BY ORDER OF THE COMMANDER OF THE OSAN AIR BASE

OSAN AIR BASE INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS AND LOCAL FLYING PROCEDURES

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management*. It directs procedures to be used for airfield operations activities at Osan Air Base (AB) and defines requirements and responsibilities of support agencies for services required and provided. This instruction combines various directives, which affect the entire Air Traffic Control (ATC) system at Osan AB, into one document common to all users and service agencies. The procedures and instructions are directive for all assigned base and partner units and aircrews. However, they are not intended to supplant good judgment in the interest of flight safety. Deviations are authorized only when directed by ATC, Airfield Management Operations (AMOPS), or in emergency situations where adherence would jeopardize safe aircraft operations. It applies to all personnel assigned to the 51st Fighter Wing (51 FW), at Osan AB. 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 in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: defined parallel runway operations and procedures throughout, removed Alternate Landing System operations to give way to using the 51 FW Alternate Landing Surface Plan as source document, updated noise abatement procedures for engine runs, runway and taxiway information data moved to **Attachment 2**, updated visual flight rules arrival and traffic pattern, revised night vision device operations, and removed Attachments 11, 13, and 15.

Chapter 1

GENERAL INFORMATION

1.1. Scope. The procedures and situations in this instruction are designed to promote safe and efficient airfield operations and flying activities within Osan's delegated airspace. Commanders of assigned, tenant, and deployed units under the operational control of the 51 FW will ensure that their personnel comply with this publication.

1.2. Administration. The 51 FW/CC is responsible for this instruction. All procedural changes affecting ATC must be forwarded to HQ PACAF/A3/6TO for review and approval before implementation IAW Air Force Manual (AFMAN) 13-204V1, *Management of Airfield Operations*. Send suggested changes to the Airfield Operations Flight (51 OSS/OSA), Unit 2163, APO AP 96278-2163.

1.3. Temporary Quiet Hour (QH) Procedures. Requestors shall submit QH requirements for change of commands and other events/ceremonies to the 51 OSS/OSOS via email, **51oss.osos@us.af.mil**. The deadline for QH requests is 14 days prior to the requested date. Submissions past the required deadline are submitted for consideration but are not guaranteed a review by the 51 OG/CC. QH requests are presented for approval weekly at the Thursday Maintenance/OG scheduling meeting. The 51 OG/CC reserves the right to revoke previously approved quiet hours at any time.

1.3.1. QH requests will be categorized as follows:

1.3.1.1. Level 1 QH: Up to 1 hour allowed (waiver authority for a longer window is 51 OG/CC). Normally reserved for Change of Commands (CoCs) with a rank of Colonel (O-6) or above; occurring outdoors or near the flight line. **RESTRICTIONS:** Local aircraft will not perform engine test runs (test runs authorized inside the "hush house"), taxi, takeoff or land during this time. Transient aircraft will not taxi, takeoff or plan to land. Aircraft will not be permitted to perform practice low approaches. The supervisor of flying (SOF) is responsible for real-time decisions as they relate to noise abatement during the quiet hour window.

1.3.1.2. Level 2 QH: Up to 1 hour allowed. Normally reserved for CoCs with a rank of Lt Col (O-5) or below occurring outdoors or near the flight line. **RESTRICTIONS:** Local aircraft will not perform engine test runs (test runs authorized inside the "hush house"), takeoff or perform low approaches. All aircraft will land via St-in and hold at the end of the runway until QH are complete. Transient aircraft will not taxi or takeoff. The SOF is responsible for real-time decisions as they relate to noise abatement during the quiet hour window.

1.3.1.3. Level 3 QH: Up to1 hour allowed. Normally reserved for those CoCs with a rank of O-5 and below that take place indoors or not on or near the flight line (as determined by the 51 OSS). **RESTRICTIONS:** Established as required by the 51 OSS to minimally impact 51 FW flying operations. The SOF is responsible for real-time decisions as they relate to noise abatement during the quiet hour window.

1.3.2. The 51 OSS/OSOS ensures AMOPS publishes QH Notice to Air Missions (NOTAMs) NLT 72 hours prior to the requested QH window.

1.3.3. Real world operations (alerts, scrambles, etc.), emergencies and priority aircraft retain the right to depart or land as required.

1.3.4. QH requests can be made to 51 OSS/OSOS via e-mail. All requests will include Unit requesting, Event, Location, Time and Date. The master QH tracker, updated weekly, is located on the SharePoint site and is the source to verify approval status using the Wing Scheduling SharePoint.

1.4. Airfield Coordination Requirements. Airfield activities (i.e., air shows, aerial demonstrations, exercises, deployments, crane operations, construction projects, etc.) must be coordinated through 51 OSS/OSA in advance to ensure proper notification and coordination with flying units and other organizations on the airfield. The Airfield Operations Flight Commander (AOF/CC) must be briefed at least 48 hours in advance of any exercise or inspection that involves Airfield Operations (AO) personnel and/or facilities. The AOF/CC must approve, in advance, exercises that include removing AO personnel to alternate facilities or to shelter areas.

1.4.1. Crane Operations. AMOPS must be notified at least 5 work days in advance of any crane operation to ensure flying operations are not impacted. Sponsoring organizations, construction program managers and/or contractors must provide the crane location in latitude/longitude using the World Geodetic System 1984 (WGS84) datum, elevation of the ground at the crane location in Mean Sea Level (MSL), maximum height capability of the crane, date and time the crane will be operating. All cranes must be obstruction marked/flagged for daytime operations and obstruction lighted for nighttime operations. Failure to coordinate may result in suspension of operations until approved for flying safety.

1.4.1.1. All crane operations near Osan AB, but off the installation must be processed through local city authorities and the Republic of Korea (ROK) Air Force Operations Center (AFOC) in accordance with ROK laws.

1.4.2. Airfield Construction. Base civil engineers shall coordinate the location, date, and time of airfield construction, and any restrictions to aircraft operations with AMOPS. A minimum of two English-speaking radio-equipped escorts must be provided by the sponsoring organization for all work within the Controlled Movement Area (CMA). Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, Appendix B Section 14 compliance is required.

1.4.2.1. Temporary Airfield Construction Waivers. UFC 3-260-01, *Airfield and Heliport Planning and Design,* is the governing document for all temporary airfield construction waivers. They are required to be signed/approved by 51 FW/CC 45 days prior to any construction on the airfield. No construction activity will be permitted without the appropriate waiver.

1.4.2.2. Construction Meetings. The Airfield Manager (AFM) and 51 FW/SE will be invited to all airfield design, pre-construction, job progress, pre-beneficial occupancy date, project acceptance, and final walkthrough meeting.

1.4.2.3. Airfield construction within restricted or controlled areas requires the initiating agency to provide an escort for contracted personnel. Designated escorts must contact 51 Security Forces (SFS)/S5S for requirements to escort contracted personnel in restricted or controlled areas.

1.4.2.4. The Wing Airfield Driving Program Manager (WADPM) will ensure all airfield construction contractors with need to drive on the aerodrome are briefed and trained on safe airfield driving procedures IAW 51FWI 13-213, *Osan Air Base Airfield Driving*.

Chapter 2

AIRFIELD FACILITIES INFORMATION

2.1. Airfield Information. Osan AB's center of the airfield is located at coordinates N37°05.44', E127° 01.78.' The Osan airfield diagram, **Attachment 2** includes field elevation, taxiway widths, intersection departure/feet remaining, runway lengths and widths to include overruns and arresting cables information. Osan AB does not have permanently closed or unusable portions of the airfield.

2.2. Controlled Movement Area (CMA). The CMA includes both runways, the overruns, and all paved and unpaved areas within 125 ft of the edges of either runway. The Visual Flight Rules (VFR) hold short lines depict the visual boundaries of the CMA on pavement (**Attachment 2**). Air Traffic Control Tower (ATCT) approval is required for entry into the CMA and direct two-way radio communication must be maintained at all times. ATCT must be notified when exiting the CMA. If two-way radio communication is lost, vehicles shall exit the CMA immediately. The ATCT may use light gun signals or flash the airfield lights as a way to notify personnel within the CMA to exit the CMA. AMOPS will respond, if able, to CMA incidents and aid in recalling personnel from the CMA. Additional CMA and airfield driving procedures are outlined in 51FWI 13-213.

2.3. Taxiway Pavement Classification and Restrictions. The following table depicts Taxiway (TWY) pavement classification data and restrictions.

Table 2.1. TWY Pavement Classification.

TWY	PLANNING CHANGE NOTICE
A (South of RWY 09R/27L)	56 R/B/W/T
A (TWY W to Draggins Lair)	82 R/B/W/T
A (North of RWY 09R/27L)	69 R/B/W/T
B	73 R/B/W/T
C	63 R/C/W/T
D	60 R/B/W/T
E (South of RWY 09R/27L)	48 R/B/W/T
E (North of RWY 09R/27L)	Data not available at time of publication
F	69 R/B/W/T
H (South of RWY 09R/27L)	72 R/B/W/T
H (North of RWY 09R/27L)	67 R/C/W/T
G (South of RWY 09R/27L)	73 R/C/W/T
G (North of RWY 09R/27L)	Data not available at time of publication
W	82 R/B/W/T
W (to hot cargo pad)	102 R/B/W/T
NOTE: 51 OG/CC is approval authority for all weight bearing waivers. The listed pavement classifications are for non-frost periods. Contact Airfield Management for frost period pavement classifications.	

2.3.1. TWY A south of TWY W is restricted to fighters only. TWY A is nonstandard 36 ft wide. Sufficient room does not exist for aircraft to taxi by vehicles or Aerospace Ground Equipment (AGE) with the required 25 ft wingtip clearance.

2.3.2. TWYs B, C, E, and D are standard 75 ft wide.

2.3.3. A Diamond, B Diamond, and NW, SE and SW legs of C Diamond taxilanes are nonstandard 50 ft wide. All of these taxilanes (except NE leg of C Diamond) are restricted to fighters only.

2.3.4. TWY C is restricted to fighter-type aircraft or smaller.

2.3.5. Draggins Lair is restricted to fighters and helicopters only.

2.3.6. Airfield Management will issue a NOTAM when aircraft or equipment is parked north of the wingtip clearance line on AMC Apron, Base Ops Apron and Doorstop.

2.3.7. The 51 MXS/MXMTT Transient Alert (TA) Crash Recovery will provide appropriate assistance to transient aircraft in and out of assigned parking areas.

2.3.8. If TWY A is not available, 51 FW fighter aircraft may use alternate taxi procedures through B Diamond during exercises, taxiway construction, and contingency operations upon request to the ATCT. Due to the lack of wing tip clearance requirements, wing walkers are required for A-10s taxing through the B Diamond.

2.3.9. Airfield Markings.

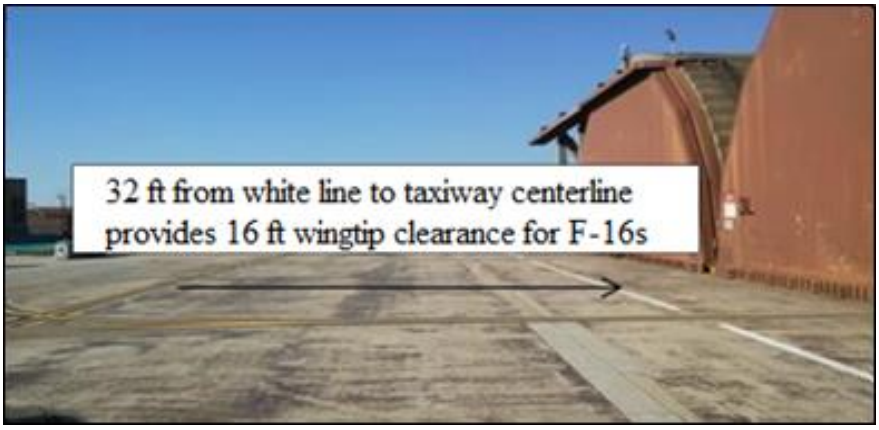
2.3.9.1. White continuous 6 inch safety lines are painted on the airfield to provide a visual cue for aircrews and aircraft maintainers to ensure adequate wingtip clearance exists by keeping obstructions, such as servicing equipment, tools, fire bottles, and vehicles contained within the boundaries of the markings and outside of aircraft movement areas.

2.3.9.2. In accordance with PACAF/A3 approved waiver, at no time will any aircraft be operated less than 10 ft from a permanent obstruction while in a marked taxi lane. The following table depicts location and distance from aircraft wingtip to white lines.

Table 2.2. Safety Line Distance.

Location	Distance from Taxi Line to White Safety Line	Wingtip Clearance
A Diamond	32 ft	A-10: 3 ft F-18 C/D: 12 ft F-16: 16 ft F-18 E/F: 10 ft F-15: 11 ft
B Diamond	32 ft	A-10: 3 ft F-18 C/D: 12 ft F-16: 16 ft F-18 E/F: 10 ft F-15: 11 ft
Eastern Throat into Draggins Lair; north/south sides	39 ft	A-10: 10 ft F-16: N/A
TWY A end of inside rwy (EOR); west shoulder	39 ft	A-10: 10 ft F-16: 23 ft
TWY H EOR; north shoulder	39ft	A-10: 10 ft F-16: 23 ft
TWY A Trim Pad; adjacent to building 1768	49 ft	A-10: 20 ft F-16: 33 ft

Figure 2.1. Safety Line Distance Example – Bravo Diamond.



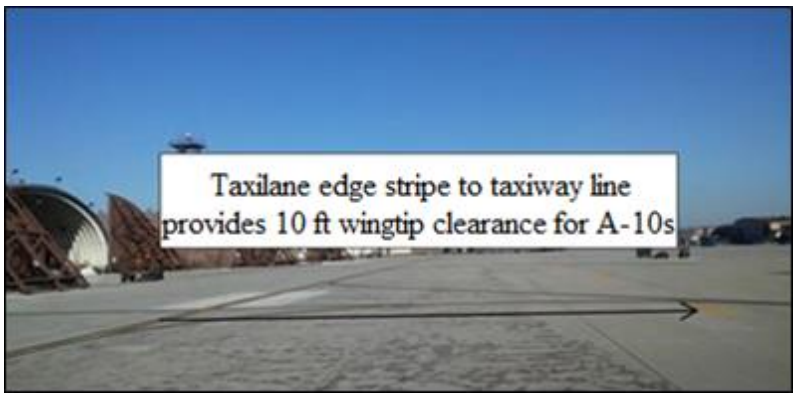
2.3.9.3. Taxiway/Apron Edge Markings. Continuous double yellow lines painted on the TWYs and aprons signify the end of load bearing pavement for aircraft movement. They do not signify sufficient wingtip clearance.

2.3.9.4. Taxilane edge stripes are double 6 inch wide broken yellow stripes painted on the airfield to define the limits of a designated taxi route where the surrounding pavement is intended for use by aircraft. Aircraft movement across the designated boundary is permitted. **Table 2.3** depicts location and distance from aircraft wingtip to taxilane edge stripes.

Table 2.3. Taxilane Edge Stripe Distance.

Location	Distance from Aircraft Taxi Line to Yellow Taxilane Edge	Wingtip Clearance
Draggins Lair Parking Apron north, center, south	39 ft	A-10: 10 ft F-16: N /A

Figure 2.2. Taxilane Edge Stripe Example – Draggins Lair.



2.4. RWY Selection Procedures. RWY 27L/R is designated as the calm wind runways. The calm wind runways shall be utilized when the wind is less than 5 knots. The ATCT WS designates the runways in use; agencies requesting a RWY change shall coordinate via the SOF who will coordinate with the ATCT WS for approval.

2.4.1. RWY 27R/09L shall serve as the primary IFR RWY. RWY 27L/09R shall serve as the primary VFR RWY.

2.4.2. Notification of RWY Change.

2.4.2.1. ATCT shall notify Radar Approach Control (RAPCON), AMOPS, Weather (WX), and 51 CES Barrier Maintenance (BM).

2.4.2.2. AMOPS will notify TA, Command Post (CP), Fire Department, and Maintenance Operations Control Center (MOCC).

2.4.2.3. RAPCON will notify Incheon Center, Suwon Tower, and Suwon Ground Controlled Approach (GCA).

2.4.2.4. SOF will notify 25 FS, 36 FS, Cobra, and other Osan based flying squadrons. The ATCT WS will contact Cobra when the SOF is not on duty.

2.5. Airfield Lighting System.

2.5.1. Approach Lighting. RWY 09L/27R has a non-standard ALSF-1, with RWY 27R at 1181 ft long and RWY 09L at 1292 ft long.

2.5.2. Runway Lighting. RWY 09L/27R has High Intensity RWY Lights (HIRLs), RWY End Identifier Lights (REILs), threshold lights, and Precision Approach Path Indicator (PAPI) lights. The threshold lights are gated IAW UFC 3-535-01, *Visual Air Navigation Facilities*, to reduce the risk of tail hook bounce.

2.5.3. TWY Lighting. All TWYs are lighted except A Diamond taxilane, B Diamond taxilane, C Diamond (except northeast leg) taxilane, and the Draggins Lair.

2.5.4. Airfield Lighting Operations. Airfield lighting will be operated IAW Federal Aviation Administration Order (FAAO) JO 7110.65, *Air Traffic Control*, except as noted below. **NOTE**: pilots may request adjustments to airfield lighting during periods of reduced visibly.

2.5.4.1. Other than the PAPIs and Rotating Beacon, during hours of darkness, airfield lighting will not be turned on unless:

2.5.4.1.1. Aircraft are arriving or departing (15 minutes prior to Estimated Time of Arrival (ETA) or Estimated Time of Departure (ETD).

2.5.4.1.2. Local aircraft are airborne on local sorties.

2.5.4.1.3. Snowfall or freezing precipitation conditions exist.

2.5.4.2. The RAPCON will notify ATCT of aircraft requests for changes to lighting.

2.5.5. Minimums for inoperative RWY Approach Lighting. Lighting outages will be managed IAW standards of tolerance in AFMAN 13-204 V2, *Airfield Management*. Outages of any airfield lighting system, or a portion of any system, must be promptly reported to AMOPS for a determination of system degradation.

2.5.5.1. ATCT will record appropriate statement on the Automatic Terminal Information System (ATIS) when airfield lighting systems are inoperative.

2.5.6. Roles and Responsibilities.

2.5.6.1. The 51 CES Airfield Lighting (51 CES/CEOFE) will:

2.5.6.1.1. Inspect the airfield lighting system daily to include the full length of the ALSF-1, which is partially sited outside the base boundary. Report any problems to AMOPS immediately.

2.5.6.1.2. Contact AMOPS daily prior to inspecting the airfield lighting system to check reported airfield lighting outages and review/sign the previous night's airfield lighting check sheet.

2.5.6.1.3. Provide estimated time of completion for each outage to AMOPS.

2.5.6.1.4. Notify AMOPS when the light(s)/system has returned to service.

2.5.6.1.5. During ATCT evacuations, Airfield Lighting will monitor the Ramp Net and be responsible for airfield lighting changes as requested from Ground Control. Airfield Lighting personnel shall maintain a continuous presence at the lighting vault, unless the ATCT Watch Supervisor releases personnel, subject to a 15-minute recall.

2.5.6.2. AMOPS will:

2.5.6.2.1. Inspect the airfield lighting system each night for serviceability to include the full length of the ALSF-1, which is partially sited outside the base boundary.

2.5.6.2.2. Inform 51 CES/CEOFE of any outages immediately after the inspection if it impacts the flying mission. Otherwise, the completed airfield lighting outage sheet will be available at AMOPS counter the following day for pick up.

2.5.6.2.3. Notify 51 CES/CEOFE of ATCT evacuations.

2.5.6.2.4. AMOPS will initiate a NOTAM and notify the Fire Department to ready equipment for possible use as RWY markers for emergency landing. AMOPS will also notify CP.

2.5.6.3. Emergency Airfield Lighting outage:

2.5.6.3.1. If an aircraft needs to make an emergency landing, crash and fire vehicles will be positioned on the required parallel TWY.

2.5.6.3.2. Vehicles will face the RWY with their front wheels behind the yellow hold lines, their headlights on bright, and their rotating beacons operating.

2.5.6.3.3. Vehicles will maintain these positions until the aircraft lands and is ready to taxi clear of the RWY.

2.6. Aircraft Arresting Systems (AAS).

2.6.1. Type/location. RWY 09R/27L is equipped with two unidirectional E-5 cables located on each overrun and two bidirectional Barrier Arresting Kit (BAK)-12 arresting cables. RWY 09L/27R is equipped with two unidirectional textile cables (MB-60) located in each overrun and two bidirectional BAK-12 arresting cables located on the runway. When communicating the location of an AAS on the active runway, use the active runway designation and refer to the system in question by approach or departure end (see **Attachment 2** for locations).

2.6.1.1. The minimum time to configure the barriers for an approach-end engagement is 20-30 minutes.

2.6.1.2. When practical, aircraft must advise ATC of all intended barrier engagements to include the specific barrier desired.

