for providing positive traffic control. This includes all vehicles transiting to, from, and in the construction zone, as well as alternate routes.

2.17.1.5. (Added) Access points to airfield construction sites or work areas. These areas will be detailed in writing and/or depicted on contract drawings.

3.1. Training Curriculum. All training, testing, and documentation requirements will be completed on the Airfield Driving Training Certification System (ADTCS) website located at <https://aodms.af.mil/AirfieldDriving>. Paper files must be maintained for personnel unable to access the ADTCS website. Use **Attachment 7** to document air driving testing results for individuals that do not have access to the ADTCS website.

3.1.1. (Added) All training requirements are to be accomplished before airfield certification can be granted. All documentation and dates of instruction/orientations will be completed within 60 days of training start date.

3.2.2.1. (Added) Refresher training will be accomplished on the ADTCS website. Personnel unable to access the ADTCS website will coordinate with their respective Unit ADPM to be issued paper refresher training items.

3.2.2.2. (Added) Airfield driving privileges will be suspended for personnel who do not complete annual refresher training by the first duty day of the month after their refresher training due date.

3.2.2.2.1. (Added) Personnel that are not able to complete refresher training due to deployment and/or TDY must complete all training requirements before driving on the airfield.

3.3.2.2.1. (Added) This may be documented on a Memorandum for Record (MFR), to be maintained in the unit's continuity binder, or on the ADTCS website.

3.3.2.2.2. (Added) Seven-day period before retesting occurs. **(T-3)**.

3.3.2.3.1. (Added) The unit commander must document member's approval or ineligibility for retesting on a MFR. The MFR must be provided to the Unit ADPM who will send a copy to the Wing ADPM.

3.3.2.5.1. (Added) After a fourth failure, the member's ADTCS account will be reset to initial trainee status. Unit commanders should consider withdrawing the member from the airfield driving program. If determined that the member has an operational need to drive on the airfield, the unit commander must request, in writing, that the individual be reentered into training. **Note:** Training must start no earlier than 60 days after the fourth failure date.

3.4. Color Vision Requirements. Individuals that have a requirement to drive a vehicle on the CMA must pass a color vision test. **(T-1)**. Contact the 319 MDG Aerospace Operational Medicine Clinic for assistance in determining the best process for administering the color vision test to drivers that operate a vehicle on the CMA.

3.4.1. Individuals that fail to pass the color vision test, and only have an operational need to drive on the ramps, can be issued a "ramp only" AF Form 483. For individuals that have a need to operate outside of the ramps, issue a "Non-CMA" AF Form 483.

3.4.3. (Added) Unit ADPMs can use the Air Force Enlisted Classification Directory and the Department of the Air Force Officer Classification Directory to identify the vision requirements for each Air Force/Space Force job. Use the following links: <https://myfss.us.af.mil/USAFCommunity/s/knowledge-detail?pid=kA0t000000wIDpCAI> (enlisted), <https://myfss.us.af.mil/USAFCommunity/s/knowledge-detail?pid=kA0t000000wICzCAI> (officer). If the links do not work, these products can be accessed by searching for the respective product title on the myFSS website.

4.1. **General.** Vehicle operators should be mindful of the airfield's officially published operating hours, which are from 0600 to 2330 daily. However, it is important to note that the airfield is occasionally open during non-published hours to facilitate aircraft operations.

4.2. **Operating a Vehicle in the CMA.** The CMA consists of the runway and the overruns. The boundaries of the CMA all areas within the first 185ft west of the runway edge, the first 225ft east of the runway edge (in line with the VFR Holdlines), the first 400 all 4.2.1.1. (Added) Regardless of whether the airfield is officially published as open or not, vehicle operators must seek approval from the Control Tower before entering the CMA.

If it is outside of the published operating hours and vehicle operators have made a minimum of two unsuccessful attempts to contact the Air Traffic Control Tower, they are permitted to proceed into the CMA.

4.2.6.1. (Added) See [Attachment 13](#) for locally assigned call signs.

Figure 4.1. (Added) DAFVA 11-240.

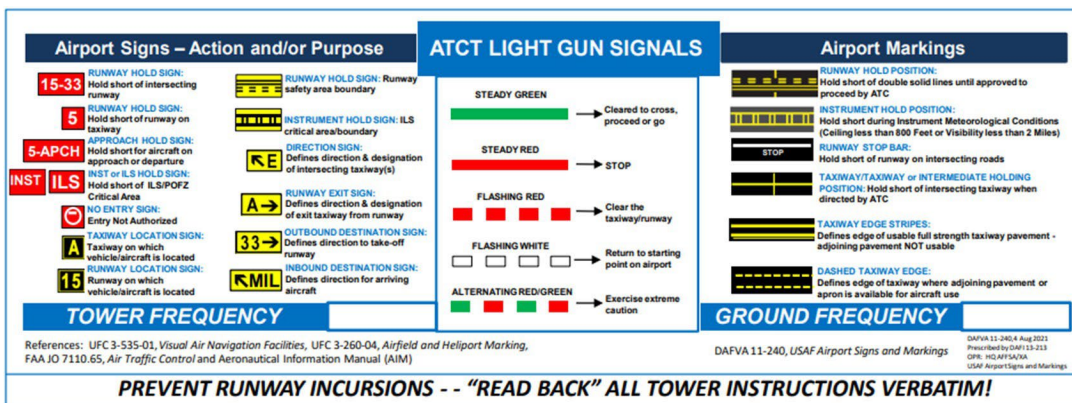


Figure 4.2. (Added) DAFVA 13-222.