2.6.2. Normal AAS Configuration for RWY in Use:

2.6.2.1. RWY 09L/09R – Departure end BAK-12 and MB-60/E-5 in the raised position.

2.6.2.2. RWY 27R/27L – Departure end BAK-12 and MB-60/E-5 in the raised position.

2.6.3. At a minimum, a departure end E-5 or MB-60 cable must be raised prior to resuming aircraft operations with AAS requirements. IAW 51OGI 11-2MDSV3/**Chap 8**, *F-16/A-10C Operations Procedures*, located in the 51 OG Pubs Library SharePoint, F-16s will take off with both the overrun (E-5 or MB-60) and the departure-end cable (BAK-12) available. Deviating from this guidance requires a verbal waiver, obtained by the SOF, from the 51 OG/CC or designated representative on a case-by-case basis.

2.6.4. The SOF may direct a temporary change in barrier configuration when required for safety of flight or operational contingency.

2.6.5. The 5 RS Cable Configuration.

2.6.5.1. PRIORITY Departures: The departure-end cable (BAK-12) will be lowered. It is acceptable for the Underrun/Overrun cables (E-5 or MB-60) to remain in the raised position.

2.6.5.2. PRIORITY Arrivals: The departure-end cable (BAK-12) should be in the lowered position. If PRIORITY aircraft is unable to stop prior to TWY E, and the cable is raised, the departure-end cable (BAK-12) will have to be removed before the aircraft can clear the runway.

2.6.5.2.1. The 5 RS will coordinate with ATCT prior to PRIORITY arrival if the barrier is required to be lowered. This ensures de-confliction with 36 FS flying. NOTE: Wet runway, after civil twilight, or crosswinds greater than 10 kts will require the barrier to be lowered prior to arrival.

2.6.5.3. OSCAR sorties (non-PRIORITY sorties): Departure-end overrun cable (E-5 or MB-60) may remain in the raised position during OSCAR sorties. However, the departure-end cable (BAK-12) and the approach-end underrun cable (E-5 of MB-60) must be in the lowered position due to low threshold crossing heights associated with some simulated EP approaches.

2.6.5.4. Deviations from this guidance require concurrence of the 5 RS OS.

2.6.6. When AAS configuration is other than described in **para 2.6.2**, ATCT will advise all landing aircraft and AMOPS. This requirement is met for landing aircraft when this information is included in the ATIS broadcast, and the aircraft reports the current ATIS code.

2.6.7. Mobile Aircraft Arresting System (MAAS). Osan has MAAS capabilities available for installation on TWY W during activation of the alternate landing surface (ALS) operations. Two concrete cruciform foundations are installed the airfield for the MAAS. The 09 ALS MAAS is located 1760 ft west of the 09 ALS threshold (in front of TA). The 27 ALS MAAS is located 50 ft west of the 27 ALS threshold (west of Taxiway Alpha EOR). See 51 FW ALS Plan, located in the 51 FW Wing Plans and Programs SharePoint for further details.

2.6.8. Coordination Procedures.

2.6.8.1. The 51 CES BM will perform preventative maintenance inspections (PMIs) outside wing flying hours, after coordinating with AMOPS.

2.6.8.2. During AAS maintenance/configuration changes, AMOPS or ATCT will suspend RWY operations and notify the opposite facility.

2.6.8.3. AMOPS will complete an airfield check, report the airfield status/RWY condition and notify ATCT when RWY operations are resumed.

2.6.8.4. BM maintains the AAS 24 hours a day. Normal hours are Monday – Friday, 0700 – 1500, expect delays for barrier configuration changes outside of normal hours.

2.6.8.5. The AAS will be checked by BM under the following conditions:

2.6.8.5.1. At least once daily prior to Wing Flying and periodically during periods of heavy traffic.

2.6.8.5.2. After impacting a raised cable upon touchdown by C-130 or heavier aircraft.

2.6.8.6. BM will define cables as either “Raised” or “Lowered” and “In service” or “Out of Service.”

2.6.8.7. BM will notify AMOPS whenever a maintenance condition exists that could render an AAS unusable.

2.6.8.8. When an AAS is determined to be unusable, AMOPS will NOTAM the system out of service and notify all appropriate agencies (i.e., ATCT, SOF, flying units, etc.).

2.6.9. Annual Certification Engagement Coordination.

2.6.9.1. BM shall notify AMOPS 30 days prior to anniversary date of the certification engagement in order to coordinate with the appropriate agencies.

2.6.9.2. The OSS will coordinate with the 36 FS directly for aircraft & pilot availability to perform the engagement. Certification engagements will be made toward the center of the runway at a minimum of 75 knots.

2.6.9.3. Certification Engagements. Barrier Maintenance will coordinate engagements in advance with AMOPS, ATCT, MOCC and Fire Department. Once approved by the 51 OG/CC via the SOF, pilots will annotate their flight plans accordingly in remarks. Rescue crew and appropriate crash equipment will standby at the scene. The rescue crew will marshal the engaged aircraft.

2.7. Parking Plan/Restrictions. AMOPS will be the coordinator for all transient aircraft parking and will coordinate with the owning organization for approval to park in the following locations:

2.7.1. Restrictions. See **paragraph 2.3** for taxi restrictions that restrict respective parking areas.

2.7.1.1. The Doorstop and AMOPS Aprons are managed by TA and AMOPS.

2.7.1.1.1. ATC has authority to utilize the Doorstop and AMOPS Aprons for short durations (no more than 5 minutes) without prior coordination, to de-conflict taxiing aircraft provided there are no inbound aircraft forecasted for those areas. Any use that requires more than 5 minutes shall be coordinated with AMOPS prior to use.

2.7.1.2. The Air Mobility Command (AMC) Apron is managed by 731 AMS.

2.7.1.2.1. During ALS operations when landing will be to the east, ATC has authority to utilize the AMC Apron for short durations (no more than 5 minutes) without prior coordination, to de-conflict taxiing and landing aircraft. Any use that requires more than 5 minutes shall be coordinated with AMC prior to use.

2.7.1.3. The Alpha and Bravo Diamonds are managed by 36 AMU.

2.7.1.4. The Charlie Diamond and the Hazardous Cargo Pad is managed by AMOPS.

2.7.1.5. The Draggins Lair is managed by 25 AMU.

2.7.1.6. The Flows are managed by 51 AMXS.

2.8. ATC Facilities. ATCT and RAPCON facilities operate 24/7. See **Attachment 4** for RAPCON airspace delegation and **Attachment 5** for ATCT airspace delegation.

2.9. Local Frequencies. See **Attachment 3** for local frequencies/channels.

2.10. Navigational Aids (NAVAIDs), Preventative Maintenance Inspection (PMI), and Generator Power.

2.10.1. NAVAIDs. RAPCON is designated as the NAVAID/NOTAM monitoring facility. All equipment or monitor malfunctions, including alarms, shall be promptly reported to maintenance personnel. RAPCON shall promptly inform AMOPS and ATCT when a NAVAID is removed from service due to a maintenance malfunction or scheduled and/or nonscheduled maintenance period. AMOPS will send the appropriate NOTAM.

2.10.1.1. When the wind velocity reaches 60 knots or forecasted to reach 70 knots or greater, the Weather Flight (51 OSS/OSW) will notify the RAPCON. The AOF/CC or RAPCON CCTLR will direct radar maintenance personnel to place the Digital Airport Surveillance Radar (DASR) antenna into freewheel mode.

2.10.2. See Flight Information Publications (FLIPs) for NAVAIDs and instrument approaches provided at Osan.

2.10.3. NAVAID Ground Checkpoints. Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC) checkpoints are located on TWYs A, D, and H. **NOTE***: Host nation is responsible for VORTAC operations and maintenance.*

2.10.4. PMI Schedule. See the FLIP Enroute Supplement and Osan AB Radar Airfield and Weather Systems (RAWS) Outage Reporting and Restoral Priorities Operations Letter, maintained by 51 OSS/OSA, for the PMI schedule.

2.10.5. Auxiliary Power Generators for Air Traffic Control and Landing Systems (ATCALS). See RAWS Outage Reporting and Restoral Priorities Operations Letter.

2.11. Transient Alert. See IFR Supplement for transient services and available hours.

2.12. ATIS Procedures. ATCT will operate the ATIS 1 hour prior to scheduled Wing Flying until last wing aircraft recovery. During non-wing flying, the ATIS will be operated as deemed necessary by the ATCT WS. Information is updated hourly unless significant weather or airfield conditions dictate it be updated more frequently IAW FAAO JO 7110.65.

2.13. Aircraft Special Operations Areas.

2.13.1. Hazardous Cargo Pad (HCP). The designated parking spot for aircraft carrying hazardous cargo is the HCP located on the west end of TWY W. Coordination with AMOPS is required for all aircraft prior to using the HCP. Airlift aircraft may be parked for loading or unloading on other parking ramps IAW Explosive Aircraft Parking Site Plans. See 51 FWI 91-201, *Weapons Safety Program Management*.

2.13.2. Hot Pit Refueling Areas. Hot pit refueling is conducted in the Flows and is sited for aircraft with wing spans up to 57.5 ft. Doorstop, Base Ops Ramp, and Hot Cargo Pad are also certified for specific types of non-locally based aircraft. Approved location and aircraft type are located in the current Hot Refueling Site Master Listing Certification, a copy is maintained in AMOPS. **NOTE:** Only aircraft with hot pit refueling plans may utilize the Flows.

2.13.3. Engine Run Areas. See **Table 2.4** for authorized locations of engine runs pertaining to specific types of aircraft and applicable power settings.

2.13.3.1. Aircraft tie-down are required for all engine runs above 88%.

2.13.3.2. Light aircraft may use any TWY between the RWY and TWY W for engine runs.

2.14. Aircraft Tow Procedures.

2.14.1. Maintenance organizations will coordinate all aircraft tows for base assigned and transient/deployed aircraft through the MOCC. The MOCC will ensure coordination with ATCT and Security Forces is accomplished prior to towing. Additionally, for aircraft tows that require access onto TWY W (tow vehicle and aircraft), the tow supervisor is responsible for contacting and receiving permission from the ATCT prior to commencing tow operations.

2.14.2. Transients. TA Maintenance Section is responsible for recovering and launching transient aircraft.

2.15. Arm/De-arm Areas. The primary arm/de-arm areas are Alpha EOR and Hotel EOR. Arm and de-arm procedures will be IAW OSANABI 21-112, *End of Runway (EOR)/Explosive Loaded Aircraft, Hung Ordnance/Gun System Malfunction Procedures, and Hung Ordnance/Gun System Malfunction Impoundment*. Hung live full-scale ordnance, hung/unsafe forward firing ordnance, unsecure 2.75" rockets, and unsecure illumination flares will be de-armed on the Hot Cargo Pad pointed at the gun berm. If the Hot Cargo Pad is unavailable, the secondary de-arm location will be on TWY W, West of TWY A, abeam the trim pad, pointed West. If neither are available, the tertiary location will be Alpha EOR spot closest to the runway pointed west or an alternate location may be directed by SOF.

2.16. Aircraft Taxiing Requirements/Routes.

2.16.1. Taxiway/taxilane restrictions.

2.16.1.1. C-5 and B-747 aircraft require wing walkers if like aircraft are parked on the AMC Apron.

2.16.1.2. TWY A is restricted to aircraft with wingspans less than 160 feet when fighters are operating in the Alpha EOR.

2.16.1.3. TWY H and the eastern portion of TWY W are restricted to A-10 and smaller when fighter type aircraft are in the TWY H arm/de-arm area.

2.16.1.4. During all night operations, aircraft will always place position lights on "flash bright" and turn taxi lights on when moving.

2.16.1.5. Aircraft will enter Flows 21-24 from the west and 15-20 from the east. Prior to leaving the Flows, aircraft will check current ATIS information and are not required to contact Ground Control but will monitor channel 2.

2.16.2. Departures.

2.16.2.1. During Wing flying, 51 FW aircraft are not permitted to takeoff until a SOF is on duty IAW AFI 11-418, *Operations Supervision*.

2.16.2.2. Aircraft shall inform Ground Control when ready to taxi, providing call sign, number of aircraft, appropriate ATIS code, specific departure procedures required, and specify formation or nonstandard (nonstandard spacing for A-10s and F-16s is normally 20 seconds). Aircraft will advise if different spacing is required.

2.16.2.3. Prior to entering TWY A from the Draggins Lair or the Alpha Diamond, aircraft shall broadcast on Ground Control frequency, *"(call sign), ALPHA NORTH."*

2.16.2.4. Prior to entering Bravo Diamond from the south, aircraft shall broadcast on Ground Control frequency, *"(call sign), BRAVO NORTH."*

2.16.2.5. Prior to entering TWY C to transit north between the flows, aircraft shall broadcast on Ground Control frequency, *"(call sign), FLOWS NORTH."*

2.16.3. Arrivals.

2.16.3.1. After landing RWY 27R/09L aircraft shall exit and remain with Tower for approval to cross RWY 27L/09R, unless otherwise instructed. After exiting the RWY27L/09R, de-arming aircraft are not required to contact Ground to taxi to the primary de-arm locations. If de-arming is complete or not required aircraft shall request taxi clearance to parking, except for aircraft performing silent taxi back procedures IAW **paragraph 2.16.4**.

2.16.3.2. When returning to parking in the Draggins Lair or A Diamond, aircraft shall broadcast on Ground Control frequency, *"(call sign), ALPHA SOUTH."*

2.16.3.3. When returning to parking in the Bravo Diamond, aircraft shall broadcast on Ground Control frequency, *"(call sign), BRAVO SOUTH."*

2.16.3.4. When returning to parking via TWY C, aircraft shall broadcast on Ground Control frequency *"(call sign), FLOWS SOUTH."*

2.16.4. Silent Taxi Back Procedures. Aircraft taxiing from Hotel, A1 or A2 EOR to the Alpha diamond, Bravo diamond, Draggin's Lair, or any entrance to the Flows are not required to contact Ground for taxi clearance. Aircraft will monitor Ground. If silent taxi back procedures have been suspended, ATCT will notify aircraft after landing.

2.16.5. Alternate Taxi Procedures. If TWY A is not available, 51 FW fighter aircraft may use alternate taxi procedures through B Diamond (and A Diamond depending on the reason TWY A is unavailable) during exercises, contingency operations, or construction. Aircraft will state call sign, entry point, direction of taxi, and exit point. Alternate taxi procedures are depicted in the SECRET Korean Theater of Operations (KTO) Smartpack.

2.16.6. Heavy Aircraft Jet Thrust Avoidance Procedures. All four engine aircraft shall shutdown outboard engine after clearing the RWY.

2.17. Airfield Maintenance.

2.17.1. Sweeper Operations. Daily airfield sweeper operations will be accomplished IAW the following procedures.

2.17.1.1. AMOPS will:

2.17.1.1.1. Advise airfield sweeper of areas on the airfield requiring sweeping and review heavy aircraft departure schedule with on-duty sweeper.

2.17.1.1.2. Contact airfield sweeper via Ramp Net radios as required during Wing Flying. If unable to reach operator by radio, standby phone contact will be attempted.

2.17.1.1.3. Contact standby sweeper through the Fire Department or standby cell phone, when sweeper support is needed outside of Wing Flying.

2.17.1.1.4. Provide updates or any changes to the sweeping schedules, priorities, and heavy aircraft departures times via Ramp Net, the Horizontal shop at 784-5305/3721 or one of the ways mentioned above.

2.17.1.1.5. Manage airfield sweeper requests from outside agencies.

2.17.1.2. The 51 CES/CEO will:

2.17.1.2.1. Provide a dedicated Airfield Sweeper one-hour before and during Wing Flying. Sweep according to the Daily Airfield Sweeping Route unless otherwise directed by AMOPS.

2.17.1.2.2. Sweeper operator will physically check-in daily with AMOPS at building 870 at the beginning of each shift. Verify accuracy of sweeper operator's cell phone number for contact in case of radio failure and sweeping route will be verified.

2.17.1.2.3. Sweeper operator will check heavy aircraft departure schedule daily.

2.17.1.2.4. Sweep all Foreign Object Damage (FOD) checkpoints, driving lanes, and Alpha and Bravo Diamonds service roads daily, in addition to daily sweeping route.

2.17.1.2.5. Keep a handheld radio turned on and tuned to the Ramp Net during Wing Flying and regular on-duty periods.

2.17.1.2.6. Advise AMOPS when departing the airfield, when returning and give reason. After hours (outside scheduled wing flying) and weekend standby sweeper will safely respond within 30 minutes of request.

2.17.1.2.7. Notify AMOPS when all sweeping operations are completed.

2.17.2. Mowing Operations. The normal mowing season is between March and October. Mowing operations are conducted by 51 CES/CEO. Airfield grass height will be maintained between 7 and 14 inches. Mower operators must check in with AMOPS prior to starting airfield mowing operations each day. AMOPS will notify the appropriate agencies where mowing operations will be accomplished and, if necessary, publish a NOTAM. If operations are to occur in the CMA, mower operators will call ATCT to gain permission prior to entering the CMA.

2.18. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Values.

2.18.1. AMOPS is responsible for determining and reporting RSC/RCR as required IAW AFMAN 13-204V2, and T.O. 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings*.

2.18.2. The RSC is reported as wet, dry, slush, ice, or snow on the runway. The RCR is reported when snow or ice conditions are present on the paved surfaces of the airfield. Results of these checks will be reported to appropriate wing agencies, IAW AM OI 13-204, *Airfield Management Operations*, located in the AOF Pubs Library, and IAW OSAN AB OPLAN, 32-1002B, *Snow and Ice Control Plan,* located in the Osan AB OPLANS Library SharePoint for dissemination to aircrews.

2.19. Runway Inspection/Check Procedures and Requirements.

2.19.1. AMOPS will accomplish an airfield inspection or check daily prior to the start of flying activities. If an airfield inspection is not accomplished prior the start of flying activities, an inspection will be accomplished as soon as possible.

2.19.2. Additional airfield checks will be accomplished as needed IAW AFMAN 13-204V2 as requested by 51 FW leadership.

2.20. Engine Test/Run-Up Procedures. Maintenance personnel requesting engine starts shall contact Ground Control and monitor frequency until engine run is complete (see **Table 2.4** for engine run areas). MOCC will notify ATCT and security forces prior to engine run operations.

Table 2.4. Engine Run Areas.

AIRCRAFT TYPE	POWER SETTINGS	
	≤ 85%	> 85%
A-10	3d Generation HASs, Flows and Hardstands; building 1731 and 1732 Hardstands (idle runs)	North Trim Pad, South Trim Pad and the Hush House.
F-16	Alpha/Bravo Diamond HASs; Flows	North Trim Pad, South Trim Pad and Hush House
U-2	(≤ 87%) 5 RS Ramp	(> 87%) U-2 Trim Pad
Helicopters	Hot Spot Parking in front of building 1187 and Revetment C-19 (includes rotor engagements).	
C-130s or Larger Aircraft	HCP, TWY H and the RWY (RWY may be used when local flying permits and ATCT approves)	
Non-Wing Assigned	Coordinate with the Transient Alert and AFM for approval to perform engine runs in areas not included above.	

2.20.1. Engine runs above idle are prohibited on the Door Stop and Base Ops Aprons. Exceptions must be coordinated through AMOPS.

2.20.2. TA will brief transient aircrews, flight engineers, and/or maintenance crews on local engine run requirements and assist in coordinating run spot clearances.

2.20.3. Aircraft aircrews, flight engineers, and/or maintenance teams will post safety observers to prevent ground vehicles from entering the engine blast area.

2.20.4. On-speed engine runs (no higher than idle power) may be accomplished on AMC parking spots after coordination between ATCT, TA, and Air Mobility Control Center (AMCC).

2.21. Noise Abatement Procedures.

2.21.1. Quiet hours procedures:

2.21.1.1. Base quiet hours are 1300-2100Z (2200-0600L) daily. Quiet hour waiver authority is the 51 OG/CC. Requests for operations during quiet hours will be submitted to 51 FW/CP.

2.21.1.2. During quiet hours, engine runs outside of the hush house are prohibited unless approved by 51 OG/CC.

2.21.1.3. All aircraft landing after 1300Z (2200L), are only authorized one straight-in approach to a full stop and taxi to parking.

2.21.1.4. All aircraft engine starts and taxi are authorized after 2030Z (0530L) to allow for a 2100Z (0600L) departure.

2.21.1.5. A-10 engine runs greater than 85% within the 3d generation hardened aircraft shelters (HASs,), FLOW revetments, or Trim Pad require 51 OG/CC approval.

2.21.1.6. F-16 engine runs greater than idle power within the HAS, Flows, revetments, or Trim Pad require 51 OG/CC approval.

2.21.1.7. U-2 engine runs less than 88% can be conducted on the 5th Reconnaissance Squadron (5 RS) ramp with thrust deflectors and engine runs above 87% will be conducted on the trim pad and do not require 51 OG/CC approval.

2.21.2. In an effort to reduce noise pollution the local traffic patterns to the north will primary be utilized to avoid unnecessary overflight of the city of Songtan. Overflight of Songtan commonly occurs during re- entry patterns on RWY 09L/R, High Tactical Departures (HTD) and Simulated Flameout (SFO).

2.22. Protecting Precision Approach Critical Areas (PACA). The Precision Approach Critical Areas shall be protected IAW AFMAN 13-204V3, *Air Traffic Control,* and FAAO JO 7110.65. ATCT will broadcast on the ATIS when PACA restrictions/procedures (localizer and/or glide slope) are in effect.

2.22.1. Instrument Landing System (ILS) glideslope and localizer critical areas encompass the majority of TWY A and H in between the runways and extending from the overruns down the first quarter of RWY 27R/09L and extends outwards encompassing sections of the perimeter road (see **Attachment 2**). Aircraft and vehicle traffic will remain behind the IFR hold line at all times unless otherwise directed by ATC.

2.22.2. Precision Obstruction Free Zone (POFZ) Protection. The POFZ shall be protected when the reported ceiling is below 300 ft or visibility is less than 3/4 statute miles (or RVR less than 4,000 ft/1219 meters). Aircraft and vehicle traffic will remain behind the IFR hold line at all times unless otherwise directed by ATC.

2.23. Restricted Areas on the Airfield. 5 RS, A and B Diamonds to include Draggins Lair, the Flows, the Service Apron between A and B Diamonds, and AMC Apron (see **Attachment 2**). 51 SFS will determine the security requirements for aircraft parked in other locations.

2.24. Runway Suspension Procedures. ATCT or AMOPS may temporarily suspend RWY operations at any time due to unsafe condition that affect the airfield.

2.24.1. AMOPS will send the appropriate NOTAM, as required.

2.24.2. AMOPS will complete a runway check and report status of the suspended RWY to ATCT prior to resuming operations.

2.25. Airfield/Runway Opening and Closure Procedures.

2.25.1. Airfield closures less than 96 hours are at the discretion of the 51 FW/CC IAW AFMAN 13-204V1.

2.25.2. During approved airfield closure periods, ATC and AMOPS will remain staffed and responsible for their respective obligations (unless otherwise approved by 51 OG/CC). Additionally, the following procedures will occur:

2.25.2.1. AMOPS will notify ATCT that the airfield/runway(s) are closed.

2.25.2.2. AMOPS will notify CP of airfield/ runway closures and other base organizations as required.

2.25.3. Opening Procedures.

2.25.3.1. Prior to re-opening the airfield/runway(s), AMOPS will conduct an airfield check and inform ATCT that the airfield/runway(s) is open and safe for aircraft operations.

2.25.3.2. ATCT will announce over all frequencies that the airfield is open.

2.26. Aerospace Ground Equipment (AGE) Parking Plan.

2.26.1. IAW UFC 3-260-01, when AGE equipment is not in use, it must be removed from the aircraft parking area and stored in areas that do not violate aircraft clearance requirements or other imaginary surfaces.

2.26.2. AGE can be pre-positioned 3 hours prior and left 3 hours after use, but then must be relocated to appropriate storage locations as determined by the AFM. This criterion applies to parking aprons only. AGE cannot be left or stored on TWY edges. **NOTE:** The AFM can file a USAF Hazard Report and notify the 51 FW/SE office for each occurrence of unauthorized AGE and fire bottles.

2.27. Alternate Landing Surface (ALS) Operations.

2.27.1. If both runways are rendered unusable, the 51 OG/CC, or a designated representative may authorize TWY W as an ALS to recover and launch Osan AB assigned fighter aircraft only. This option is to be used only during exercises, contingencies and emergency situations IAW 51FW Alternated Landing Surface Plan.

2.27.2. Anticipated ALS setup/operations times:

2.27.2.1. Initial securing of the CMA 30 minutes to up to 2 hours.

2.27.2.2. Installing the Emergency Airfield Lighting System (EALS), MAAS, or Minimum Aircraft Operating Strip Marking System (MAOSMS). Installation of this equipment takes 4 hours, and full activation takes an additional 2 hours (total of 6 hours).

2.27.2.3. MAAS engagement will take 30 minutes to reset pending no extenuating factors resulting from the emergency recovery actions.

2.27.2.4. ALS landing/departure direction change will take up to 6 hours.

Chapter 3

LOCAL FLYING AREAS

3.1. Local Flying Area. Airspace within the Korea Air Defense Identification Zone (KADIZ) is designated as the local flying area.

3.1.1. Special Use Airspace. RAPCON shall coordinate with the Battle Watch Supervisor and Cobra/ROKAF Master Control and Reporting Center (MCRC) (Acacia/Watchman) on an as needed basis IAW ACCR 55-9, *Procedures for Use of Training Areas*, paragraph 1.8.

3.2. Designation of Airspace.

3.2.1. Osan Approach Control airspace is designated Class E (see **Attachment 4**).

3.2.2. Osan ATCT is designated Class D airspace from the surface to 2200 ft MSL within a 5 NM radius of the airport, excluding the portion overlapped by Suwon Air Base Class D airspace (see **Attachment 5**).

3.2.3. The operating hours of Osan Approach Control and ATCT are published in the Airport/Facility Directory.

3.3. Areas of Potential Conflict. Airspace surrounding Osan is very congested with the following areas noted specifically (see **Attachment 9**):

3.3.1. Suwon (SWN) Air Base. The base conducts high-density fighter aircraft operations.

3.3.1.1. IFR arrivals to Suwon Air Base cross the RWY 27 final approach course 5 NM east of Osan.

3.3.1.2. The 51 FW VFR aircraft shall avoid SWN Air Base Class D airspace, which is a 5 NM radius off the SWN TACAN, surface up to and including 4100 ft MSL.

3.3.2. Desiderio Army Airfield (AAF)/A511 (Camp Humphreys). Aircraft recovering to or departing from Osan VFR shall avoid the Desiderio Class D, GCA, and Maintenance Test Flight Valley (MTFV) airspaces due to congested with Camp Humphreys training, Functional Check Flights (FCF), balloon activity, and civilian flight training. (see **Attachment 9**).

3.3.3. Gimpo/Incheon International Airports. Class B airspace surrounds Gimpo/Incheon Airports. Aircraft recovering to Osan VFR, will use extreme caution for numerous civilian air carrier aircraft being sequenced into Gimpo/Incheon Airports. These aircraft will be located in the vicinity of G585, altitudes ranging from 3400 ft MSL to Flight Level (FL) 240.

3.3.4. Airway Traffic. Aircraft operating south of the Osan extended RWY centerline above 4,500 ft MSL will use extreme caution for civilian air carrier aircraft departing from or arriving into Gimpo/Incheon Airports. Airways south of the Osan extended RWY centerline include B576 and A582 with Minimum Enroute Altitudes (MEA) as low as 7000 ft MSL.

3.3.5. Helicopters. The Seoul-Busan Expressway (Highway 1) is used by VFR helicopters typically operating between 500 ft - 1000 ft AGL. They pass 5 NM east of Osan and may conflict with aircraft on final approach to RWY 27.

3.3.6. Area Lights. There is a lit bridge 3/4 NM northeast, a lit road 1.5 NM east and 1/4 NM south of the approach end of RWY 27. These lights may be mistaken at night and during conditions of inclement weather for RWY approach lights.

3.3.7. Seosan Air Base (Haemi Approach). Haemi Approach controls altitudes from 700 ft AGL to FL 140, 35 NM southwest of Osan. Haemi Approach controls high-density military and civilian aircraft operations. Aircraft departing or recovering from the south through southwest should use caution for numerous aircraft recovering to Seosan.

3.3.8. I-Cheon (I-Cheon GCA/Solar Tower). I-Cheon GCA controls altitudes up to 3500 ft MSL, 15 NM east, northeast of Osan. Aircraft recovering at low altitudes from the east, northeast should use caution for numerous helicopter operations in the VFR/IFR GCA pattern.

3.3.9. Paragliding Activity. Use caution for multiple paragliding launch zones and operating areas near Osan and within the low-level zone structure. Pilots will annotate and avoid the designated activity points by 2100 ft MSL or 2 NM while in the low level zone structure. The most up to date Paraglider locations may be found at **http://www.paraglidingearth.com**.

3.4. Host Nation Air Advisories (AIRADs). Current AIRADs are available on the 7 AF Airspace SharePoint site at **https://usaf.dps.mil/sites/7af/607AOC/COD/SitePages/Airspace-Scheduling.aspx**. AMOPS will review the website daily, issue NOTAMs as appropriate and will notify designated base organizations.

Chapter 4

VISUAL FLIGHT RULES (VFR) PROCEDURES

4.1. VFR Weather Minimums. Procedures in this chapter must be performed in visual meteorological conditions as defined in AFMAN 11-202V3, *Flight Operations*. The following weather minimums for each pattern status are listed in **Table 4.1**.

4.1.1. The ATCT Watch Supervisor shall be responsible for establishing a pattern status during wing flying and ensuring it is broadcast on the ATIS. Effective coordination between the SOF and ATCT Watch Supervisor are essential to establishing effective pattern statuses. Authorized statuses are depicted in **Table 4.1**.

Table 4.1. VFR Traffic Patterns/VFR Weather Minimums.

Pattern Status	Ceiling (AGL)		Visibility (MSL)		
Unrestricted	3,000 ft		3 SM		
Restricted Pattern	2,200 ft		3 SM		
Straight-Ins Only	1,700 ft		3 SM		
Procedure	F-16 Aircraft	A-10 Aircraft	Pattern Altitudes	Standard Direction of Turns	Notes
High Tactical Recovery Procedure (TRP)	Ceiling +500 ft 3 SM visibility		At or below 9,500 ft MSL	North	Expect delays for altitude requests above 6,500 ft
Low TRP	3,000 ft ceiling 5 SM vis	1500 ft ceiling 3 SM vis	At or below 2,500 ft MSL	N/A	Aircraft will be at 500 ft AGL and 6 DME aligned with runway centerline
Overhead/Random Entry SFO	1,000 ft ceiling above High Key 5 SM vis	N/A	At or below 9,500 ft MSL	South (Due to Suwon VFR pattern to the North)	Random Entry SFO will remain on or South of RWY 09L/27R centerline
Straight-In SFO	1,000 ft ceiling above High Key 5 SM Vis	N/A	Max: RWY 27R, 7,000 ft RWY 09L, 6,000 ft	N/A	Aircraft will remain on or South of RWY 09L/27R centerline
Overhead Traffic Pattern	3,000 ft ceiling 3 SM vis		Fighter 1,700 ft MSL Non-Fighter 1,200 ft MSL	North	

Restricted Overhead	2,200 ft ceiling 3 SM vis	1,700 ft MSL (limited to 4 aircraft)	North	Must enter from straight-in or Instrument approach
Straight-In	1,700 ft ceiling 3 SM vis	1,200 ft MSL	N/A	Aircraft will be at 1,200 ft MSL and 6 DME aligned with RWY centerline
Rectangular Pattern	1,700 ft ceiling 3 SM vis for conventional fixed wing aircraft	1,200 ft MSL	North	
Split-to-Land	1,700 ft ceiling 3 SM vis for conventional fixed wing aircraft	1,200 ft MSL	N/A	Aircraft will be at 1,200 ft MSL and 6 DME aligned with RWY centerline. Request on initial contact with ATC.

4.1.2. Osan Pattern Status

4.1.2.1. Unrestricted. An unrestricted pattern status allows for normal pattern procedures, including SFO, TRPs, initial, straight-ins, closed patterns, reentry, and breakouts. The status may be amended to account for a ceiling (i.e. OSAN PATTERN STATUS IS UNRESTRICTED AT OR BELOW 4,300 FT.)

4.1.2.2. Restricted Pattern. Aircraft may recover to the pattern via a VFR straight-in from the VFR entry points or an instrument approach. Aircraft may request closed or re-entry patterns; straight-in approaches from re-entry pattern will not be approved. A maximum of four aircraft are allowed in the restricted pattern. If the pattern becomes saturated, ATCT will ask the aircraft to land or coordinate for local climb out back to radar. Normal breakout procedures are prohibited in the restricted pattern.

4.1.2.3. Straight-Ins Only. Aircraft will only be able to recover via VFR straight-ins from the VFR entry points or an instrument approach. Closed and re-entry patterns are prohibited.

4.2. VFR Arrivals and Traffic Patterns (Attachment 5).

4.2.1. General Procedures.

4.2.1.1. Initial Contact Information. Aircraft will contact Osan Approach no later than 20 NM from Osan AB. Aircraft will provide the following information upon initial contact with Osan Approach: Call sign, type and number of aircraft, position, altitude, ATIS code, and intentions (e.g., *MUSTANG 1, FLIGHT OF 4 F-16s, 20 MILES EAST OF OSAN, INFORMATION ALPHA, VIPER FOR INITIAL*).

4.2.1.2. Sequencing. Expect flight following, traffic information, and (if required) vectors for sequencing in order to establish an efficient flow into the airfield. Aircrew can expect a frequency change to ATCT after calling traffic to follow in sight, or when traffic is no factor.

4.2.1.3. Airspeeds. VFR aircraft inbound to Osan must not exceed 300 knots within 20 NM of the airfield. EXCEPTION: Aircraft executing a TRP adhere to airspeeds as defined in **4.2.7** of this instruction.

4.2.2. Pattern Entry Points (see **Attachment 5**). RWY 27: HAWG (SOT R-069/13) and VIPER (SOT R-121/12). RWY 09 BRIDGE (SOT R-235/13) and RACETRACK (SOT R-297/11). Aircraft will cancel IFR prior to reaching the VFR entry points. If unable to maintain Visual Meteorological Conditions (VMC) aircraft will inform RAPCON. Aircraft will report the entry points upon arriving over the point using the flowing phraseology:

4.2.2.1. **PILOT** : *"OSAN APPROACH, MUSTANG1, VIPER."*

4.2.2.2. **ATC** : *"MUSTANG1, ROGER, CONTACT TOWER."*

4.2.3. Holding Procedures. Aircraft shall hold at the VFR holding points when instructed by ATCT/RAPCON or when requested by aircraft and approved by ATCT/RAPCON. Hold north of HAWG and RACETRACK, and south of BRIDGE and VIPER, right turns, 5-mile legs. Maintain altitude as assigned by ATCT/Approach.

4.2.4. Pattern Procedures.

4.2.4.1. Aircraft will arrive over the VFR entry point at 2,500 ft MSL, unless assigned a different altitude by ATC. Upon initial contact with ATCT, state call sign, type and number of aircraft, position, and type landing. Aircrew will use the following phraseology: *"OSAN TOWER, MUSTANG 1, 2 F-16s, HAWG, INITIAL/STRAIGHT-IN (runway), LOW APPROACH/FULL STOP."*

4.2.4.2. Initial. After passing the VFR entry point, maintain 2,500 ft MSL until 6 Distance Measuring Equipment (DME), then descend to 1,700 ft MSL.

4.2.4.3. Straight-In. After passing the VFR entry point, descend at pilot's discretion to 1,200 ft MSL (lower allowed to meet VFR cloud clearance) or as directed by ATCT. Proceed to intercept final at 6 DME, configure and report *"GEAR DOWN."*

4.2.4.4. Split-to-Land. After passing the VFR entry point, descend at pilot's discretion to 1,200 ft MSL or as directed by ATCT. Proceed to intercept final at 6 DME. Once cleared by tower, the wingman will maneuver away from the flight lead and line up on their runway. Each aircraft will perform their own landing.

4.2.4.5. Closed Traffic Pattern. Closed patterns below pattern altitude are prohibited. ATCT approval is required before initiating a closed traffic pattern. Closed traffic pattern for non-fighter type fixed wing aircraft is 1,200 ft MSL. Remain within 5NM of the runway.

4.2.4.5.1. On the go, aircraft shall request closed traffic with the ATCT and state the type landing. If closed traffic is denied, aircraft will be directed to re-enter or be handed off to Osan Arrival for re-sequencing.

4.2.4.5.2. ATCT may approve or direct present-position closed traffic. If approved, aircraft do not have to abide by the 1,200 ft MSL altitude restriction at the departure end.

4.2.4.5.3. Fighter aircraft will descend on base turn to intercept final at or below 1200 ft MSL in order to ensure separation from aircraft enroute to initial.

4.2.4.6. Aircraft will maintain at or below 1200 ft MSL until crossing the departure end of the RWY to protect the overhead pattern. **Exception**: This restriction does not apply to 5 RS aircraft.

4.2.5. Re-Entry Procedures.

4.2.5.1. Re-Entry Points. RWY 27: ROAD (SOT R-132/6.23) and RWY 09: WAREHOUSE (SOT R- 232/6.06).

4.2.5.2. Aircraft that are instructed/requesting to re-enter from a low approach will maintain at or below 1,200 ft MSL until the departure end of the runway. Climb to 1,700 ft MSL once clear of the runway. Execute a turn to the re-entry ground track via POWER PLANT. Avoid overflight of Songtan (reference noise abatement procedures 2.23.2).

4.2.5.3. Approaching ROAD/WAREHOUSE, aircrew will notify ATCT of their location, state type approach and landing requested using the following phraseology: *"BRONCO 1, ROAD, INITIAL/STRAIGHT-IN (runway), LOW APPROACH/FULL STOP."*

4.2.5.4. For initial, maintain 1,700 ft MSL and proceed to a 3 NM initial, or as directed by ATCT. For straight-in, descend to 1,200 ft MSL and proceed to a 3 NM final, or as directed by ATCT.

4.2.5.5. ATCT will not allow an aircraft to depart the re-entry point once an SFO aircraft has called high key and approved for the procedure. ATCT may ask the reentry aircraft to extend downwind and report 6 NM initial (traffic permitting) or hand the aircraft off to RAPCON for sequencing through the VFR entry point.

4.2.5.6. ATCT will not allow an aircraft on the north downwind to turn base when an aircraft is executing a SFO approach until the SFO aircraft is base key and the downwind aircraft has reported the SFO traffic in sight.

4.2.6. Rectangular Patterns. Non-fighter type aircraft may be directed to a left or right closed traffic pattern, maintaining a pattern altitude of 1,200 ft MSL.

4.2.7. Tactical Recovery Procedures (TRP).

4.2.7.1. Low TRP. Once approved for the Low TRP, proceed to the VFR entry point at 2500 ft MSL (lower allowed to meet VFR cloud clearance). Depart the VFR entry point flying a dead-reckoning heading to 6 DME straight-in final, while descending to 500 ft AGL. A-10s may accelerate to 350 knots and F-16s to 400 knots after departing the VFR entry point.

4.2.7.1.1. If entering through BRIDGE, use caution for Poseung Naval Base Class D airspace approximately 3NM NW of BRIDGE. With Poseung Tower approval, either through Osan ATCT or directly frequency (385.2/120.2), aircraft may follow the procedures outlined in **paragraph 4.2.7.1** Without Poseung Tower coordination, aircraft will descend no lower than 1,500 ft MSL until 5 NM north of BRIDGE or, if unable to maintain 1,500 ft MSL due to weather, avoid the airspace laterally.

4.2.7.2. High TRP. Ceilings must be 500 ft above requested altitude and 3 SM visibility, maintain VFR could clearances at all times. Request "HIGH TRP" on initial contact with RAPCON and specify entry altitude (at or below 9,500 ft MSL; expect delays for altitudes above 6,500 ft MSL). Once approved, proceed direct to the field. **NOTE:** When operating on RWY 09 and High TRP is directed to hold for traffic, ATCT will normally direct High TRP to hold north of the runways when "PRIORITY" is taxiing for an Aquatone Departure.

4.2.7.2.1. Report over the field and expect *"REPORT BASE"* or *"HOLD at (altitude)."* Descend using a max of one 360 degree turn to arrive at a 1,700 ft MSL base position north of the field. **NOTE:** If no instructions are received upon reaching overhead, aircraft will hold south of Osan at the RAPCON assigned altitude.

4.2.7.3. Simultaneous TRP Pattern Operations. The High TRP, SFO and/or High Tactical Departures Procedures (TDP) are authorized below SFO and High TRP aircraft who are instructed to hold at High Key and traffic information is exchanged and acknowledged.

4.2.8. SFO Procedures. F-16 SFO overhead pattern will be limited to four aircraft at a time. SFOs are only authorized for 51 FW base assigned aircraft unless otherwise approved in a letter of agreement.

4.3. Reduced Same Runway Separation (RSRS) Procedures. RSRS shall be applied IAW AFMAN 11-202V3, see tables **4.2** and **4.3** below for applicable separation standards.

4.3.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks (i.e., distance markers, taxiways) for daytime and nighttime.

4.3.2. Revert to nighttime RSRS standards when the RCR is reported to be between 16 and 12 inclusive, or when RCR is not available, and RSC is reported as wet, ice or snow.

4.3.3. Aircraft are responsible for wake turbulence separation when maintaining visual separation or operating VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

4.3.4. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standards published in FAAO JO 7110.65

4.3.5. All aircraft must maintain at least 500 feet lateral or vertical separation when over flying aircraft on the RWY. Responsibility for separation rests with the pilot.