RUNWAY/CONTROLLED MOVEMENT AREA (CMA) PROCEDURES:

1. ALWAYS CONTACT TOWER FOR RUNWAY/CMA ACCESS
2. READ BACK ALL TOWER INSTRUCTIONS VERBATIM
3. DO NOT USE "CLEAR" OR "CLEARANCE" IN RADIO CALLS
4. MAINTAIN RADIO CONTACT WITH TOWER AT ALL TIMES
5. STATE CALL SIGN, POSITION, AND INTENTIONS
6. COORDINATE ACCESS FOR ALL ESCORTED VEHICLES
7. MONITOR VEHICLE(S) AND PERSONNEL UNDER ESCORT
8. NOTIFY TOWER AFTER EXITING THE RUNWAY/CMA

NOTE: TO DRIVE ON THE AIRFIELD, VEHICLE OPERATORS MUST HAVE A VALID AF FORM 483, CERTIFICATE OF COMPETENCY DOCUMENTING AIRFIELD DRIVER TRAINING CURRENCY.

DAFVA13-222, 22 November 2022
Prescribed by DAFI13-213
OPR: HQ AFSSA

Releasability: There are no restrictions on this publication

4.4.3.1. (Added) See [Figure A12.1 Airfield Diagram \(Attachment 12\)](#).

4.6.6. (Added) **Restricted Area Marking.** Restricted areas are identified with a solid red line on the pavement surface. Entrance is limited to authorized personnel or by authorized escort. Restricted area entry/exit is made through Entry Control Points (ECPs) also marked on the pavement surface. GFAFB airfield has four restricted areas; Bravo Ramp, Charlie Ramp, the 600 Series Hangars/Apron, and the 3-Bay Hangar/Apron (see [Figure A12.1 Airfield Diagram Attachment 12](#)). Crossing active restricted area lines is permitted only after coordination and approval from Security Forces (breaking red).

Figure 4.3. (Added) Restricted Area Marking.



Figure 4.4. (Added) Entry Control Point Marking.



4.6.7. (Added) **Vehicle Traffic Lanes.** Vehicle traffic lanes are identified with solid white edge lines and a dashed white centerline. On GFAFB airfield, vehicle traffic lanes are located on Charlie Ramp and will be used to the maximum extent possible when driving on the parking apron. At the entrance/exit to each traffic lane there are white arrows indicating directed flow of traffic for the specific lane. Care must be taken to ensure travel in the correct direction as these are laid out to ensure the driver's side door remains oriented toward the nearest parked aircraft and is not standard across the ramp. Additionally, stop bars are located on several vehicle access roads and traffic lanes. These are marked with a solid white line across the driving lane at the appropriate distance to ensure adequate wingtip clearance should an aircraft taxi by. Occasionally accompanied by a stop sign or other mandatory sign, drivers will stop their vehicle at these markings and check for traffic before proceeding.

Figure 4.5. (Added) Vehicle Traffic Lanes.



Figure 4.6. (Added) Stop Bar Marking.



4.6.8. (Added) **Fuel Pit Marking.** Fuel pits are marked by a yellow rectangle painted around the fuel pit cover. Vehicles will not stop, park, or drive vehicles over any portion of in-ground fuel pit covers.

4.6.8.1. (Added) Fuel pits are located on the Charlie Ramp and Charlie Ramp Extension.

Figure 4.7. (Added) Fuel Pit Marking.



Figure 4.8. (Added) Runway Edge Light.



Figure 4.9. (Added) Taxiway Edge Light.



4.7.5. (Added) Apron Lighting. Flood lights are used on Charlie Ramp, Charlie Extension and on all hangars outlining 600 Series and 3-Bay to illuminate the surrounding areas.

Figure 4.10. (Added) Apron Lighting.



4.8.13.1. General purpose vehicles – 30 miles per hour.

4.8.15. (Added) Airfield Management may exceed established speed limits when performing wildlife abatement only with due regard for the safety of persons and property.

4.8.16. (Added) Global Hawk chase vehicle, “Hawkeye,” may exceed established speed limits when performing Unmanned Aircraft Systems launch and recovery operations only with due regard for the safety of persons and property.

4.9.6. (Added) When available, vehicle operators will use designated traffic lanes to the maximum extent possible.