4.3.6. RSRS will not be applied to emergency aircraft or when either aircraft involved has been cleared for the option or when braking action reports of less than fair are reported.

4.3.7. RSRS not authorized for heavy aircraft or air evacuation aircraft.

4.3.8. RSRS briefs for TDY/TAD and visiting units: Units TDY/TAD to Osan AB that will conduct training mission in the local area are required to receive a Local Area Orientation (LAO) or "Course Rules" briefing from 51 OG/OGV (Stan/Eval) or designated representative prior to conducting regular local training.

4.3.8.1. LAO briefings and other Stan/Eval information is located on the 51 OG/OGV SharePoint.

4.3.8.2. Chief, 51 OG/OGV can be contacted at DSN 784-4367.

Table 4.2. Daytime RSRS Standards (All distances are in measured in feet).

Pairings	FS Behind TG	FS Behind LA	LA Behind LA	FS Behind FS	LA Behind FS	TG Behind TG	TG Behind LA
Same Fighter Type	3000	3000	3000	3000	6000	3000	3000
Dissimilar Fighter Type	X	X	X	6000	6000	X	X
Same Non-Heavy, Non-Fighter Type	X	X	X	6000	X	X	X
Same Type Aircraft Formations	X	X	X	6000	X	X	X
Fighter Type Behind Non-Heavy Non-Fighter Type	X	X	X	X	X	X	X
Non-Heavy Non-Fighter Type Behind Fighter Type	X	X	X	X	X	X	X
"X" - Procedure **NOT** Authorized - Standard FAAO 7110.65 separation will be applied							

Table 4.3. Nighttime RSRS Standards. (All distances are in measured in feet).

Pairings	FS Behind TG	FS Behind LA	LA Behind LA	FS Behind FS	LA Behind FS	TG Behind TG	TG Behind LA
Same Fighter-Type	X	X	X	6000	X	X	X
Dissimilar Fighter Type	X	X	X	X	X	X	X
Same Non-Heavy, Non-Fighter Type	X	X	X	6000	X	X	X
Same Type Aircraft Formations	X	X	X	6000	X	X	X
Fighter Type Behind Non-Heavy Non-Fighter Type	X	X	X	X	X	X	X
Non-Heavy Non-Fighter Type Behind Fighter Type	X	X	X	X	X	X	X
"X" - Procedure **NOT** Authorized - Standard FAAO 7110.65 separation will be applied							

4.4. VFR Go-Around/Carry Through/Break-out Procedures.

4.4.1. Go-Arounds. When instructed to "*GO AROUND,*" aircraft will climb straight ahead or as directed by the ATCT. Aircraft will maintain at/below 1200 ft MSL until the departure end of the RWY and follow ATCT instructions to execute closed traffic, execute re-entry pattern, or depart Class D airspace.

4.4.2. Carry Through. When instructed to "*CARRY THROUGH*" aircraft enroute to initial for the overhead shall maintain 1700 ft MSL, unless otherwise directed. Fly directly over the runway to the departure end and execute the re-entry pattern or depart Class D airspace.

4.4.3. Breakout (standard overhead). If initiating a breakout prior to the break, carrying through initial, or after a low approach aircraft will follow the re-entry procedures.

4.4.3.1. If a breakout after the break is initiated, the aircraft will make a 180° turn away from the runway and climb to 2500 ft MSL. Aircraft will remain within 3 NM of the airfield, proceed to the departure end of the runway and follow the re-entry pattern ground track at 2,500 ft MSL. Aircraft will report over the re-entry point, descend to 1700 ft MSL and proceed to a 3 NM initial.

4.4.4. Breakout (restricted overhead). Aircraft will maintain 1700 ft MSL, deconfigure the aircraft, and accelerate to pattern speed. If directed to report 3 NM initial, visually clear the initial ground track, and execute a 180-degree turn to the south in order to arrive at 3 NM initial. If directed to report HAWG or RACETRACK, aircraft will maintain 1700ft MSL, proceed to the VFR entry point and contact Osan Arrival (**CH 15**) for sequencing into the pattern.

4.5. Restricted Low Approach. ATCT may clear aircraft for an altitude-restricted low approach in lieu of the requested type of landing. ATCT shall state the reason for the altitude- restricted low approach and instruct the aircraft to maintain at or above 550 ft MSL (or 1050 ft MSL for heavy type aircraft). Aircraft must maintain at or below 1200 ft MSL until crossing the departure end of the RWY for protection of the Overhead Pattern.

4.6. VFR Departures. Aircraft requesting a VFR departure will notify Ground Control when commencing taxi and provide the type service requested, direction of turnout, direction of flight, altitude requesting and type formation (standard or nonstandard). Aircraft requesting VFR services, will contact Osan RAPCON while flying within Osan's terminal control area.

4.6.1. Aircraft will maintain a safe airspeed and altitude (at or below 1200 ft MSL) and fly RWY heading until passing the departure end.

4.6.2. Traffic permitting, ATCT may approve requests for turns prior to reaching the airfield boundary (i.e., tactical departure procedures). Aircraft will remain at or below 1200 ft MSL until crossing the departure end of the RWY and clearing the VFR downwind.

4.6.3. Low Tactical Departure. Request LOW TAC DEPARTURE (direction), (type of formation) on initial contact with Ground Control. At departure end, maintain 500 ft AGL and turn to the requested direction while clearing for threats and accelerating. Proceed to the nearest VFR entry point while staying ≤1,000 ft MSL to deconflict from arriving traffic at 2,500 ft MSL. Aircraft will remain on ATCT frequency until leaving Class D airspace for traffic advisories within the Delta.

4.6.3.1. If departing through BRIDGE, use caution for Poseung Naval Base Class D airspace approximately 3NM NW of BRIDGE. With Poseung Tower approval, either through Osan ATCT or directly using frequency (385.2/120.2), aircraft may follow the procedures outlined in **paragraph 4.6.3** Without Poseung Tower coordination, aircraft will be established at 1,500 ft MSL, or above, before reaching 5 NM North of BRIDGE or, if unable to maintain 1,500 ft MSL due to weather, avoid the airspace laterally.

4.6.4. High Tactical Departure. Request *"HIGH TAC DEPARTURE* (direction), (altitude), (type of formation)" on initial contact with Ground Control. At departure end, clear for threats and turn south executing a spiraling climb to remain within 3 NM of the airfield until reaching the appropriate altitude at or below 6,500 ft MSL or as directed by ATC. If the SFO pattern is active or High Tactical Recoveries are in progress, High Tactical Departures may be capped at an altitude below the lowest aircraft in the SFO or High TRP pattern.

4.6.4.1. Aircraft: "*CLEARANCE, (aircraft ID), REQUEST VFR HIGH TAC DEPARTURE, 6,500' WITH M201 ON REQUEST.*"

4.6.5. VFR Release of IFR Departure. Request "*VFR DEPARTURE* (direction/sector when TAC Wheel Procedures are in use), (altitude), (type of formation)" on initial contact with clearance and notify them of your IFR flight plan on file. Expect to be switched to Osan Departure Control prior to being cleared for take-off, for traffic advisory service. Expect IFR clearance with Osan Approach when clear of all conflicts and above the MVA. Use the following phraseology:

4.6.5.1. Aircraft: "*CLEARANCE/TOWER, (aircraft ID), number in flight), REQUEST VFR DEPARTURE VIA BRAVO, INDIA SECTOR, 6,500' WITH INFORMATION ALPHA."*

4.6.5.2. Osan Clearance Delivery: *"(aircraft ID), VFR DEPARTURE AUTHORIZED, CONTACT DEPARTURE ON LOCAL CHANNEL 4* (unless otherwise coordinated) *FOR CLEARANCE, SQUAWK ####.*"

4.7. Intersection Departures. Intersection departures performed by fixed wing aircraft are permitted upon aircraft request or may be suggested by the ATCT.

4.8. Special Procedures.

4.8.1. Helicopter Operations.

4.8.1.1. South Pattern. Helicopters approaching from the south will enter downwind 1 NM south of RWY 09/27. Pattern altitude is 700 ft MSL until turning onto final approach. During high-density traffic operations, helicopters may report HILL 180 (SOT R-164/2.5 DME), and with ATCT approval, proceed direct to TWY W.

4.8.1.2. North Pattern. Helicopters approaching from the north will enter Osan's traffic pattern via a downwind pattern. Base legs should be flown within 1 NM of the RWY. Pattern altitude is 700 ft MSL until commencing turn to final approach. When instructed by ATCT, helicopters shall report and/or hold over PADDY POINT (R009/1 DME).

4.8.1.3. Helicopter Auto-Rotation Patterns. ATCT clearance is required before conducting auto-rotations. TWY W may be used when arriving or departing traffic dictates. Due to the nature of these patterns, ATCT will not breakout a helicopter that was cleared to conduct the maneuver except to preclude an emergency situation. ATC approval for auto-rotations will be secondary to normal arrival/departure operations.

4.8.1.4. Helicopter Sling Operations are not authorized unless previously coordinated with Airfield Operations. Once approved, helicopters shall:

4.8.1.4.1. Notify AMOPS of sling operations at least 30 minutes prior to departure.

4.8.1.4.2. Not over-fly structures, aircraft, vehicles, or personnel to the maximum extent possible.

4.8.1.4.3. AMOPS will coordinate sling operations between ATCT, CE (contractors or grass mowers), and Osan helicopters 30 minutes prior to takeoff and approve the operation based on ATCT recommendation.

4.8.1.4.4. ATCT will give approved sling operations priority over other traffic in the North VFR helicopter pattern.

4.8.2. Hover Maneuvers. Helicopters shall contact Ground Control for hovers and taxi helicopters shall remain over hard-surfaced TWYs when they hover taxi to and from parking, landing, or takeoff areas.

4.8.2.1. Contact ATCT for clearance prior to conducting hover maneuvers above 10 ft. High hover maneuvers will be conducted on the RWY, HCP, or along TWY W (when approved by ATCT).

4.8.2.2. ATCT may approve high hovering at TWYs A, B, E, or D if they do not conflict with arriving or departing aircraft using the RWY.

4.8.3. Helicopter Function Check Flights are not authorized unless previously coordinated with airfield operations.

4.8.4. Helicopters will taxi over paved surfaces only. Helicopters with steerable landing gear will not hover-taxi on TWY W in front of the Flows.

4.8.5. Helicopters will not overfly base housing areas.

4.9. Special Visual Flight Rules (SVFR) Operations. ATCT is responsible for controlling SVFR operations within Class D airspace. SVFR is permitted for USAF, US Army, US Navy and ROK helicopters. Operations will be IAW AFMAN 11-202V3 and FAAO JO 7110.65.

4.10. Para-drop Area and Procedures.

4.10.1. Authorized Aircrews. Transient aircrews are authorized to conduct para-drop operations on the airfield with 51 OG/CC approval. Local procedures shall be followed verbatim. Transient aircrews require a local procedures briefing to include the procedures listed in this section and any other areas deemed necessary by AMOPS and ATC representatives.

4.10.2. Designated Area. The grassy area East of TWY B, West of TWY E, South of RWY 09R/27L, and North of TWY W is designated as the primary para-drop area. This area is known as the "Kong Drop Zone." The Golf Course Fairway 2 located 1/2 mile SW of RWY 09R/27L is designated as the secondary para-drop area on base. ATCT and RAPCON shall ensure:

4.10.3. No engine runs/start-ups are approved until the para-drop operations are complete.

4.10.4. Aircraft do not enter the traffic pattern or takeoff after the drop aircraft has turned final approach.

4.10.5. All VFR traffic patterns are closed during para-drop activity.

4.10.6. When receiving the five-minute notice from the participating aircraft, direct all aircraft to remain clear of Osan Class D airspace.

4.10.7. All aircraft will be advised of para-drop operations, to include location and inclusive altitudes.

4.10.8. Para-drop activities are terminated in the case of interfering traffic conditions, emergencies, or contingencies.

4.10.9. Wing Scheduling shall advise all flying organizations, 51 FW/CP, Security Forces and AMOPS of scheduled para-drops.

4.10.10. AMOPS shall:

4.10.10.1. Disseminate para-drop information through a NOTAM.

4.10.10.2. Notify ATCT, RAPCON and the Airfield Operations Flight Commander of scheduled para-drops.

4.10.10.3. Perform a RWY and TWY check after para-drop operations to ensure streamers and other potential FOD sources are not left on the airfield.

4.11. Drag Chute Procedures. Drag chutes will be released into the grass areas adjacent to the exit TWY. Host unit or their representative will recover drag chutes. In the event host unit or representative is unable to recover drag chute, TA and AMOPS will recover the chute.

Chapter 5

INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

5.1. Basic Radar Service. Basic radar service is available for aircraft arriving, departing, and transitioning the Osan Terminal Control Area. Departing and arriving VFR aircraft requesting basic radar service can expect flight following, traffic information, and vectors, as necessary, (ATC workload permitting).

5.2. Beacon Code Assignment.

5.2.1. Aircraft will squawk the code assigned by ATC (or IAW special instructions) on departure and prior to initial contact with RAPCON when Return To Base (RTB).

5.2.2. The last element of a nonstandard formation flight will squawk subset (XX00).

5.3. Radar Traffic Patterns (see Attachment 6). Upon reaching the Minimum Vectoring Altitude (MVA), aircraft can expect vectors to the final approach course.

5.4. Airport Surveillance Radar (ASR) Surveillance Approaches/Monitoring and Availability.

5.4.1. ASR surveillance approaches and instrument approach flight following is available upon request.

5.4.2. Single piloted turbojet aircraft shall be flight followed when the ASR is operational and when the weather is less than 1500 ft ceiling and/or less than 5 SM visibility or when the TACAN is out of service.

5.4.3. Continuation Training (CT) pilots will attempt to maximize ASR approaches on Tuesdays/Thursdays when syllabus training does not direct a specific recovery.

5.5. Local Departure Procedures.

5.5.1. Stereo Flight Plans will be executed IAW the 51 OG & Air Traffic Management Office, KMOLIT LOA or 8 OG & 51 OG LOA. When Osan Clearance Delivery issues "*CLEARED MUSTANG/DRAGGIN ###,*" the aircrew is cleared as filed per Mustang/Draggin route listed in the LOA, and the departure frequency will be Channel 4. Altitude and squawk will be assigned by ATC based on route of flight.

5.5.2. Standard Climb-Out Instructions: When multiple approaches are desired and ATC instructs "*EXECUTE LOCAL CLIMBOUT*," Osan aircraft will execute the following:

5.5.2.1. RWY 09: After completing low approach, cross departure end at or below 1200 ft MSL. Climb on track of 091 degrees until 3 DME, then turn right heading 150, climb and maintain 4000 ft MSL. Climb gradient is 290 ft per nautical mile until leaving 2500 ft MSL. Contact Osan Arrival on Local Channel 15.

5.5.2.2. RWY 27: After completing low approach, cross departure end (field boundary) at or below 1200 ft MSL. Climb on track of 271 degrees until 3 DME, then turn left heading 220, climb and maintain 4,000 ft MSL. Climb gradient is 239 ft per nautical mile until leaving 700 ft MSL. Contact Osan Arrival on Local Channel 15.

5.6. Radar Vector to Initial Procedures. Aircraft under radar control may request vectors to initial. Vectors will be provided to intercept initial (3-5 NM from the runway threshold). IFR service is automatically cancelled once the aircraft reaches initial.

5.7. Breakout/Go-Around Procedures. Standard breakout communication for aircraft outside 6 NM from the RWY are as follows:

5.7.1. RWY 27: *"BREAKOUT (reason), CLIMB AND MAINTAIN FOUR THOUSAND, PASSING THREE THOUSAND ONE-HUNDRED, TURN LEFT HEADING 180."*

5.7.2. RWY 09: *"BREAKOUT (reason), CLIMB AND MAINTAIN FOUR THOUSAND, PASSING TWO THOUSAND THREE-HUNDRED, TURN RIGHT HEADING 180."*

5.7.3. Go-around: Aircraft at or less than 6 NM from the RWY: *"GO AROUND (reason, if time permits), (additional instructions if necessary),* EXECUTE *LOCAL CLIMBOUT"* **see paragraph 5.5.2**.

5.8. Radar/In-Trail Recoveries. Radar/in-trail recoveries are authorized at Osan and will be accomplished IAW procedures listed in 8 OG and 51 OG Radar In-Trail Recoveries Letter of Agreement (LOA).

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of Primary Crash Alarm System (PCAS) and Secondary Crash Network (SCN). The PCAS consists of ATCT, AMOPS, Fire Department, Emergency Room, and Flight Surgeon.

6.1.1. ATCT will coordinate emergencies with base agencies via the PCAS. The PCAS will be activated for the following reasons:

6.1.1.1. Daily checks will be conducted between 0800 - 0830L (2300 - 2330Z).

6.1.1.2. Emergency is declared by the aircraft, SOF, ATC, or maintenance.

6.1.1.3. Suspected or confirmed hot brakes.

6.1.1.4. Hung or unsecured live or heavyweight inert ordnance (**NOTE**: not all ordnance constitutes an emergency).

6.1.1.5. Barrier engagement (anticipated or has occurred).

6.1.1.6. Confirmed or suspected aircraft crash.

6.1.1.7. Suspected or attempted aircraft theft or hijack.

6.1.1.8. Suspected lost aircraft.

6.1.1.9. No Radio (NORDO) aircraft (if unable to determine if other than radio difficulties exist).

6.1.1.10. Bomb threats received by ATC facilities or reported on the airfield.

6.1.1.11. Unsafe or hazardous condition during arm/de-arm.

6.1.1.12. To update vital information from a previous activation.

6.1.1.13. ATCT or RAPCON evacuations.

6.1.1.14. Activation of ALS.

6.1.1.15. When a fire alarm activation is received in a facility containing aircraft.

6.1.1.16. As deemed necessary by the ATCT supervisor.

6.1.1.17. May be activated during exercises. Preface and terminate all exercise PCAS activations with *"EXERCISE, EXERCISE, EXERCISE."*

6.1.2. The following information, if known, is passed via PCAS:

6.1.2.1. Type emergency (in-flight or ground).

6.1.2.2. Aircraft call sign.

6.1.2.3. Type aircraft.

6.1.2.4. Nature of emergency.

6.1.2.5. Number of personnel on board and/or their location if egressed.

6.1.2.6. Fuel remaining (in time) and if possible in pounds.

6.1.2.7. Ordnance on board.

6.1.2.8. Landing RWY, grid coordinates, or location; if Ground Emergency (GE) or off-base crash. Last known location, heading, and speed when airborne contact is lost.

6.1.2.9. Emergency Power Unit (EPU) activation.

6.1.2.10. ETA, wind, and cordon required by the Incident Commander (IC).

6.1.3. Secondary Crash Net (SCN). Upon receipt of emergency information, AMOPS will activate the SCN AFMAN 13-204V2. Use of the SCN is limited to critical information concerning aircraft and airfield operations. AMOPS shall relay information received from the TWR. AMOPS will also broadcast information on the Ramp Net.

6.1.3.1. SCN will be checked daily after the PCAS check between 0800 - 0830L (2300 - 2330Z). The alternate SCN will be checked monthly.

6.1.3.2. All agencies with access will train newly assigned personnel on proper use prior to allowing access.

6.1.3.3. All agencies on the SCN must use a noise reduction feature that filters out background noise.

6.1.3.4. Any changes or additions to the SCN must be approved by the 51 OSS/CC.

6.2. Emergency Response Procedures. See AFI 10-2501, *Emergency Management Program* and Osan AB Installation Emergency Response Plan (IEMP) 10-2, *Osan Installation Emergency Response Plan,* located on the 51 FW Plans Library SharePoint. The IC is the Senior Fire Officer during an emergency response. The IC may be relieved by the Emergency Operations Center (EOC) Director if the appointment of a recovery operations chief is required.

6.2.1. ATCT will ensure all aircraft, vehicles, and personnel operating within the CMA are notified of all ground and airborne emergencies (within 20 NM) and evacuated to a safe distance as required.

6.2.2. All aircraft and vehicles shall give way to responding emergency vehicles regardless of position on the airfield and respond to ATCT instructions. Aircraft movement within the vicinity of the emergency will be approved by the IC.

6.2.3. Vehicle chase for aircraft response.

6.2.3.1. The SOF shall determine if such a response is required. The IC will coordinate with ATCT to conduct a chase response. Once ATCT approves, the IC and responding vehicles have approval for immediate entry onto the RWY once the emergency aircraft passes each vehicle’s respective position on the TWY.

6.2.3.2. The IC shall position vehicles to respond to the emergency. ATCT will advise the IC when the emergency aircraft is next to land.

6.2.3.3. The IC vehicles will position on the west end of the AMOPS Apron or Door Stop for most emergencies. Recovery vehicle (tow) shall be positioned with the IC, and the AMOPS vehicle shall be positioned either on TWY A or H, depending on the RWY in use.

6.2.3.4. The IC shall report to Ground Control when all Fire Department response vehicles are off the RWY.

6.2.3.5. The Fire Department will pass emergency termination time(s) to ATCT and AMOPS in a timely manner.

6.2.4. Chase aircraft. Only designated chase aircraft may accompany the emergency aircraft on final approach. The chase aircraft shall remain north of the emergency aircraft. Any aircraft desiring to chase to the south must advise ATCT or RAPCON as appropriate. Chase aircraft will not overfly the runway(s) or TWY W without ATC approval.

6.2.5. RWY checks after an emergency.

6.2.5.1. RWY operations may be suspended after an In-Flight Emergency (IFE) or GE. AMOPS will perform a RWY/taxi surface check, unless delayed/waived by the 51 FW SOF for 51 FW aircraft only. FOD sweeps must be conducted prior to non-51 FW aircraft departing or landing.

6.2.5.2. The SOF or ATCT (when directed by the SOF) will then call AMOPS to advise that the RWY/taxi surface check has been waived.

6.2.5.3. AMOPS personnel will document the "NO RWY CHECK REQUIRED PER SOF" in the AF Form 3616, *Daily Record of Facility Operation*. Examples of IFEs or GEs when a RWY check may be required are gear problems, fuel or hydraulic problems, wildlife strikes, or other situations deemed necessary by the SOF, ATCT, or AMOPS.

6.2.6. Emergency Recovery Frequency (ERF).

6.2.6.1. ATC will assign military single-piloted turbo-jet aircraft with the IFE emergency frequency 245.7 (Channel 11) for approach and landing. The ATCT or SOF may assign the ERF after coordination with Osan Approach.

6.2.6.2. ATC will notify the SOF that an emergency aircraft is on the ERF. The SOF will monitor the ERF until the emergency is terminated.

6.2.6.3. When runway closure or barrier engagement is anticipated, and the emergency aircraft reaches 10NM from the RWY, ATCT will make a UHF GUARD/243.0 transmission to inform 51 FW airborne aircraft.

6.3. Drop Tank/External Stores Jettison Area. The primary drop tank and external stores jettison area is on a scheduled range. The Instrument Meteorological Conditions (IMC) area is SOT R-275/18-20 DME. Radar vectors can be provided by Osan Approach. Osan Approach can advise the aircraft when the aircraft is entering the area, however, ATC shall not tell the aircraft when to jettison stores.

6.3.1. Inert, Live, or Training Ordnance Jettison Areas. Primary jettison locations should be on a scheduled range. If unable to jettison on a scheduled range, jettison VMC on any range or the Catfish Jettison Area.

6.3.1.1. The Catfish Jettison Area: Is the primary live ordnance jettison area in the ROK. The Catfish Jettison Area is located at SOT R-243/79 DME, within 4 NM radius.

6.3.1.2. Osan Jettison Area: SOT R-275/18-20 DME, heading 270-330 degrees. If IMC, Osan Approach will provide separation from known aircraft.

6.3.1.3. Kunsan Jettison Area: Kunsan R-270 to 290/3-15 DME.

6.3.2. Procedures.

6.3.2.1. The aircraft will proceed to the selected area and make every attempt to ensure the area is clear, if time and conditions permit.

6.3.2.2. Jettison as far as possible out to sea.

6.3.2.3. Jettison over any clear area.

6.4. Fuel Dumping. Proceed to a minimum of 5 NM off shore at or above 5000 ft MSL.

6.5. Emergency Aircraft Arresting System Procedures.

6.5.1. Should a barrier engagement be made at any time during a landing when the aircraft has not declared intention to do so, it will be treated as an emergency.

6.5.2. RWY Closure and Equipment Recovery Time. Normal recovery time for BAK-12 barrier system is 20-30 minutes. Recovery from an engagement to the E-5 or MB-60 will take significantly longer to clean up and replace the netting.

6.6. Hot Brakes Procedures.

6.6.1. If able, aircrews will proceed to the primary hot brake area on either TWY A1 or TWY Hotel EOR spot closest to the RWY. Alternate parking location is eastern most parking spot in Alpha pad 2 or western most spot in Hotel EOR or directed by IC.

6.6.2. Fire Department will be dispatched immediately via the PCAS.

6.6.3. If fire suppression is required, responsibility rests with the IC, including shutdown, isolation of aircraft, and standby equipment until wheel assembly is cooled.

6.7. Controlled Bailout Area.

6.7.1. The controlled bailout area is SOT R-275/10-12 DME, Heading 275, altitude shall be no lower than 2000 ft AGL.

6.7.2. Aircrew safety permitting, plan bailout so the aircraft will impact in the water. Aircrew can request radar vectors from Osan Approach.

6.7.3. RAPCON will plot the latitude/longitude of the aircrafts last known positon and direction of travel utilizing Standard Terminal Automation Replacement System (STARS) and pass the information to ATCT to be relayed via the primary crash phone, if required.

6.8. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT).

6.8.1. Upon receipt of a personnel/crash signal, RAPCON will notify Incheon Center and Osan ATCT of the affected frequency. If ATCT receives the ELT, they will notify RAPCON.

6.8.2. ATCT is also responsible for notifying AMOPS. AMOPS will notify CP, MOCC, TA and AMC when transient aircraft are on the ground.

6.8.3. MOCC will initiate search upon receipt of initial signal.

6.8.4. The ELT will be rechecked every hour until located or terminated.

6.9. Live/Hung Ordnance Procedures.

6.9.1. To help minimize the risk associated with flying with Live/Hung Ordnance, minimum risk routes from Pilsung and Jik-do ranges have been established. Aircraft will fly the depicted routing to the max extent possible as per ACCR 55-22, *Air-to-Ground/Air-to-Air Firing Range Procedures*, maneuvering as necessary to avoid populated areas. If active airspace precludes the use of the established minimum risk routing, aircrew should fly home via the normal recovery routing avoiding populated areas to the max extent possible.

6.9.2. Aircraft will contact Osan Approach Control NLT 10NM prior to initial approach fix to the active runway to coordinate Hung Ordnance procedures. In addition, coordination with the SOF should be accomplished as early as possible.

6.9.3. The primary inert hung ordnance location is the active runway de-arm EOR parked in the spot closest to the runway.

6.9.4. Aircraft experiencing an "unsafe gun" will park on the HCP (primary) with gun pointed towards the gun berm or the northernmost de-arm spot on TWY A (secondary) with gun pointed west and await de-arming. When landing on RWY 09L, perform a left 180-degree turn on the runway and back taxi to the unsafe gun area. Only Fire Department personnel, arm/de-arm crews, and Explosive Ordnance Disposal (EOD) may enter the parking area until the aircraft is declared safe.

6.9.5. Helicopter Hot Gun Procedures.

6.9.5.1. Helicopters experiencing a "hot gun" will declare an IFE and approach Osan from the west when able. To maximum extent possible, avoid over-flight of people and buildings and point malfunctioning gun away from all people and buildings.

6.9.5.2. Approach and landings will be made on the HCP on the southwest side of the airfield in such a way that the malfunctioning gun will be pointed towards the gun berm. The unit's weapons personnel will "safe" the malfunctioning gun and remove it from the aircraft.

6.10. Wind Limitations on the Control Tower. ATCT will evacuate when the wind velocity reaches 60 knots sustained, gusts in excess of 65 knots, or at the discretion of the Tower Watch Supervisor. ATCT will implement the evacuation checklist, activate the PCAS and broadcast on all ATCT frequencies, to include guard, that the ATCT is evacuating and to contact Osan Approach.

6.11. Evacuation of ATC and AMOPS Facilities/Alternate Facilities Procedures.

6.11.1. ATCT Evacuation/Alternate Facility.

6.11.1.1. The Tower Watch Supervisor (WS) determines when a facility evacuation is required. If the Tower WS directs a facility evacuation, alternate Tower operations will be conducted from the alternate location IAW OSAT OI 13-204, *Air Traffic Control Tower Operations*, located in the AOF Pubs Library.

6.11.1.2. ATCT may temporality suspend runway operations during the transition between the primary and alternate facilities.

6.11.1.3. Taxiing aircraft will be instructed to hold position until the alternate ATCT is operational.

6.11.1.4. Airborne aircraft will be instructed to contact Osan Arrival on Channel 15 or 133.65 for information and instructions. Osan Approach/Arrival will hold airborne aircraft until the Alternate ATCT is operational, unless emergency situation dictates.

6.11.1.5. ATCT will instruct all vehicles to exit and remain clear of the CMA until radio contact with the Alternate ATCT is established and normal procedures resume.

6.11.1.6. Limitations. All arrivals will make one approach to a full stop. To the maximum extent possible, RAPCON will provide 7-10 miles of separation between arrivals.

6.11.1.7. AMOPS shall:

6.11.1.7.1. Activate the SCN.

6.11.1.7.2. Suspend runway operations, if requested by ATCT.

6.11.1.7.3. Conduct an airfield check to ensure all vehicles are out of the CMA until ATCT personnel are relocated.

6.11.1.7.4. Resume runway operations when requested by ATCT.

6.11.2. RAPCON Evacuation/Alternate Facilities.

6.11.2.1. The RAPCON WS will determine when a facility evacuation is required. The primary alternate facility will be the ATCT with limited radar services being provided utilizing the Tower Display Workstation (TDW). ATC services will be limited to facilitating immediate recoveries/transitions of airborne aircraft.

6.11.2.2. If RAPCON is unable to evacuate to the ATCT then the RAPCON will relocate the Tertiary facility at building 1185. Non-radar approach control services will be available.

6.11.2.3. In the event of a catastrophic event that prevents sustainment of operations from either alternate location the RAPCON will notify Incheon Area Control Center (ACC) and coordinate the turnover of operations and airspace. RAPCON will announce the facility evacuation on Guard and instruct VFR aircraft in the local vicinity, if able, maintain VFR and contact Osan ATCT or Suwon Tower as applicable. All other aircraft will be directed to contact Incheon Center for IFR services.

6.11.3. AMOPS Evacuation/Alternate Facility.

6.11.3.1. The AMOPS Supervisor (AMOS) determines when a facility evacuation is required and will evacuate to building 1131.

6.11.3.2. AMOPS shall activate the SCN when relocating to the alternate facility. Limited NOTAM and flight planning capabilities will be available.

6.12. LOST COMM/NORDO Procedures.

6.12.1. VFR Aircraft. Squawk 7600, proceed to initial via HAWG/VIPER for RWY 27R or via BRIDGE/RACE TRACK for RWY 09L and rock wings on initial, break at departure end and watch for light gun signals on final.

6.12.2. IFR Aircraft. If aircraft is NORDO upon departure, squawk 7600 and fly the assigned instrument departure procedure or last assigned instructions. Proceed direct to CROUN, execute one turn in holding at 5000 ft MSL and then execute the advertised approach.

6.12.3. NORDO aircraft returning to Osan will proceed direct to CROUN, execute one turn in holding at 5000 ft MSL and then execute the advertised approach.

6.12.4. If able, aircraft will taxi to the de-arm area after landing.

6.13. Contaminated Aircraft Procedures.

6.13.1. See AFI 10-2501, Osan AB IEMP 10-2, OPLAN 5015 and OPLAN 5077.

6.13.2. ATCT will direct contaminated aircraft off the active RWY onto the arm/de-arm pads located on TWYs A or H. The aircraft canopy, hatches, and doors will be kept closed.

6.13.3. Aircraft decontamination team initial response element personnel will initially verify aircraft tail number and monitor the aircraft. If not contaminated, the aircraft will be released. If contamination is present, the aircraft decontamination vehicle will escort the aircraft to the decontamination parking area.

6.13.4. The aircraft decontamination area is the U-2 Trim Pad; a taxi route to the area will be coordinated between the decontamination team, ATCT, AMOPS, MOCC, and OG EOC (STALLION Ops).

6.13.5. Aircraft decontamination personnel will monitor the taxi route and parking area. AMOPS will close any contaminated area that is declared unsafe by decontamination personnel.

6.13.6. The 5 RS decontamination procedures will be IAW 5 RS command directives.

6.13.7. AMC large-frame aircraft reporting contamination will be evaluated for contamination at TWY A or H before proceeding to the HCP or AMC apron, as applicable.

6.14. Handling of Aircraft Carrying Dangerous/Hazardous Cargo. Notification of inbound aircraft carrying hazardous cargo may be received from 731 AMS Air Terminal Operations Center (ATOC), the ATCT, pilot-to-dispatch message, flight service, etc. Aircraft carrying hazardous cargo or inert devices are required to indicate type cargo in the remarks section of the DD Form 1801, *International Flight Plan, DoD*. A base agency receiving information on an inbound aircraft carrying hazardous cargo will relay all available information to AMOPS. AMOPS will notify and keep the appropriate agencies updated.

6.14.1. When an inbound aircraft reports hazardous cargo, Class 1 and 7, aboard and previous notification was not received, the RAPCON will pass the load message verbatim to AMOPS.

6.14.1.1. AMOPS will:

6.14.1.2. Serve as primary communication network and relay all information concerning hazardous cargo aircraft to ATCT, Fire Department, Munitions Control (as applicable), ATOC, and TA.

6.14.1.3. Ensure aircraft is parked in designated hazardous cargo location (coordinate with ATOC). The designated parking spot for aircraft carrying hazardous cargo is the HCP. Airlift aircraft may be parked for loading or unloading on other parking ramps IAW 51 FWI 91-201. *Weapons Safety Program Management*.

6.14.1.4. Notify the SOF if the HCP will be occupied during scheduled wing flying.

6.14.2. The 51 FW/CP will:

6.14.2.1. Notify AMOPS when an inbound aircraft commander identifies hazardous cargo onboard.

6.14.2.2. Contact 51 FW/CC, 51 OG/CC, 51 MSG/CC, 7 AF/SODO, 51 FW/SE, and 731 AMS/DOF when notified of an aircraft inbound with line numbers.

6.14.3. The 731 AMS will:

6.14.3.1. Maintain necessary equipment for aircraft up/down load.

6.14.3.2. Verify coordination of explosive materials prior to Osan AB arrival/departure and Shipper Declaration of Hazardous Goods IAW AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*.

6.14.3.3. Notify AMOPS when an inbound aircraft commander identifies hazardous cargo onboard.

6.14.3.4. Coordinate parking plan with TA for AMC missions and provide technical assistance to AMOPS for designated aircraft parking and loading locations.

6.14.3.5. Notify appropriate agencies in the event of an accident or incident.

6.14.3.6. Ensure net explosive weight limits are not exceeded at designated hazardous cargo locations.

6.14.3.7. Contact ATCT Watch Supervisor when hot cargo pad usage exceeds planned timeline.

6.14.4. The 51 FW/SE will:

6.14.4.1. Perform spot inspections IAW applicable regulations and Chief of Safety guidance to ensure all operations are conducted safely.

6.14.4.2. Advise the 51 FW/CC on facilities and personnel endangered by the use of an alternate location if the aircraft cannot be parked in the primary hazardous parking area.

6.14.4.3. Forward a temporary waiver to HQ PACAF/SE if the alternate location is approved by the 51 FW/CC.

6.15. EPU or Hydrazine Emergencies. F-16/U-2s with EPU or hydrazine emergencies will park in the approved hydrazine areas located on either TWY A or H EORs. Alternate parking location is eastern most parking spot in Alpha pad 2 or western most spot in TWY H EOR or directed by IC.

6.16. Explosive Detection K-9 Procedures. If an emergency aircraft requests the services of an explosive detection K-9 team, the request is relayed to AMOPS who will coordinate with the Security Forces Control Center to determine if assistance can provide. AMOPS will notify CP of the situation, if not already relayed via crash net.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Plans. All aircraft departing USAF installations must have a flight plan on file with AMOPS prior to takeoff IAW AFMAN 13-204V2, AFMAN 11-202V3, and General Planning instructions.

7.2. Scheduling and Flight Plan Procedures.

7.2.1. Each flying organization or unit will complete and maintain a separate PACAF approved log for each day's activities. At a minimum, these logs will include call sign, type/number of aircraft, Actual Time of Departure (ATD), Estimated Time Enroute (ETE), and Actual Time of Arrival (ATA).

7.2.2. Flying squadrons must file a DD Form 1801, with AMOPS for all cross-country flights and are responsible for ensuring AMOPS receives a legible copy to ensure there are no issues that would prevent an on-time departure.

7.2.2.1. Flight plans will be filed with AMOPS at least 1 hour prior to ETD.

7.2.2.1.1. Domestic Cross-Country Flights. The aircraft tail number will be recorded and retained at the squadron. The squadron will put note "S/N on file" to show the tail number will be recorded at the squadron. This allows the squadron the flexibility to make last minute aircraft assignments while keeping the tail number available for mishap identification purposes. It also allows AMOPS to file the flight plan in a timely manner. In the event of power or computer failure, the aircraft tail number will be required in order to verbally file the flight plan with Incheon Center.

7.2.2.1.2. International Cross-Country Flights. The aircraft tail number MUST be included on the flight plan before it can be filed with Incheon Center. If proposed tail numbers change, report the amended tail number to AMOPS as soon as possible.

7.2.3. User will maintain the original flight plan (or flight log) for 3 months, or 12 months for flight plans with an aircraft involved in an accident, incident of ATC deviation IAW Air Force RDS, Table 13-7, rules 3 and 4.

7.2.4. The Patriot Excalibur (PEX) System shall be used to the maximum extent possible to plan and flight follow 51 FW aircraft. The schedule will contain the aircraft call sign, number of aircraft in the flight, scheduled takeoff and landing times, estimated time enroute, pilot weather categories, and crew names.

7.2.5. PEX will be the primary means of notifying the SOF and ATCT of changes in the daily flying schedule or clearance requests to include delays, additions, and cancellations. 51 FW flying units will notify SOF of call sign, pilot, and weather category changes made the day of flying.

7.2.6. If any element of a flight is canceled or delayed, the flight lead will inform Osan Ground Control when requesting clearance. Delayed elements that call for taxi after the rest of the flight has taken off must have a new flight plan filed prior to departure.

7.2.7. Transient/visiting units hosted by the 51 FW (via the reception working group), may fly local stereo routes after a local area brief.

7.2.7.1. PEX is the preferred system for daily schedule for transient/visiting units. If unable to use PEX, units must email or hand carry AF Form 4327, *ARMS Flight Authorization (FA)*, (or suitable home unit equivalent) for local stereo flight plans, or DD Form 1801, International Flight Plan, the day prior to any scheduled departures. AF Form 4327 or DD Form 1801 may be emailed to **51oss.osaa@us.af.mil**, with a follow up phone call (784-4222) to ensure receipt.

7.2.7.2. The AF Form 4327, (or suitable home unit equivalent) must contain the following information: Pilot in command w/ rank, mission design series (MDS), number of aircraft, aircraft call sign, tail number, route of flight/stereo profile, ETD in Zulu, and estimated sortie duration. Also include a POC, phone number, and email address for all flight plans.

7.2.7.3. The AF Form 4327 (or suitable home unit equivalent) can only be used for flights originating and terminating at Osan AB. All other flights require the use of DD Form 1801.

7.2.7.4. Changes or cancellations of flight plans/stereo profiles must be made to airfield operations as soon as possible. Some stereo profiles require lengthy coordination with ROK ATC.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB). This meeting shall be accomplished IAW AFMAN 13-204V1.

8.2. AOB Membership. The following individuals or their designated representative shall attend the AOB:

Figure 8.1. Airfield Operations Board Membership.

51OG/CC	51CES/CC	5RS/CC/DO
51OG/OGV	51OSS/CC	731AMS/CC
51FW/SEF	51CS/CC	51OSS/OSA (AOF Staff, ATC, AM, NAAM, RAWS &
25FS/CC	51MXS/CC	TERPS)
36FS/CC	51SFS/CC	7AF/A3X (Airspace Manager)
51MSG/CC	51FW/CP	Host Nation/Satellite Airport Rep (not mandatory)
51MXG/CC	51OSS/OSW	

8.3. Annual Review Items. The annual items are divided into quarters and are briefed throughout the year as shown below. Additionally, the Bird Hazard Working Group (BHWG) is combined with the AOB in the 2nd and 4th quarters:

8.3.1. 1st Quarter:

8.3.1.1. Results of annual self-inspection (March)

8.3.1.2. Special Interest Items (SII) inspection results following HAF and/or Major Command (MAJCOM) release (March)

8.3.2. 2nd Quarter:

8.3.2.1. Air Installation Compatible Use Zone (AICUZ) (Optional) (April)

8.3.2.2. Letter of Procedure Review (June)

8.3.3. 3rd Quarter:

8.3.3.1. Terminal Instrument Procedures (TERPS) (September)

8.3.3.2. Aircraft Parking Plan (September)

8.3.4. 4th Quarter:

8.3.4.1. Results of the Annual Airfield Certification/Safety Inspection (December)

8.3.4.2. Status of existing airfield waivers (December)

8.4. NOTAM Procedures.

8.4.1. The primary method for obtaining NOTAMs is through the Defense Aeronautical Information Portal (DAIP) website **https://www.daip.jcs.mil**. Each flying organization is responsible for gathering NOTAMs through this method. The alternate method for AMOPS is to contact another military installation to receive and send NOTAMs.