4.9.7. (Added) Do not operate vehicles within 100 feet of a helicopter with rotors in motion.

4.9.8. (Added) Do not operate vehicles within 200 feet of a helicopter during takeoff and landing operations.

4.9.9. (Added) When a vehicle operator observes a helicopter landing or departing, or preparing to depart, he/she will immediately stop to determine its intended direction. Vehicle operators will have their emergency flashers on to indicate to the helicopter pilot that the driver has observed the helicopter. Under no circumstances will vehicles drive under or across the flight path of a departing or arriving helicopter. If in doubt as to what a helicopter is doing, always err on the side of caution and choose another route that will take you away from it.

4.9.10. (Added) Normal vehicle traffic will yield to emergency vehicles displaying emergency lights in operation and to all aircraft.

4.9.11. (Added) If it is necessary to drive off the paved surface to yield to an aircraft, the operator is responsible for checking the vehicle tires for any FOD material and ensuring all tires and the paved surface are clear of FOD. This check will be accomplished immediately upon returning to the paved surface.

4.10.4. Ignition shall be turned off; keys left in the ignition; and the gear lever put in reverse gear for manual transmissions, and in 'park' for automatic transmissions. **(T-1). Exception:** Operators may leave vehicles idling when conditions are below freezing.

4.11.4.1. (Added) Aerospace ground equipment will not be positioned on the airfield (aprons, arm/de-arm areas, etc.) sooner than three hours before the servicing aircraft arrival and must be removed no later than three hours after the aircraft departs.

4.13.1.1. (Added) Vehicles responding to real-world emergencies are exempt from immediately accomplishing this task, but will accomplish at the earliest opportunity.

4.13.4. Refer to DAFI 21-101, *Aircraft and Equipment Maintenance Management*, Chapter 11 and DAFMAN 91-203 ACCSUP, *Air Force Occupational Safety, Fire, and Health Standards*, Chapter 24 for additional information.

4.13.5. (Added) All personnel will stop vehicles and conduct a rollover FOD check at FOD checkpoints and when exiting construction areas.

4.13.6. (Added) Vehicle operators encountering a large number of debris (rocks, dirt, pavement material, etc.) while on the airfield will notify Airfield Management.

4.15. Restricted Visibility or Night Driving Operations. Poor weather conditions (e.g., snow, fog, rain, etc.) might obscure visual cues, roadway markings, and airfield signs. Vehicle operators must remain vigilant of their surroundings and operating boundaries. Watch out for snow removal equipment and aircraft operating in the vicinity under low-visibility conditions. There are additional risks present under these conditions.

4.15.8. (Added) Use parking lights, emergency flashers, or overhead emergency lights during periods of restricted visibility regardless of the time of day.

4.21. Vehicle Traffic Control Devices or Lights Located on Taxiways and Runways. Grand Forks AFB does not have any vehicle traffic control devices or lights located on any of its taxiways or its runway.

4.23.3. (Added) When guiding vehicles into the CMA, escorts will utilize the term "plus" along with the number of vehicles being escorted. This is done to notify the Air Traffic Control Tower that multiple vehicles will be entering, crossing, or exiting the CMA.

4.24.1. Tire chains are not authorized for use on any area of the airfield.

4.24.2. Studded tires are not authorized for use on any area of the airfield.

4.27.5. (Added) If a vehicle is not equipped with a two-way radio, and the vehicle operator is in possession of a cell phone, that individual is encouraged to contact Airfield Management or 319th LRS directly. Alternatively, the member may contact their work section to relay the disabled vehicle message to Airfield Management or 319th LRS.

- 4.28.2.1. The Wing ADPM, Airfield Management personnel, Unit ADPMs and designated trainers within the sponsoring unit can provide a local briefing and/or training when temporarily assigned personnel, inspection and survey teams and non-base assigned contractors driving route(s) do not require access on or across the CMA.
- 4.28.2.2. The Wing ADPM, Airfield Management personnel, Unit ADPMs and designated trainers within the sponsoring unit may provide local airfield driving training via handouts and/or PowerPoint slides and airfield diagrams in lieu of practical training or briefing.
- 4.28.4. If any individual other than the Wing ADPM accomplishes the local training and/or briefing, forward an information copy to the Wing ADPM.
- 4.29.3.1. (Added) The requesting organization will ensure passes are treated as controlled items and turned in when no longer required. Passes are for vehicle access on the airfield. They do not grant airfield driving privileges to individuals who do not have an AF Form 483. Notify the Wing ADPM when passes are lost, missing or upon recovery of lost or missing passes.
- 4.29.6.1. (Added) Government leased vehicles with government license plates do not require a POV pass.
- 4.29.6.2. (Added) Rental vehicles require a POV pass.
- 4.29.10. (Added) POV pass color, determined by the Wing ADPM, will change 1 January of each year.
- 4.29.11. (Added) Once issued, a POV Pass will:
- 4.29.11.1. (Added) Be displayed in a location readably visible to patrolling SFS and Airfield Management personnel when operating on the airfield. POV passes have a unique number assigned to a specific vehicle and driver and may not be used on any other vehicle.
- 4.29.11.2. (Added) Be secured when not on the airfield. Security is the individual's responsibility. Loss or theft of vehicle passes must be reported to Airfield Management immediately.
- 4.29.12. (Added) A POV pass does not authorize entrance into active restricted areas unless stated in the Area of Operations portion of the POV pass.
- 4.29.13. (Added) POV passes are restricted to one per member.
- 4.29.13.1. (Added) In the case of members with multiple vehicles, information for the additional vehicles will be included in the "Additional Drivers" section of their pass.
- 4.29.14. (Added) Upon expiration, no longer needed or faded, the airfield pass must be returned to Airfield Management. The reissue of a pass will be contingent upon the individual's continued need to drive a POV on the airfield. A new memorandum is required each year to ensure pass requirement validation.
- 4.32.7. (Added) Controlled Movement Area Violations will be briefed at the Airfield Operations Board.
- 4.33.4. (Added) Actions taken / consequences incurred.
- 4.33.5. (Added) Non-CMA Violations will be briefed at the Airfield Operations Board (AOB) to assess trends and possible corrective action plans.