8.4.2. If the primary DAIP website is out of service, AMOPS will contact Kunsan for NOTAMs. In the event that the said sources are not available, flying units/transient aircraft personnel will have to contact each respective base for NOTAMs.

8.4.3. AMOPS is the NOTAM disseminating facility and the RAPCON is the NOTAM monitoring facility.

8.5. FLIP Accounts and Procedures for Requesting Changes.

8.5.1. The 51 FW FLIP accounts are managed by AMOPS. Send suggested FLIP changes to 51 OSS/OSAA, Unit 2163, APO AP 96278-2163 (DSN 314-784-4222/1861). 51 FW flying units will update their FLIP requirements letter with 51 OSS/OSAA annually or as required due to changes in personnel.

8.5.2. TSP/TDY units will appoint a FLIP monitor and are responsible for submitting FLIP requirements to AMOPS, as needed.

8.6. Waivers to Airfield/Airspace Criteria. The Airfield Waiver Working Group reviews at least 25% of airfield waivers each quarter and briefs the results at the AOB. 51 CES/CENPP is the OPR for the permanent Airfield Waiver Program, 51 CES/CEN is the OPR for the temporary Airfield Waiver Program, and 51 OSS/OSA, in coordination with 7 AF/A3A, is the OPR for airspace criteria. A copy of the annual waiver review package is located in the 51 CES/CEAO CENPP offices.

8.7. Prior Permission Required (PPR) Procedures. PPR procedures will be IAW NOTAM and IFR supplement guidance for Osan AB. Failure to coordinate with 51 OSS/OSAA may result in landing clearance denial due to lack of parking space. Project officers, points of contact, and temporary duty liaisons should make every attempt to coordinate with 51 OSS/OSAA to ensure necessary parking and support is available.

8.8. Aeromedical Evacuation (AIR/MEDEVAC) Notification and Response Procedures.

8.8.1. ATCT will contact AMOPS whenever an arriving AIR/MEDEVAC aircraft is 15 miles from the airport or upon initial contact. AMOPS will initiate rescue protection notifications (i.e., notify TA, Fire Department, and Air Evac personnel).

8.8.2. The MDG will contact AMOPS when they request AIR/MEDEVAC support.

8.8.3. DUST OFF (UH-60 EVAC) operations will be conducted on the AMOPS apron. The Door Stop Apron and HZ Opris will be alternate locations.

8.9. Unscheduled/Unauthorized Aircraft Arrivals. All aircraft inbound to Osan must be on a flight plan (or given prior notice) which contains Osan as a destination. In the event of a no- notice arrival, the following actions will occur:

8.9.1. AMOPS shall follow applicable quick reaction checklists and attempt to verify the inbound aircraft's flight plan. ATCT shall only allow the aircraft to land if approved by AMOPS.

8.9.2. If AMOPS cannot verify the aircraft's flight plan, and the aircraft lands, the ATCT will direct the aircraft to the HCP. ATCT will direct the aircrew to contact AMOPS via pilot-to-dispatch radio.

8.9.3. The 51 SFS will cordon off/secure the area and crew/passengers will not be allowed out of the area until released by the IC.

8.10. Distinguished Visitor (DV) Notification Procedures. Shall be accomplished IAW the 51 FW/CCP and 51 OSS/OSAA Letter of Agreement.

8.11. Local Aircraft Priorities.

8.11.1. ATC will use the following aircraft priorities when sequencing arrivals and departures:

8.11.1.1. Aircraft in distress/emergencies.

8.11.1.2. Medical evacuation aircraft or Air evacuation aircraft when priority is requested by the aircraft.

8.11.1.3. Presidential/presidential support aircraft.

8.11.1.4. Search and rescue (SAR) missions.

8.11.1.5. Active air defense scrambles.

8.11.1.6. Special air missions.

8.11.1.7. Flight inspection aircraft.

8.11.1.8. Minimum/divert fuel.

8.11.1.9. Departure or recovery of 5 RS active/tactical mission aircraft. **NOTE**: May be lowered with concurrence from both the 51 FW SOF and 5 RS OS.

8.11.1.10. DV aircraft.

8.11.1.11. Full stop arrivals.

8.11.1.12. The 51 FW departures.

8.11.1.13. The 51 FW practice approaches.

8.11.1.14. All other departures.

8.11.1.15. Special VFR aircraft.

8.12. Opposite Direction Take-offs and Landings.

8.12.1. Opposite Direction Traffic.

8.12.1.1. IFR/VFR Arrival/Departure versus IFR/VFR Arrival/Departure. ATC shall not allow an arriving aircraft to proceed closer than 10-mile final to the runway in use until opposite direction arrival aircraft has landed, or the departing aircraft is airborne and established in a de-conflicting turn.

8.12.1.2. VFR Criteria. VFR aircraft in the tower pattern will not turn base until the opposite direction departure is airborne and clear of the final approach course or an opposite direction arrival has landed.

8.12.1.3. Opposite direction VFR helicopters may land or depart if cleared by ATCT. When cleared, helicopters shall proceed no further north than TWY W unless otherwise instructed.

8.12.2. Bi-Directional RWY Operations.

8.12.2.1. The 51 OG/CC is the approval authority to initiate.

8.12.2.2. Concept of Operations. Normally implemented during readiness exercises, bidirectional operations are designed to minimize the amount of time aircraft will be exposed prior to departure and after landing. 51 FW aircraft will depart RWY 09L/R and land RWY 27R/L. Osan will still have a declared active runway which non-players will use (U-2, AMC, etc.).

8.12.2.3. Barrier Configuration. The configuration for the barriers is two western-most cables will be in the raised position, unless otherwise directed by 51 OG/CC.

8.12.2.4. Unidirectional cables located in the overruns cannot be in the raised position on the approach end of the either runway. **NOTE:** The non-standard configuration of an approach end overrun cable in the raised position must be recommended by the installation commander, coordinated with PACAF/A7 and PACAF/SE, and approved by PACAF/A3.

8.12.3. Weather Conditions. VMC and dry RWY only.

8.12.3.1. A-10 maximum allowable tailwind is 35 knots.

8.12.3.2. F-16 maximum allowable tailwind is 10 knots.

8.13. Civilian Aircraft Operations. In the event of an emergency, both domestic and foreign government (IAW AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*) civilian aircraft landings are authorized but could be assessed landing fees IAW AFI 10-1001, *Civil Aircraft Landing Permits*. Civilian aircraft requesting permission to land at Osan will be directed to call AMOPS over Pilot-To-Dispatch (PTD). Aircraft will be checked against the Civil Aircraft Landing Authorization Listing to verify permission to land at Osan. If aircraft does not have authorization to land and is not declaring an emergency, it will be processed as an unauthorized intentional landing and landing fees can be assessed by the 51 FW/CC.

8.14. Civil Use of Military ATCALS. Civilian aircraft may use Osan NAVAIDs to receive vectors and services.

8.15. Aircraft Rescue and Fire Fighting (ARFF) Capabilities Reduced/Changed. Crash personnel will notify AMOPS of aircraft rescue and firefighting capability daily and anytime there is a change in ARFF capabilities to include what services cannot be supported.

8.16. Weather Dissemination and Coordination Procedures. 51 OSS/OSW is responsible for monitoring, recording, and disseminating weather observations. This service is provided 24 hours a day, 7 days a week IAW OSANABI 15-101, *Weather Support for Osan Air Base*. Severe weather warnings will be disseminated to ATCT, RAPCON, and AMOPS by 51 OSS/OSW. This information will be disseminated via ATIS and SCN.

8.16.1. Lightning Watch. A term used to predict when lightning warning will be declared, normally within 30 minutes. It is advisory in nature and has no impact on local operations.

8.16.2. Lightning Warning. This condition will be declared when lightning is observed within 5 miles of the base. The following steps shall be taken:

8.16.2.1. All refueling, liquid oxygen (LOX), and munitions operations shall cease.

8.16.2.2. Aircrews will not step to the aircraft.

8.16.2.3. Aircraft in the midst of start or shutdown may continue. After startup or shut down, all maintainers shall take appropriate shelter and/or clear the airfield expeditiously.

8.16.2.4. Aircraft may taxi to/from the RWY.

8.16.2.5. Arm/de-arm procedures shall cease immediately. SOF will decide whether or not there is time to chock the aircraft. Ground crews will take shelter in the last chance shelter and will not leave the shelter to chock new arrivals unless approved by the 51 OG/CC and 51 MXG/CC.

8.16.2.6. SOF will determine whether or not locally assigned aircraft may takeoff or land.

8.16.2.7. All personnel outside must seek shelter (i.e., hangar, vehicle, etc.) as quickly as safety allows.

8.16.2.8. In the event of an emergency, supervisors shall use the minimum number of people required to safely terminate the emergency.

8.17. Airfield Snow Removal Procedures. Airfield snow removal operations will be conducted IAW OSANAB OPLAN 32-1002B, maintained by 51 CES.

8.18. Bird/Wildlife Control and Bird Watch Conditions (BWCs). Bird Watch Condition restrictions and procedures will be conducted IAW OSANABI 91-212, *Bird Aircraft Strike Hazard Plan.*

8.19. SOF Duties and Responsibilities. Local SOF duties and responsibilities are outlined in, and the located in the 51 OG Pubs Library SharePoint.

8.20. Airfield Photography or Videography. Requests to take photographs or videos on the airfield (inside and outside of restricted areas) must be coordinated with AMOPS, and approved by 51 SFS/S5S. Once approved, photographs or video products shall only be taken in areas that individuals are authorized to enter and are for internal use only. All information intended for public release must be coordinated through 51 FW/PA (this includes posts to social media). **N OTE**: *AM personnel are exempt from this requirement when performing official airfield duties except for public release of information.*

8.21. The 51 FW Communications-Out Launch/Recovery Procedures (51 FW Assigned Aircraft Only). These procedures are designed for use by the 51 FW during exercises and daily training.

8.21.1. Responsibilities.

8.21.1.1. The mission commander will provide strike package information consisting of call signs, radio silence time, start taxi and takeoff windows/times, squawks, and direction of intended flight by secure phone or at the mass briefing.

8.21.1.2. The 51 OSS/OSA will be notified and will send a representative to the mass briefing. The ATCT is relieved of anti-hijack responsibilities for all F-16 and A-10 aircraft for the duration of the launch and will ensure the ATIS is up-to-date before and during the launch. If the ATIS is out of service, ATCT will broadcast the active RWY, winds, and altimeter setting as each flight taxis onto TWY W.

8.21.2. Taxi Procedures.

8.21.2.1. All ground operations will be silent, except for an actual emergency. Taxiing aircraft will monitor the appropriate UHF/VHF frequency, as briefed for each phase of operations (i.e., Ground Control during taxi and Departure Control on takeoff).

8.21.2.2. Aircraft will taxi in sequence to the appropriate RWY. Aircraft experiencing difficulty during taxi will pull into a flow (if available) or over to the side of the TWY, turn on the landing or taxi light, and await assistance. Late taxiing aircraft taking off after the launch window will use normal comm-in procedures. If an aircraft is unable to launch, the aircraft will use normal comm-in procedures after the package is airborne to request taxi back to parking.

8.21.3. Takeoff Procedures.

8.21.3.1. Aircraft ready to takeoff will taxi up to and hold short of the active. The flight lead will then look at the ATCT for takeoff clearance. The ATCT will issue a green or red light as appropriate. Once a steady green light is received, the flight is cleared for takeoff and changes to departure frequency (**CH 4**). Each flight will receive a steady green light from ATCT, unless previously coordinated during the mass brief.

8.21.3.2. If safety or an emergency dictates, aircraft and controllers will use normal communications.

8.21.3.3. After takeoff, if the field is VFR, aircraft will depart as briefed.

8.21.3.4. After takeoff, if the field is IFR, aircraft will fly the Mustang 401 Stereo Route until VFR-on-top, and then change to Cobra. If VFR-on-top cannot be reached by 9000 ft MSL, aircraft will terminate Comm-out procedures and coordinate with Departure Control for a handoff to Kunsan.

8.21.4. Recovery procedures will use normal communications procedures.

8.21.5. Abnormal Procedures.

8.21.5.1. Aborts or emergencies on takeoff are transmitted on departure frequency and the remaining aircraft will hold their position. Airborne emergencies immediately after takeoff are given traffic priority and land as the emergency dictates.

8.21.5.2. Termination of the Comm-out portion of the launch may be done at any level of command and control to ensure flight safety. If the reason for terminating the Comm-out launch was temporary, the flight lead may resume the Comm-out launch by stating, *"(call sign), RESUMING COMM-OUT*".

8.22. Anti-Hijack Procedures. Refer to 51 FW Integrated Defense Plan (IDP) located on the 51 FW Plans Library SharePoint. Contact 51 SFS for more guidance.

8.23. Unmanned Aerial Systems (UAS). Osan AB does not have base assigned UASs. If Osan AB is used as a divert location, UAS operations will be established in a separate Letter of Procedure (LOP) between 51 OG and requesting unit. If Osan's future scope of operations includes supporting transient or base assigned UAS operations, the provisions of AFMAN 13-204V3 and other applicable regulations will be implemented.

8.24. FOD Checks Following Heavy Aircraft Departures.

8.24.1. Upon request to taxi to the runway by C-5, AN-124 and B-747 aircraft, ATCT will notify AMOPS. AMOPS will proceed to the runway for a FOD check following departure of the heavy aircraft.

8.24.2. AMOPS will contact Airfield Sweeper to proceed to the appropriate EOR (TWY A EOR for RWY 09L/R operations and TWY H EOR for RWY 27R/L operations) and standby in the event that sweeping operations are required.

8.24.3. AMOPS will respond to the airfield to conduct a FOD sweep/check of the departure runway.

8.25. Night Vision Device (NVD) Operations.

8.25.1. Due diligence must be maintained by participating aircraft, ATC agencies, and the SOF to ensure the safety of participating and non-participating aircraft. NVD operations may be conducted between 30 minutes following official sunset to 30 minutes prior to official sunrise.

8.25.2. The 25 FS will coordinate with AMOPS a minimum of 2 workdays prior to planned NVD operations in order to deconflict with transient and AMC schedules, 25 FS/DOS will be the primary POC. Planned takeoff and landing times for NVD operations will be entered into PEX and annotated in the "Remarks" section. Changes to PEX takeoff and land times must be relayed to AMOPS.

8.25.3. Local Restrictions.

8.25.3.1. Weather must be at least 3000 ft AGL ceiling and 5 miles visibility for Night Vision Goggle (NVG) upgrade training and at least 1500 ft AGL ceiling and 3 miles visibility for continuation training IAW AFMAN 11-2A-10CV3, *A-10C -- Operations Procedures*.

8.25.3.2. NVD operations will be suspended prior to any non-participating aircraft arriving aircraft within 20 flying miles from the airport, VFR aircraft entering the terminal surface area (TSA), or when a departing aircraft calls for taxi. This allows the airfield lights to be reset to standard settings IAW FAAO JO 7110.65.

8.25.3.3. During low illumination conditions NVG approaches will be accomplished via radar patterns only.

8.25.3.4. Tower Overhead patterns are not authorized during NVD operations.

8.25.4. Straight-In Traffic Pattern.

8.25.4.1. During high illumination only, aircraft will enter the straight-in pattern via the most precise approach available and re-enter through Road/Warehouse for multiple NVD approaches. When re-entering through Road/Warehouse, aircraft will maintain 1700 ft MSL until established on 6 DME final. High illumination is defined in AFI 11-214, *Air Operations Rules and Procedures* as 2.2 millilux by natural or artificial sources.

8.25.4.2. Maximum number of participating aircraft is 4.

8.25.5. Aircraft Responsibilities.

8.25.5.1. Aircraft will request "NVD Operations" upon initial contact with ATC for approval. NVD operations will not be conducted unless approved by the appropriate controlling agency. (ATCT or RAPCON).

8.25.5.2. Upon contacting ground for taxi, the aircraft will add to the end of their taxi request, *"(call sign) REQUESTS NVG OPERATIONS."*

8.25.5.3. Upon contacting RAPCON for recovery the aircraft will add to the end of their recovery request, *"(call sign) REQUESTS NVG OPERATIONS."*

8.25.5.4. ATCT will not issue a landing clearance to aircraft participating in NVD operations, the aircrew will be advised the operations will be at their own risk. *"(call sign) UNABLE TO ISSUE LANDING CLEARANCE, LANDING WILL BE AT YOUR OWN RISK.*"

8.25.6. Aircraft Lighting Requirements.

8.25.6.1. All aircraft conducting NVD operations will use standard lighting configurations during ground operations to include an overt taxi light.

8.25.6.2. The aircraft commander may turn off anti-collision strobe lights as required for safety of flight, but must notify the appropriate ATC agency immediately.

8.25.7. Osan ATCT Responsibilities.

8.25.7.1. Advise RAPCON of the aircraft call sign/type, and the duration of the NVG operation, (i.e. one approach, 15 minutes, etc.).

8.25.7.2. Set all adjustable airfield lighting to their minimal setting once NVD operations are approved.

8.25.7.3. Issue an ATIS advisory stating, "*NIGHT VISION DEVICE TRAINING IS NOW IN EFFECT AT OSAN AIR BASE UNTIL FURTHER NOTICE.*"

8.25.7.4. Suspend NVG operations at any time deemed necessary for safety reasons.

8.25.7.5. Advise all NVG participants prior to turning on or adjusting any airfield lighting. If able provide this advisory 10 minutes prior to suspension of NVD operations.

8.25.8. RAPCON Responsibilities.

8.25.8.1. Advise ATCT/AMOPS as soon as possible upon receipt of a request from an aircraft to conduct NVG operations.

8.25.8.2. Provide or relay to tower traffic advisories that will affect participating NVG aircraft outside the TSA.

8.26. COMSEC Storage for Transient Aircrew. Airfield management does not have storage capability for transient aircrew packages or COMSEC and does not maintain COMSEC for issue. Storage requests for classified materials should be referred to 51 FW/CP, DSN 784-7000.

Chapter 9

LAUNCH AND RECOVERY OF 5TH RECONNAISSANCE SQUADRON AIRCRAFT

9.1. Priority. 5 RS "PRIORITY" missions are Secretary of Defense directed missions that require priority handling. Due to the nature of the full pressure suit, aircraft handling characteristics, extended sortie durations, and physiological impacts on the pilot, "PRIORITY" recoveries shall be handled IAW local aircraft priorities established in **paragraph 8.11** and will not be delayed without coordination with the 5 RS Supervisor of Flying ("TOPCAT"). ATC priority service will not be given for 5 RS proficiency flights ("OSCAR" missions). **NOTE:** Overheating of personnel and equipment is of major concern. A "PRIORITY" pilot's body core temperature increases one degree for every 10 minutes spent on the ground.

9.2. Communications.

9.2.1. The 5 RS mission aircraft (with tactical call sign other than "OSCAR") are referred to herein as "PRIORITY" and will be referred to as such in all radio and landline communications. References to the aircraft will be kept to a minimum.

9.2.2. All 5 RS aircraft will use frequency 360.6 for ground and airborne operations. If 360.6 is unavailable, the alternate frequency will be 264.6. Use of alternate frequency or any other frequencies requires prior 5 RS coordination with the ATCT. When notified of pending departures, ATCT will monitor 360.6.

9.2.2.1. For "OSCAR" missions or proficiency flights, 360.6 is the primary frequency; however, aircrews should monitor UHF ATCT frequency 308.8 for situational awareness.

9.2.3. During launch and recovery, 5 RS "MOBILE" or "TOPCAT" are authorized to transmit safety of flight messages to the "PRIORITY" aircraft on single frequency approach.

9.2.4. The 5 RS vehicles are authorized runway use when "PRIORITY" aircraft are on the runway for departure and arrival. "MOBILE" is responsible for all vehicles on the runway and for informing the ATCT when all 5 RS vehicles are off the runway.

9.2.4.1. "Two to Chase": "MOBILE" will advise ATCT when additional chase vehicles will accompany the Recovery Crew on the runway. Recovery Crew equals one "MOBILE" and one Pogo vehicle.

9.3. Procedures.

9.3.1. Aquatone Departure "PRIORITY" launch and Aquatone Arrival "PRIORITY" recovery procedures will be conducted as outlined in the Memorandum of Agreement between Incheon Area Control Center, Seoul Approach Control, 5th Reconnaissance Squadron, and Osan Radar Approach Control.

9.3.2. The 5 RS will coordinate with ATCT to input call sign and ETD every Monday for the following week. 5 RS will confirm ATCT has this information 1 hour prior to estimated time of departure. If necessary, 5 RS will pass the information on a secure telephone.

9.3.3. The 5 RS will advise ATCT, on a secure line, if "PRIORITY" will not meet its ETD and provide a revised ETD as soon as possible. On-time departures or arrivals will be referred to as "*FRAGGED*".