4.35. (Added) **Unmanned Aircraft Systems (UAS) Operations.**

4.35.1. (Added) The RQ-4 has no inherent ability to react to obstacles (e.g., vehicle traffic). Therefore, an increase in situational awareness is necessary to ensure you keep your vehicle out of the taxi path of the aircraft.

4.35.2. (Added) The MQ-1/9 is actively controlled by a pilot during taxi operations by utilizing the aircraft's camera systems. This increases their obstacle reaction capabilities; however, pilot visibility limitations are still present, and responsibility remains on vehicle drivers to move out of the aircraft's taxi path.

TIMOTHY A. MONROE, Colonel, USAF
Commander

Attachment1
GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

(Added) DAFI 90-160, *Publications and Forms Management*, 14 April 2022

(Added) DAFMAN 91-203 ACCSUP, *Air Force Occupational Safety, Fire, and Health Standards*, 24 April 2023

(Added)
Attachment 10

POV PASS REQUEST

DD MMM YYYY

MEMORANDUM FOR WING AIRFIELD DRIVING PROGRAM MANAGER

FROM: (Unit Commander Office Symbol)

SUBJECT: Request for Privately Owned Vehicle (POV) Airfield Pass(es)

1. The purpose of this memorandum is to provide required information for issuing POV passes.
2. Passes are requested for the following individuals/vehicles:

Rank/Name:	Vehicle Info					
Unit/Org:	Year	Make	Model	Color	State / Plate #	
Phone:						
Area of Operation: (Describe path vehicle will take from airfield gate to work location)						
Justification:						
Effective period/dates:						

(Add new section for each vehicle as needed)

3. IAW GFAFBI 13-213, POV airfield access must be kept to the absolute minimum and, therefore, approval is based solely on mission need. Member(s) listed above is/are fully qualified and has an AF Form 483 *Airfield Driver License*, from Grand Forks AFB in his/her possession. Additionally, member(s) will:

- a. Treat POV pass as a controlled document and protect it at all times.
- b. Comply with the base Airfield Driving Instruction
- c. Contact the Wing Airfield Driving Program Manager when the pass(es) is/are no longer required and will return it to Airfield Management for disposal.
4. For questions, please contact (your office) at 747-XXXX.
5. This letter supersedes all previous dated letters.

XXXX X. XXXXX, Lt Col, USAF
Commander

(Added)
Attachment 11

DRIVER VALIDATION/CMA JUSTIFICATION

DD MMM YY

MEMORANDUM FOR 319 RW/Wing ADPM

FROM: 319 XXX/Unit ADPM

SUBJECT: ANNUAL AIRFIELD DRIVER VALIDATION/CMA JUSTIFICATION

1. In accordance with AFI 13-213, para 2.8.28., I have validated the number of personnel authorized to drive on the airfield. This number has been limited to the absolute minimum needed to accomplish the mission. Members that are CMA qualified have an operational need to access or cross the CMA.
2. The attached list of drivers is current as of this letter. A real time list of drivers can be found on the Airfield Driving Training and Certification System website.
3. This letter supersedes all previous letters of the same subject. For any questions concerning this matter, please contact XXX at xxx@us.af.mil or DSN: 362-XXX.

XXXX X. XXXXX, Sgt, USAF

Airfield Driving Program Manager

Attachment:
Airfield Driving Personnel List

(Added)
Attachment 12

AIRFIELD DIAGRAMS

Figure A12.1 Airfield Diagram

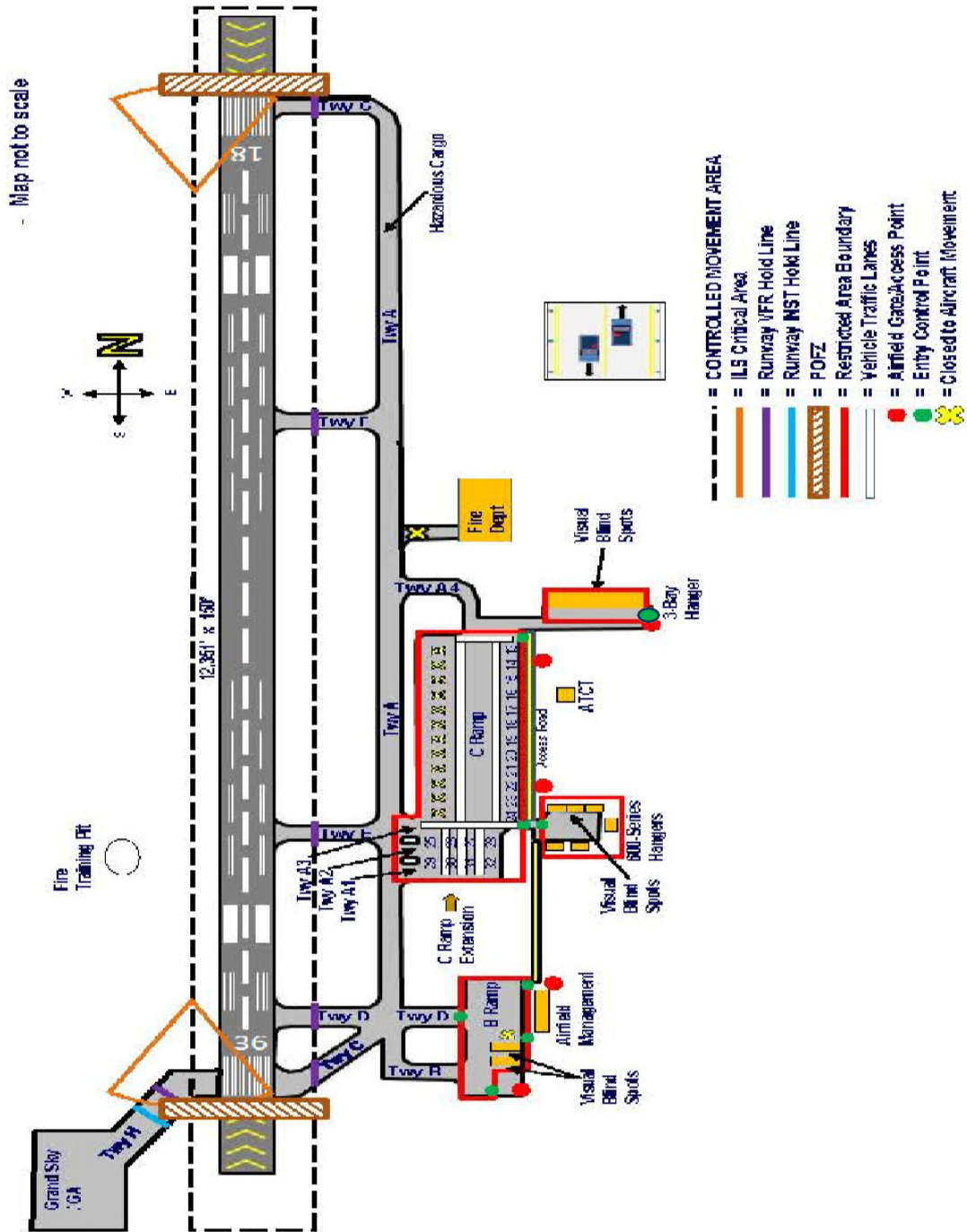
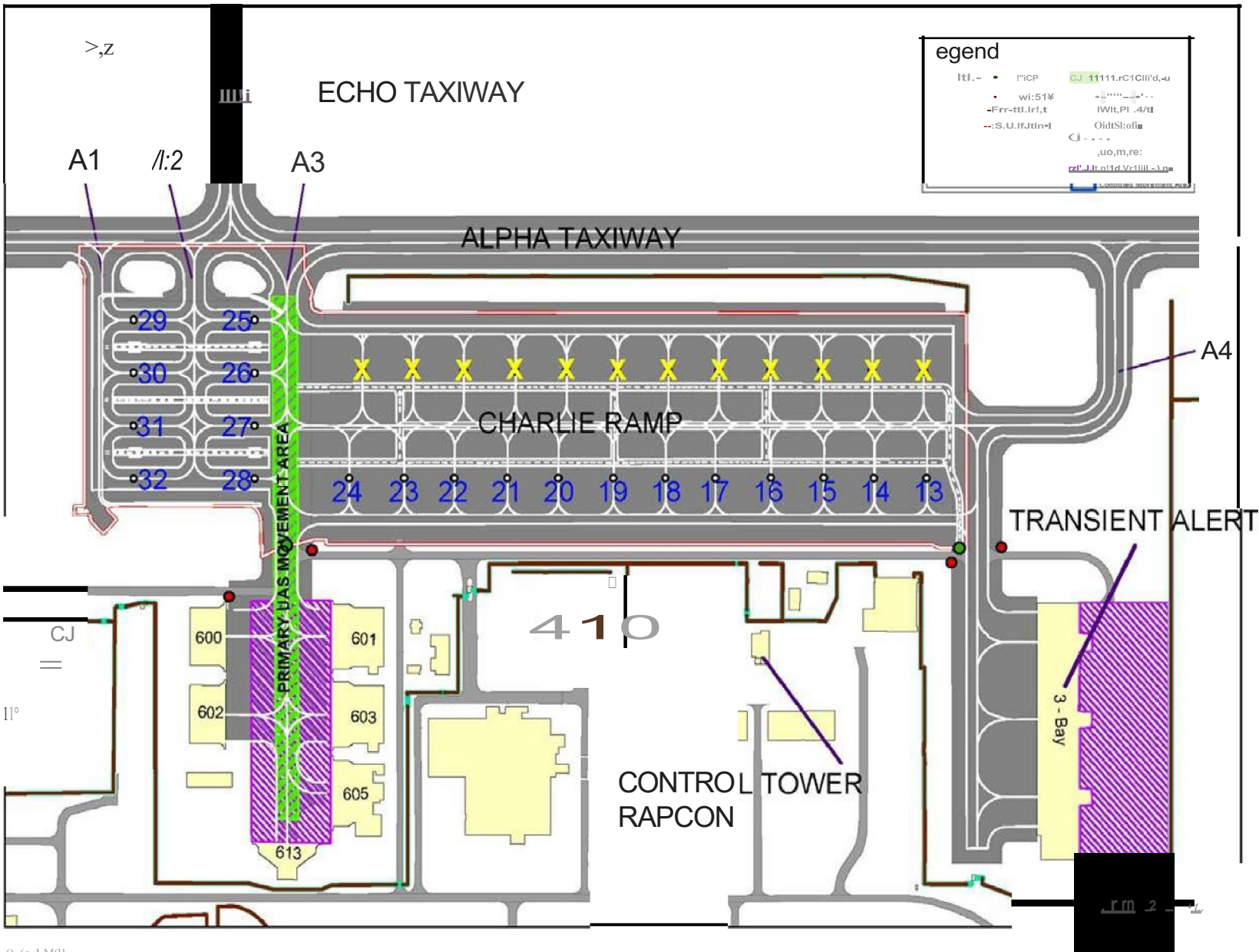