9.3.4. ATCT will:

9.3.4.1. Relay departure/inbound information and revisions to RAPCON, and 51 FW SOF (MUSTANG 10) as soon as possible. All coordination concerning a "PRIORITY" departure time must be conducted on a secure line.

9.3.4.1.1. CAUTION: ONCE THE PRIORITY IS ROLLING, DO NOT CANCEL TAKE-OFF CLEARANCE AS SEVERE DAMAGE TO AIRCRAFT AND INJURY TO PILOT MAY OCCUR. PROVIDE SAFETY ADVISORIES AS NECESSARY.

9.3.4.2. Not simulcast on "PRIORITY" assigned frequencies.

9.3.4.3. Advise RAPCON when "PRIORITY" starts to taxi.

9.3.4.4. Deconflict use of the overhead and SFO traffic pattern before clearing "PRIORITY" aircraft for takeoff. The 1200 ft MSL departure end restriction does not apply to "PRIORITY" or "OSCAR" aircraft departing on initial takeoff (dropping pogos).

9.3.4.5. To the maximum extent possible, avoid holding 5th RS aircraft on the taxiways between runway 09L/27R and 09R/27L. If able, clear route prior to aircraft taxing off runway 09L/27R or secure the release with RAPCON prior to crossing runway 09R/27L for a departure from 09L/27R.

9.3.5. RAPCON will:

9.3.5.1. Begin monitoring assigned frequency only when ATCT releases the frequency to RAPCON, and then monitor continuously until "PRIORITY" missions are terminated.

9.3.5.2. Not simulcast on "PRIORITY" assigned frequencies.

9.3.5.3. Flight-follow all instrument approaches at night or when the ceiling is less than 1500 ft and/or visibility less than 5 SM.

9.3.6. "PRIORITY" will:

9.3.6.1. Comply with the launch and recovery procedures outlined in the Memorandum of Agreement between Incheon Area Control Center, Seoul Approach Control, 5th Reconnaissance Squadron, and Osan Radar Approach Control.

9.3.6.2. Contact RAPCON on assigned frequency when ready for landing; squawking Mode 3 Code 6575. If additional "PRIORITY" aircraft are airborne, squawk 6576, or a code assigned by ATC.

9.3.7. The 51 FW SOF, if on duty, shall assist in coordinating Wing Flying operations to facilitate "PRIORITY" operations.

9.4. Emergencies.

9.4.1. "PRIORITY" Hung Pogo Procedures.

9.4.1.1. Proceed via the Aquatone One Departure and level off between 4000 ft MSL to 6000 ft MSL. Remain with Osan Arrival; request radar vectors to the SOT 271R/20 DME. Hold east, left turns, 5 DME legs and perform the 1U-2S-1-CL-1 procedures.

9.4.1.2. RAPCON shall provide vectors and coordinate clearance for holding. If unable to dislodge the pogo, "PRIORITY" or "OSCAR" will return to Osan avoiding populated areas and make a straight-in approach for a full stop landing. U-2 will declare an emergency and will not terminate until landing or until pogo dislodges.

9.5. Miscellaneous.

9.5.1. Ground Operations. "5 RS MAINTENANCE" (UHF-equipped) will accompany the aircraft and coordinate with ATCT for ground movements requiring use of TWY W or to coordinate for engine runs. These operations do not require advance notification through AMOPS.

9.5.2. The 5 RS OS. "TOPCAT" (UHF-equipped vehicle) may be present on the airfield and will request ATCT approval prior to entering the CMA if not shadowing the aircraft.

9.5.3. The 5 RS OS, "TOPCAT" or "MOBILE" will ensure BAK-12 cables are properly configured for the operation.

9.5.3.1. Standard barrier configuration for "PRIORITY" launches/recoveries is only the departure end overrun cables for RWY 09/27.

9.5.3.2. PRIORITY arrivals or OSCAR flights executing a normal approach and landing: Underrun and/or Overrun cables (E-5 and/or MB-60) may remain in the raised position.

9.5.4. "MOBILE" operations in the CMA

9.5.4.1. "MOBILE(s)" operating within the CMA will adhere to the following procedures, when not physically escorting the aircraft (i.e. during transition, pre-launch, or post launch).

9.5.4.1.1. During "OSCAR" flights, while the aircraft is under control of the ATCT local controller, "MOBILE" is authorized to proceed onto the RWY as a chase vehicle once the OSCAR aircraft has passed his position. When able, "MOBILE" will exit the runway on the nearest taxiway and report off on 360.6. "MOBILE" may request a U-turn "180" on the runway to return to the run-in position. "MOBILE(s)" will give way to all aircraft unless specifically cleared otherwise by ATCT.

9.6. Silent Launch Procedures.

9.6.1. Silent launch procedures may be terminated at any time in the interest of flying or ground safety. The aircraft, ATCT, "MOBILE", or the RAPCON departure controller may terminate silent launch by transmitting on the assigned frequency (360.6). Standard radio transmissions will then be used for departure.

9.6.1.1. The reported prevailing visibility must be 1 SM or more to conduct silent launch operations to ensure that ATCT controllers have visual contact with all aircraft on the airfield.

9.6.2. "TOPCAT" will ensure aircraft call sign, ETD and departure option are known to ATCT personnel either via secure phone or in person. "TOPCAT" will be in the ATCT 30 minutes before launch. The "MOBILE" officer will call ATCT on a secure line with mission delays or changes.

9.6.3. The "MOBILE" officer will not make communications checks with ATCT. "MOBILE" is responsible for obtaining the current altimeter setting and runway in use. Both "MOBILE" and "PRIORITY" will monitor the assigned frequency.

9.6.4. ATCT must maintain visual contact with "PRIORITY" from taxi to takeoff in order to continue silent launch procedures. If unable, silent launch procedures will be terminated and normal radio communication resumed.

9.6.5. "PRIORITY" will taxi for takeoff at approximately 12 minutes prior to ETD.

9.6.5.1. At 5 minutes prior to ETD, "MOBILE" will face the ATCT and flash headlights. The ATCT will respond with standard light signals to clear the aircraft for takeoff.

9.6.5.2. "MOBILE" will proceed on the runway with the aircraft and proceed to the departure end of the runway to visually check the barrier status and conduct a FOD check. If other than the active runway is requested for departure, "TOPCAT" shall coordinate with the ATCT for opposite direction approval.

9.6.6. The ATCT may direct "PRIORITY" to cancel takeoff and exit the runway by transmitting on 360.6 frequency. Aircraft cannot stop takeoff roll without risking severe damage and or loss of control. Coordinate with "TOPCAT" for recovery actions, if required.

9.6.7. After aircraft launch, "MOBILE" will notify ATCT when all vehicles are off the runway.

9.7. Threat Avoidance Procedures. Priority aircraft are authorized to conduct the following procedures to improve their ability to operate into and out of high threat areas. ATC authorization is required, and this operation may be disapproved by ATC due to traffic or weather.

9.7.1. VFR High TRP Profile. Request TAC ARRIVAL with Osan Approach on initial contact. Once approved, proceed directly overhead of Osan descending to 4000 ft MSL. Report "BREAK" and begin a spiral descent, attempt to remain within 3 NM. Configure for a north downwind at 1200 ft MSL, unless otherwise instructed. Report downwind and base. Weather Minimums: Ceiling 5000 ft and 5 SM visibility.

9.7.1.1. Weather Minimums: Ceiling 5,000 ft and 5 SM visibility.

9.7.2. VFR Tactical Departure Procedure. Request TAC DEPARTURE with Ground Control on initial contact, include requested direction of turns. On departure, maintain VFR, climb to 10000 ft MSL, and spiral as instructed. Remain within 5 NM. Resume the normal departure routing upon reaching 10000 ft MSL.

9.7.2.1. ATCT shall coordinate TAC DEPARTURE requests with RAPCON and notify aircraft if approved/disapproved.

9.7.2.2. Weather Minimums: Ceiling 11,000 ft and 5 SM visibility.

JOHN F. GONZALEZ, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 4327, *ARMS Flight Authorization (FA)*

DD Form 1801, *International Flight Plan*, *DoD* Abbreviations and Acronyms

Abbreviations and Acronyms

51 FW—51st Fighter Wing

AAF—Army Airfield

AAS—Aircraft Arresting Systems

AB—Air Base

ACC—Area Control Center

AFM—Airfield Manager

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFOC—Air Force Operations Center

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AICUZ—Air Installation Compatible Use Zone

AIRAD—Host Nation Air Advisories

AIR/MEDEVAC—Aeromedical Evacuation

ALS—Alternate Landing Surface

AMC—Air Mobility Command

AMCC—Air Mobility Control Center

AMOPS—Airfield Management Operations

AMOS—AMOPS Supervisor

AMC—Air Mobility Command

AO—Airfield Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARFF—Aircraft Rescue and Fire Fighting

ASR—Airport Surveillance Radar

ATA—Actual Time of Arrival

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATCT—Air Traffic Control Tower

ATD—Actual Time of Departure

ATIS—Automatic Terminal Information Service

ATOC—Air Terminal Operations Center

BAK—Barrier Arresting Kit

BHWG—Bird Hazard Working Group

BM—Barrier Maintenance

BWC—Bird Watch Conditions

CMA—Controlled Movement Area

CoC—Change of Command

CT—Continuation Training

CP—Command Post

DAIP—Defense Aeronautical Information Portal

DASR—Digital Airport Surveillance Radar

DME—Distance Measuring Equipment

DV—Distinguished Visitors

EALS—Emergency Airfield Lighting System

ELT—Emergency Locator Transmitter

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

ERF—Emergency Recovery Frequency

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

ETE—Estimated Time Enroute

FAAO—Federal Aviation Administration Order

FCF—Functional Check Flights

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

GCA—Ground Controlled Approach

GE—Ground Emergency

HAS—Hardened Aircraft Shelter

HCP—Hazardous Cargo Pad

HIRL—High Intensity Runway Lights

HTD—High Tactical Departures

IAW—In Accordance With

IC—Incident Commander

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

KADIZ—Korea Air Defense Identification Zone

KTO—Korean Theater of Operations

LAO—Local Area Orientation

LOA—Letter of Agreement

LOP—Letter of Procedures

LOX—Liquid Oxygen

MAAS—Mobile Aircraft Arresting System

MAJCOM—Major Command

MAOSMS—Minimum Aircraft Operating Strip Marking System

MCRC—Master Control and Reporting Center

MEA—Minimum Enroute Altitudes

MDS—Mission Design Series

MOCC—Maintenance Operations Control Center

MSL—Mean Sea Level

MTFV—Maintenance Test Flight Valley

MVA—Minimum Vectoring Altitude

NAVAIDs—Navigation Aids

NORDO—No Radio

NOTAM—Notice to Air Mission

NVD—Night Vision Device

NVG—Night Vision Goggle

OPR—Office of Primary Responsibility

PACA—Precision Approach Critical Areas

PAPI—Precision Approach Path Indicator

PCAS—Primary Crash Alarm System

PEX—Patriot Excalibur

PMI—Preventative Maintenance Inspection

POFZ—Precision Obstruction Free Zone

PPR—Prior Permission Required

PTD—Pilot-To-Dispatch

QH—Quiet Hour

RAWS—Radar, Airfield, and Weather Systems

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

REIL—Runway End Identifier Lights

ROK—Republic of Korea

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RTB—Return To Base

SAR—Search and Rescue

SCN—Secondary Crash Net

SFO—Simulated Flameout

SFS—Security Forces

SII—Special Interest Items

SOF—Supervisor of Flying

STARS—Standard Terminal Automation Replacement System

SVFR—Special Visual Flight Rules

SWN—Suwon

TA—Transient Alert

TDP—Tactical Departures Procedures

TDW—Tower Display Workstation

TERPS—Terminal Instrument Procedures

TRP—Tactical Recovery Procedure

TSA—Terminal Surface Area

TWY—Taxiway

UAS—Unmanned Aerial System

UFC—Unified Facilities Criteria

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VORTAC—Very High Frequency Omni-directional Range/Tactical Air Navigation

WADPM—Wing Airfield Driving Program Manager

WS—Watch Supervisor

WX—Weather

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.

Attachment 3

RADIO CHANNELS AND FREQUENCIES

Table A3.1. Radio Channels and Frequencies.

CHANNEL	FREQUENCY (UHF)	AGENCY
1	229.0	25 FS (Draggin Ops)
1	371.3	36 FS (Fiend Ops)
2	253.7	Osan Ground
3	208.8	Osan Tower
4	234.3	Osan Departure/Approach
5	275.3	Cobra GCI
6	305.7	Seoul Approach
7	306.3	Discrete
8	276.2	Stallion Ops
9	272.7	ATIS
10	299.8	SOF
11	245.7	Emergency
12	306.9	Discrete
13	277.2	Stallion Ops Secure
14	254.2	Pilsung Range
15	287.0	Osan Arrival
16	261.4/285.1	Osan Final/Backup
17	227.525	HQ TOD
18	306.7	Jungwon Approach
19	292.65	Kunsan Approach
20	229.25	Haemi Approach

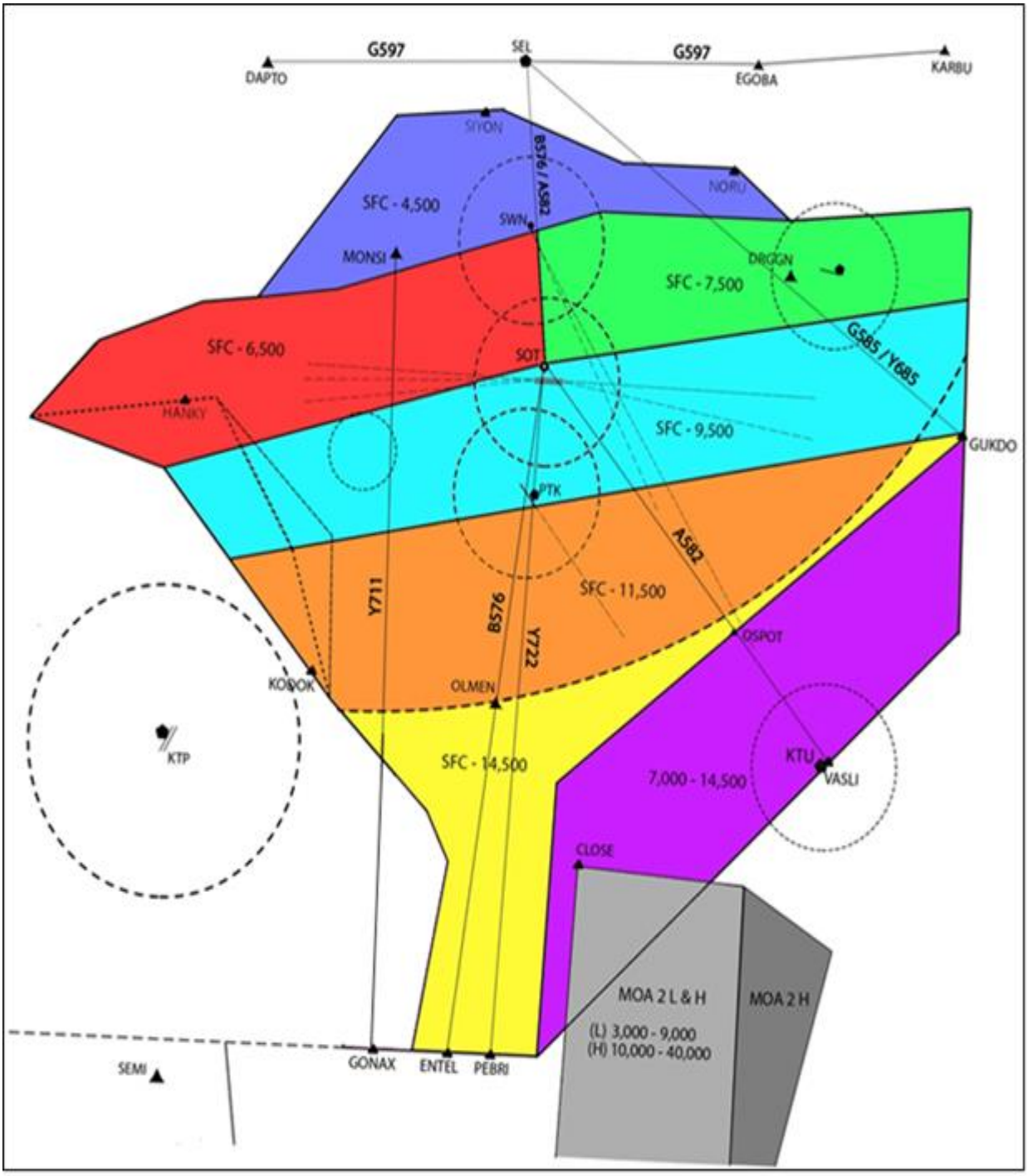
Table A3.2. Non-Channelized Frequencies.

NON-CHANNELIZED FREQUENCIES			
FREQUENCY	**AGENCY**	**FREQUENCY**	**AGENCY**
132.125	Osan ATIS	293.7	MOCC
132.45	Osan Ground	124.1	Kunsan Approach
122.1	Osan Tower	132.55	Jungwon Approach
343.0/127.3	Clearance Delivery	124.6	Haemi Approach
127.9	Osan Departure/Approach	241.8/126.17	Incheon West High
133.65	Osan Arrival	241.8/128.3	Incheon West Low
232.9/120.7	Osan AMOPS Dispatch		

Attachment 4

OSAN RADAR APPROACH CONTROL AIRSPACE (NOT TO SCALE)

Figure A4.1. Osan Radar Approach Control Airspace (Not To Scale).



Attachment 5

VFR TRAFFIC PATTERNS/REPORTING/HOLDING POINTS

Figure A5.1. V Traffic Patterns/Reporting/Holding Points.

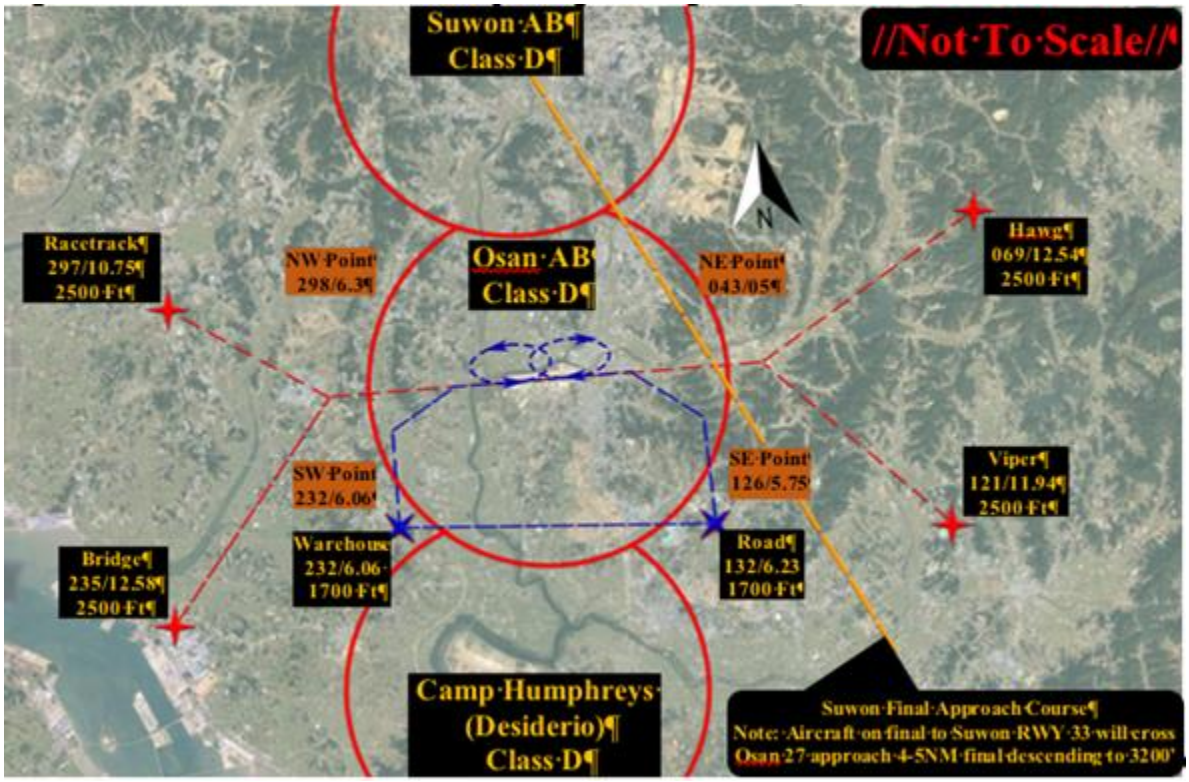
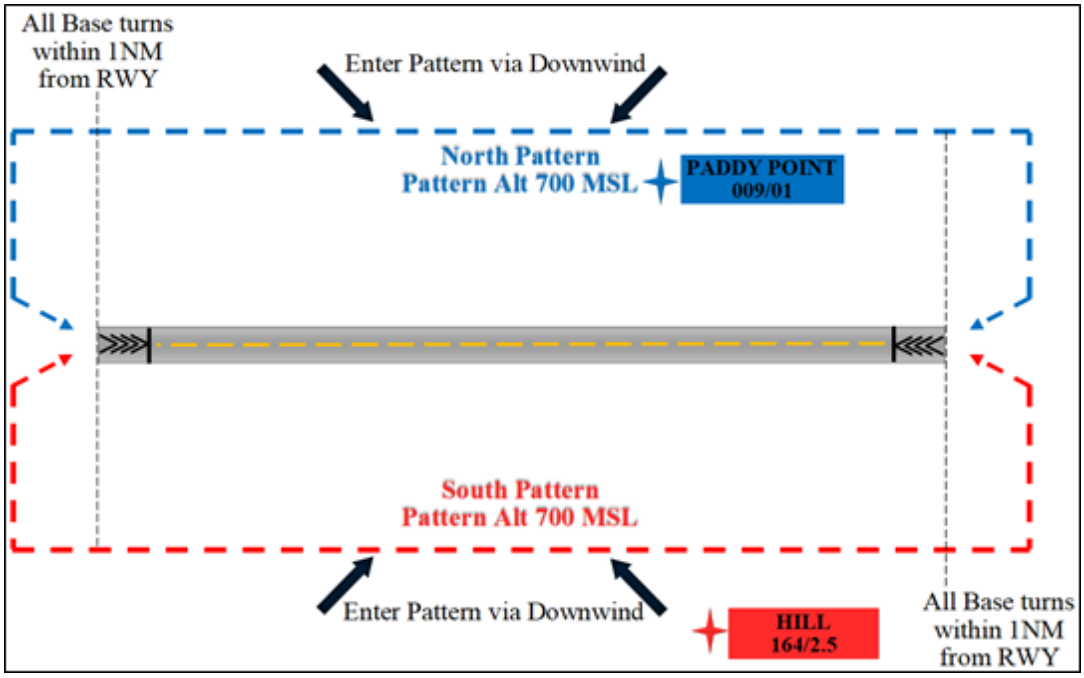


Figure A5.2. Helicopter Rectangular Patterns (Not To Scale).