Figure A12.2. Charlie Ramp.



0...e 1 M(1)
31 OSSIOSM 741-3(30)

Figure A12.3. Bravo Ramp.

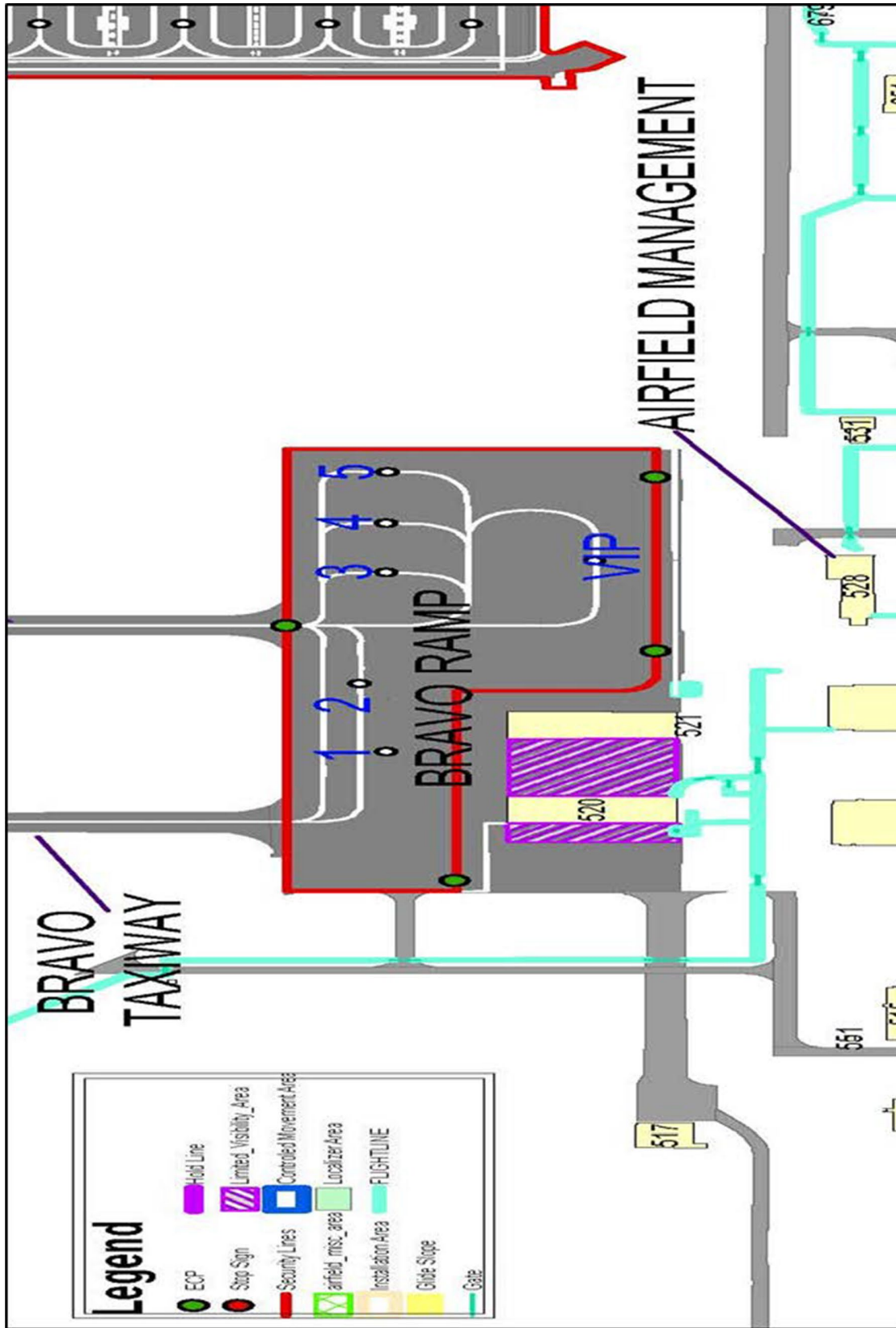
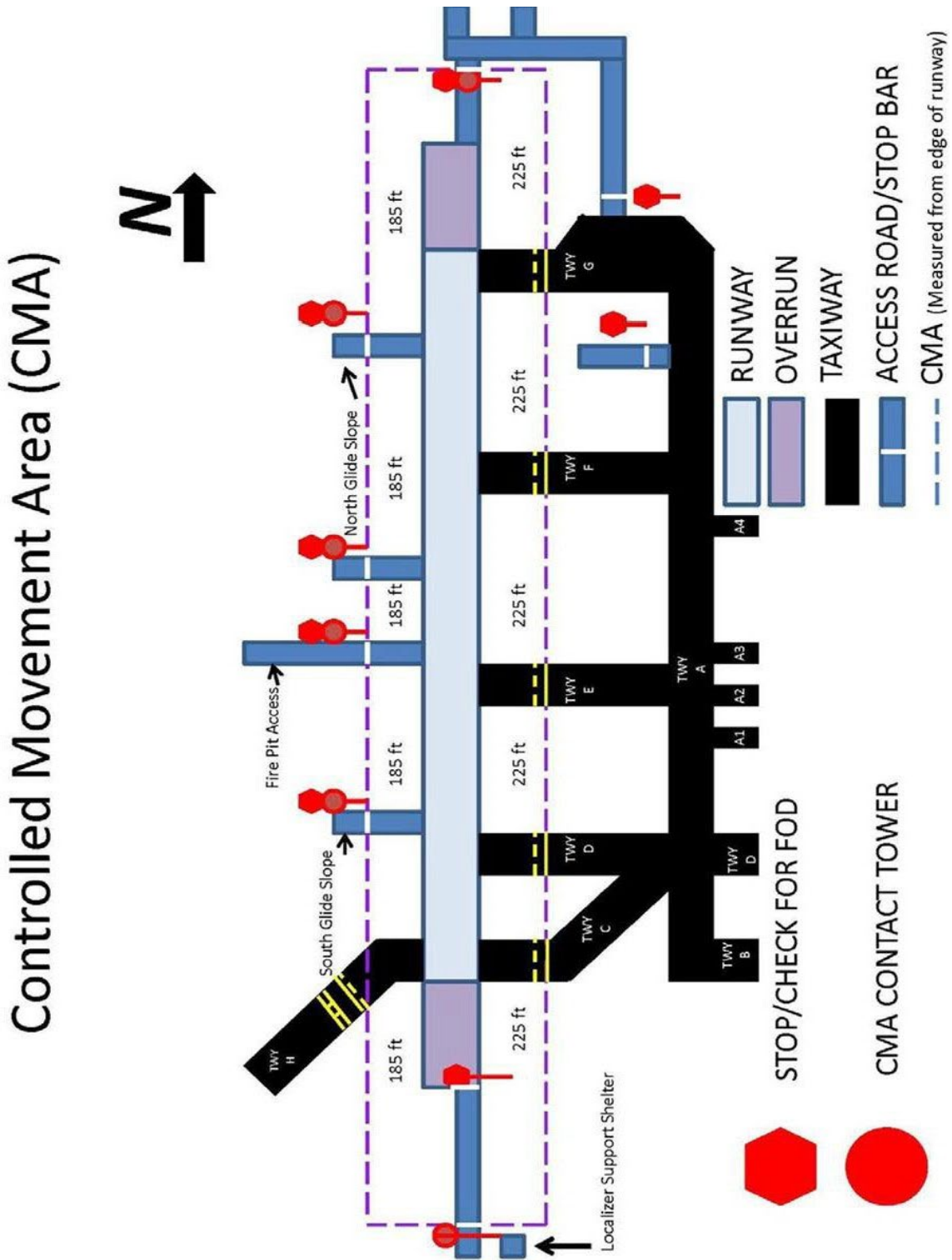


Figure A12.4. CMA Diagram.



(Added)
Attachment 13

APPROVED CALL SIGNS

Figure A13.1.

319RW, WING STAFF AGENCIES	
RW/CC	GRIFFIN 1
RW/CV	GRIFFIN 2
RW/CCC	GRIFFIN 3
WSA/CHIEF	GRIFFIN 4
COMMAND POST	GRIFFIN CONTROL
CHIEF OF SAFETY	SAFETY 1
FLIGHT SAFETY	SAFETY 2
GROUND SAFETY	SAFETY 3
U.S DEPT OF AGRICULTURE	USDA
319TH OPERATIONS GROUP	
OG/CC	HAWKEYE 1
OG/CD	HAWKEYE 2
OG/CCC	HAWKEYE 3
OG/QA SUPERINTENDENT	QA SUPER
OG/QA	QA 1-15
TRANSIENT ALERT	TA 1-2
319TH OPERATIONS SUPPORT SQUADRON	
OSS/CC	GOOSE 1
OSS/DO	GOOSE 2
AOF/CC	OPS 1
AOF/DO	OPS 2
AIRFIELD MANAGER	AIRFIELD 1
DEPUTY AIRFIELD MANAGER	AIRFIELD 2
AIRFIELD MANAGEMENT PERSONNEL	AIRFIELD 3-6
RAWS MAINTENANCE	RAWS 1-3
GRAND FORKS ATCT	RED RIVER TOWER/ TOWER / GROUND

348TH RECONNAISSANCE SQUADRON	
348/CC	RECON 1
OPERATIONS OFFICER	RECON 2
RQ-4 CHASE VEHICLE	HAWKEYE CHASE
319TH AIRCRAFT MAINTENANCE SQUADRON	
AMXS/CC	HAWK LEAD
AMXS/CCC	HAWK CHIEF
AMXS/MOO	HAWK 1
AMU OPERATIONS OFFICER	HAWK 2
PRO SUPER	HAWK SUPER
TOW TEAM	HAWK TOW
AMXS PERSONNEL	HAWK 3-12
CRASH RECOVERY	TALON 1
319TH CIVIL ENGINEER SQUADRON	
FIRE CHIEF	CHIEF 1-2
FLIGHT LINE CREW	CRASH 1-15
STRUCTURAL CREW	HAZ MAT 1
RESCUE CREW	RESCUE 5
SNOW LEAD	SNOW LEAD
SNOW CONTROL CENTER	SNOW CONTROL
DUMP TRUCKS	DUMP 17-29
SWEEPER TRUCKS	SWEEPER 1-4
DE-ICE SPRAYER	DEICER 73
GRADERS	GRADER 1-2
SNOW PLOWS	PLOW 74-83
SNOW BLOWERS	BLOWER 84-89
SNOW BROOMS	BROOM 91-96
SNOW OPERATIONS EQUIPMENT	TOOLCAT
FOREMEN	ELECTRIC 1-5
AIRFIELD LIGHTING	CE LIGHTING
POWER PRODUCTION	POWER 1-7

319TH LOGISTICS READINESS SQUADRON	
GROUND TRANSPORTATION	TRANSPORT 1-5
319TH SECURITY FORCES SQUADRON	
DEFENSE FORCE COMMANDER (SFS/CC)	DEFENDER 1
SENIOR ENLISTED LEADER	DEFENDER 2
OPERATIONS OFFICER	DEFENDER 3
OPERATIONS SUPERINTENDENT	DEFENDER 4
NCOIC, INSTALLATION SECURITY	DEFENDER 5
FLIGHT CHIEF	GUARDIAN 1
SECURITY RESPONSE TEAM	SIERRA 1-3
K-9 KENNEL MASTER	KILO 1
SFS STAN-EVAL LEAD	QUEBEC 1-3
319TH MEDICAL GROUP	
AMBULANCE SERVICES	MEDIC 1-2
BIOENVIRONMENTAL RESPONDER	BIO 1-2
DEPT OF HOMELAND SECURITY	
DIRECTOR OF OPERATIONS	BORDER 1
PERSONNEL	BORDER 2-4
GRAND SKY / NORTHRUP GRUMMAN	
CHIEF OF OPERATIONS	GRAND SKY 1
PERSONNEL	GRAND SKY 2-3