Attachment 6

RADAR TRAFFIC PATTERNS

Figure A6.1. Radar Traffic Patterns (RWY 27L/R).

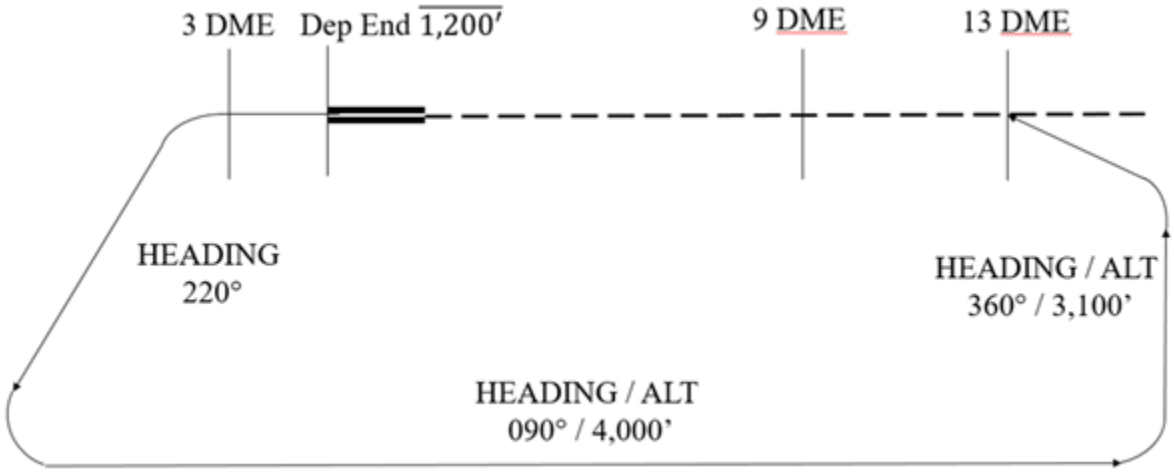
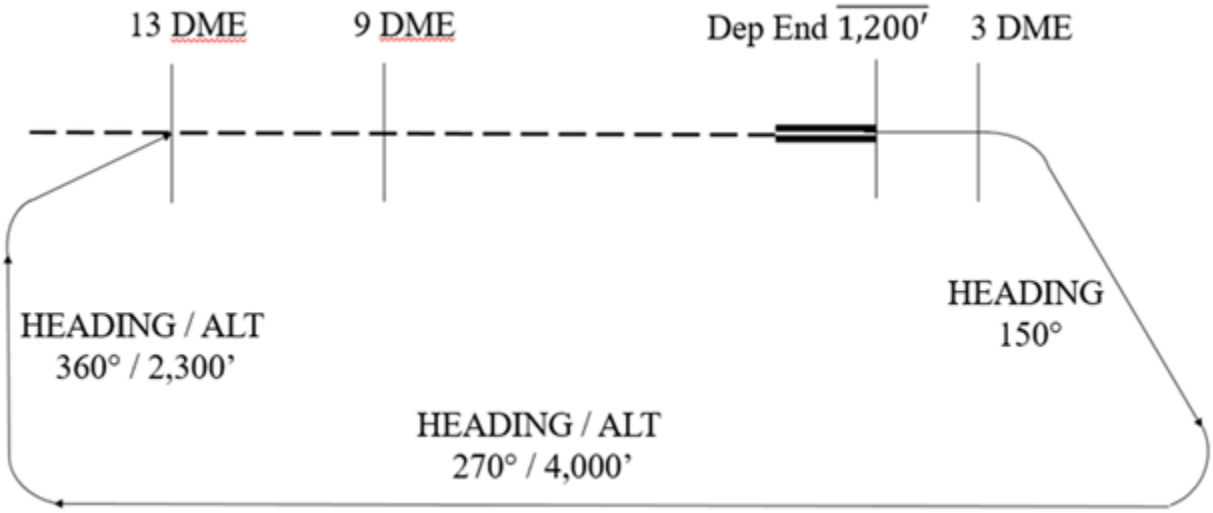


Figure A6.2. Radar Traffic Patterns (RWY 09L/R).



Attachment 7

51FW TAC WHEEL ARRIVAL/DEPARTURE PROCEDURES

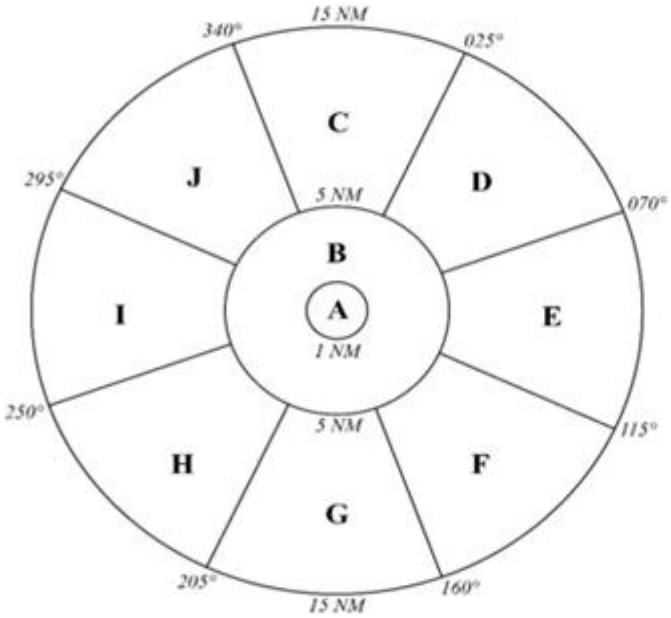
Figure A7.1. 51FW TAC Wheel Arrival/Departure Procedures.

1. The TAC Wheel will be utilized by ATC to secure means of assigning departure and/or arrival sectors to VFR traffic. It may also be utilized to report known threats, assign holding airspace and/or shutdown airspace sectors.

2. Airspace Dimensions/Naming Convention is for TRAINING USE ONLY!
a. 1 NM Ring "Alpha"
b. 5 NM Ring "Bravo"
c. 15 NM Ring – Subdivided into 8 individual sectors

3. Airspace Sector Function/Naming Convention is for TRAINING USE ONLY!
a. Report/Request "Alpha" for Overhead
b. Report/Request "Bravo" for 5 NM Final/Straight-in

Aircraft will enter or depart the terminal area through an assigned sector(s).
- Phraseology Examples:
- *"Request High TAC Departure* (TAC Sector) *Sector*, (Altitude), (Type of Formation)"
- *"Request VFR Departure* (TAC Sector) *Sector*, (Altitude), (Type of Formation)"
- *"Request High TRP* (TAC Sector) *Sector(s)*, (Altitude)"
- *"MUSTANG 1, FLIGHT OF 4 F-16s, 30 MILES SOUTHWEST OF OSAN, INFORMATION ALPHA, REQUEST HOTEL, ALPHA SECTORS, FOR INITIAL"*



Attachment 8

OSAN AB STANDARD TERMINOLOGY

Table A8.1. OSANAB Standard Terminology.

Clearance Delivery:
Aircraft (IFR Clearance): "*CLEARANCE DELIVERY*, (call sign), (number/type of aircraft), (type departure), (block altitude as required), *STANDARD/NON-STANDARD*"
Aircraft (VFR Clearance): N/A (No need to contact Clearance Delivery, contact ground first)
Note: Non-standard spacing for A-10s and F-16s is 2NM trail between individual aircraft. Aircraft will advise if different spacing is required.

Ground Control:
Aircraft (IFR Departure): "*GROUND*, (call sign), *TAXI* (number/type of aircraft), *INFORMATION* (ATIS code)"
Aircraft (VFR Departure): "*GROUND*, (call sign), *TAXI* (number/type of aircraft), *INFORMATION* (ATIS code*), VFR TO THE* (cardinal direction), *AT* (altitude requested), (type departure*), STANDARD/NON-STANDARD"*

Approaching Alpha TWY:
Aircraft: "(call sign), *ALPHA NORTH*"

Prior to entering TWY C to transit north between flows:
Aircraft: *"*(call sign), *FLOWS NORTH"*

Ready for take-off:
Aircraft: *"TOWER,* (call sign*), READY FOR DEPARTURE* (RWY)*"*

Departure:
Aircraft: *"OSAN DEPARTURE,* (call sign), *PASSING* (altitude), *FOR* (altitude)*"*

RTB, VFR, Initial Contact with Osan ATC:
Aircraft: *"OSAN APPROACH,* (call sign), (number/type of aircraft), (XX) *MILES TO THE* (direction from OSAN), (current altitude), *INFORMATION* (ATIS code*), REQUEST"*
Approach: *"*(call sign), *OSAN APPROACH, RADAR CONTACT, SAY REQUEST"*
Aircraft: *"OSAN APPROACH,* (call sign), (type approach/landing requested) (landing runway)*"*
Approach: *"*(call sign), *COPY* (type approach/landing requested), *PROCEED DIRECT HAWG/BRIDGE/VIPER/RACETRACK (*or) *FLY HEADING* (XXX) *FOR SEQUENCING, MAINTAIN* (altitude)*/VFR DESCENT APPROVED"*
Note: Contact Osan Approach no later than 20NM if above 6K MSL. Contact Osan Arrival if below 5K MSL. RAPCON will coordinate with Tower for the arrival sequence for all IFR/VFR arrivals.

RTB, IFR, After Handoff from Adjacent Facility:
Aircraft: *"OSAN APPROACH,* (call sign), (number/type of aircraft), *INFORMATION* (ATIS code*), REQUEST"*
Approach: *"*(call sign)*, OSAN APPROACH, RADAR CONTACT, SAY REQUEST"*
Aircraft: *"OSAN APPROACH,* (call sign), (type approach/landing requested) (landing runway)*"*
Approach: *"*(call sign), *COPY* (type approach/landing requested), *FLY HEADING* (XXX) *DECEND MAINTAIN* (altitude) */ PROCEED DIRECT HAWG/BRIDGE/VIPER/RACETRACK)"*

VFR Entry Point:
Aircraft: *"OSAN TOWER,* (call sign) *HAWG/BRIDGE/VIPER/RACETRACK FOR* (approach request)*"*

Initial/Radar-to-Initial/5 Miles:
Aircraft: *"*(call sign)*, INITIAL/5 MILES GEAR, STOP/LOW APPROACH"*

Break Zone Adjustment:
Tower: *"*(call sign), *BREAK APPROACH END/MIDFIELD/DEPATURE END/ONE MILE PAST DEPARTURE END"*

Gear Down (Perch):
Aircraft: *"*(call sign)*, BASE, GEAR, LOW APPROACH/STOP LEFT/RIGHT"*
Aircraft: *"*(call sign)*, BASE, GEAR, STOP, LEFT/RIGHT"*

Straight Through Initial:
Tower: *"*(call sign), *CARRY THROUGH INITIAL, REPORT ROAD/WAREHOUSE"*

Break Out from Perch:
Tower: *"*(call sign), *BREAK OUT, TRAFFIC IS* (traffic position/route/altitude)*"*
Aircraft: *"*(call sign)*, BREAKING OUT"*
Tower: *"*(call sign), *REPORT DIRECT INITIAL/ROAD/WAREHOUSE/FLY HEADING* (XXX) [if staying in overhead pattern] or *PROCEED DIRECT HAWG/RACETRACK,* (assigned altitude)*, CONTACT ARRIVAL ON CHANNEL FIFTEEN FOR RESEQUENCING"* [if being removed from pattern]
Aircraft: *"*(call sign)*, WILCO"*

VFR Re-entry Points:
Aircraft: *"*(call sign), *ON THE GO, REQUEST RE-ENTER, INITIAL/STRAIGNT-IN"*
Tower: *"*(call sign)*, REPORT ROAD/WAREHOUSE"*
Aircraft: *"*(call sign)*, WILCO"*

High TRP:
Aircraft: *"OSAN APPROACH,* (call sign), *REQUEST HIGH TRP AT* (altitude)*"*
Approach: *"*(call sign), *HIGH TRP AT* (altitude) *APPROVED, CONTACT TOWER CHANNEL THREE"*

Aircraft: *"OSAN TOWER,* (call sign), (XX) *DME TO THE* (direction from Osan), *AT* (altitude), *HIGH TRP"*
Tower: *"*(call sign)*, REPORT 30 SECONDS/OVERHEAD"*
Aircraft: *"*(call sign), *THIRTY SECONDS HIGH TRP AT* (altitude)*/OVERHEAD"*
Tower: *"*(call sign), *REPORT BASE/HOLD OVER THE FIELD AT* (altitude)*"*
SFO:
Aircraft: *"OSAN APPROACH,* (call sign), *REQUEST SFO AT* (altitude)*"*
Approach: *"*(call sign), *SFO AT* (altitude) *APPROVED, CONTACT TOWER CHANNEL THREE"*
Aircraft: *"Osan Tower,* (call sign), *SFO AT* (altitude)*"*
Tower: *"*(call sign)*, REPORT (10 SECONDS TO) HIGH KEY"*
Aircraft: *"*(call sign)*, (10 SECONDS TO) HIGH KEY"*
Tower: *"*(call sign)*, REPORT LOW KEY"*
Aircraft: *"*(call sign)*, LOW KEY, GEAR, LOW APPROACH"*
Tower: *"*(call sign), *CLEARED LOW APPROACH"*

Taxiing to the Flows:
Aircraft: *"OSAN GROUND,* (call sign), *TAXI FROM DE-ARM TO THE FLOWS"*

Taxiing from the Flows to Door Stop/Arming:
Aircraft: *"OSAN GROUND,* (call sign), *TAXI FLOWS TO DOOR STOP/ RWY* (XX), *INFORMATION* (ATIS code)*"*

Taxiing to Parking Approaching Alpha TWY:
Aircraft: *"*(call sign)*, ALPHA SOUTH"*

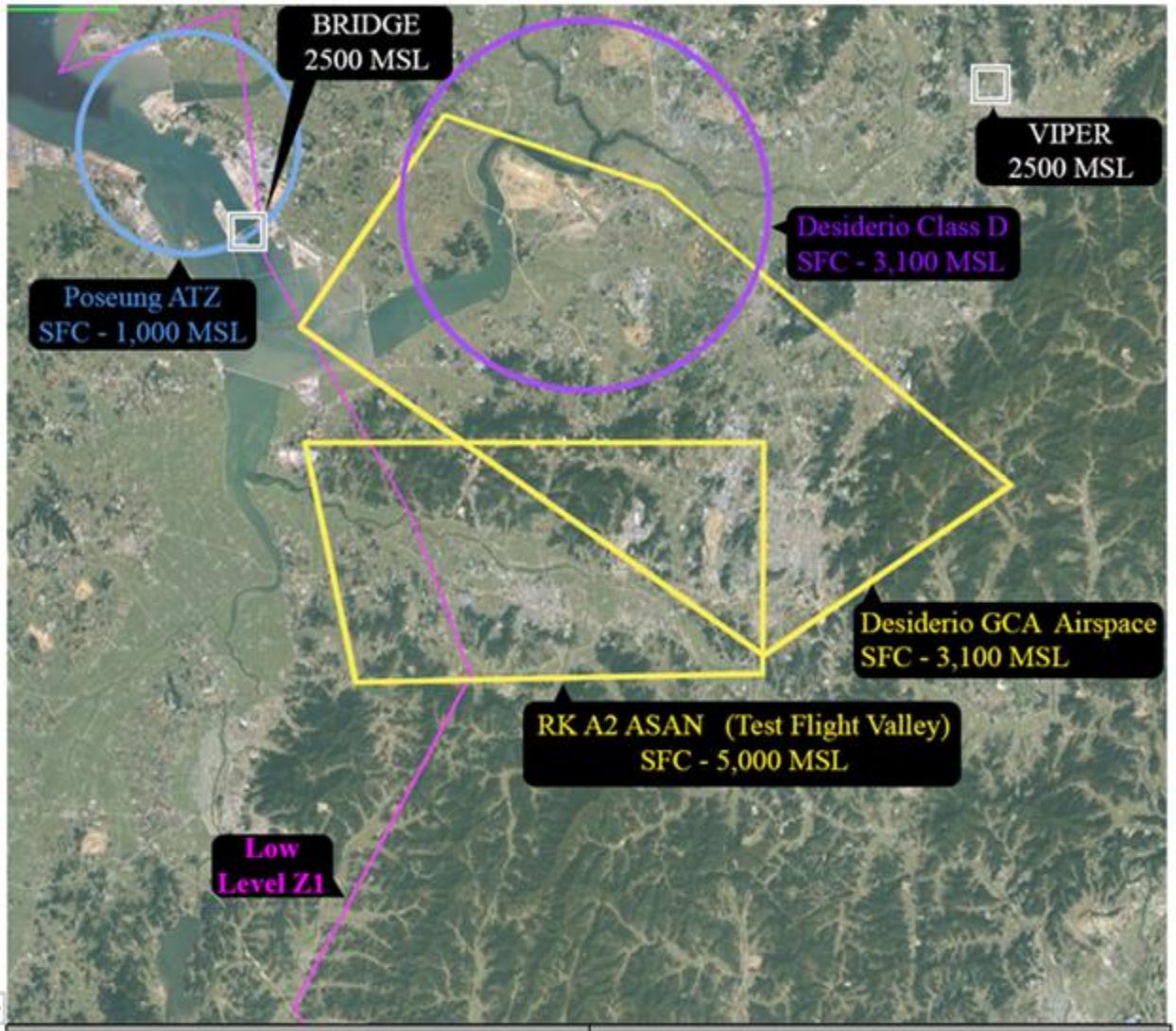
Prior to Entering TWY C to Transit Sough Between the Flows:
Aircraft: *"*(call sign)*, FLOWS SOUTH"*

Alternate Taxi Procedures:
Tower: *"*(call sign), *TAXI VIA* (Alternate Route)*"*

Attachment 9

AREAS OF POTENTIAL CONFLICT

Figure A9.1. Camp Humphreys (Desiderio) Airspace Potential Conflicts.



Desiderio GCA Pattern		RK A2 Asan (Test Flight Valley)	
37° 00.1532′ N, 126° 57.1097′ E	52S CF 17757 97116	36° 51.2996′ N, 126° 52.3828′ E	52S CF 10381 80898
36° 54.4247′ N, 126° 52.2070′ E	52S CF 10248 86682	36° 51.2830′ N, 127° 07.9996′ E	52S CF 33587 80382
36° 45.5214′ N, 127° 07.9861′ E	52S CF 33358 69728	36° 45.0164′ N, 127° 07.9494′ E	52S CF 33286 68796
36° 50.1401′ N, 127° 16.3907′ E	52S CF 46017 78034	36° 44.7832′ N, 126° 54.1166′ E	52S CF 12693 68791
36° 58.1786′ N, 127° 04.4843′ E	52S CF 28620 93236		