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TWENTIETH AIR FORCE**

**TWENTIETH AIR FORCE INSTRUCTION
24-301**



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**TRANSPORTATION CONTROL CENTER
(TCC) OPERATIONS AND VEHICLE
OPERATIONS WITHIN AND OUTSIDE THE
MISSILE FIELD COMPLEX**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(341MW)

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This instruction establishes Transportation Control Center (TCC) guidance; Government owned, leased and rented vehicle operations within and outside the missile field complex for Twentieth Air Force Intercontinental Ballistic Missile (ICBM) units. It outlines 20 AF and unit responsibilities. Units may supplement this instruction as needed. Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule*. Comply with AFI 33-332, *Air Force Privacy Act Program*, for documents containing Privacy Act information. Comply with DoD Regulation 5400.7/Air Force Supplement/AFSPCSUP1, DoD *Freedom of Information Act Program*, Chapter 4, for documents containing For Official Use Only information.

(341MW) This publication supplements 20AFI24-301, *Transportation Control Center (TCC) Operations and Vehicle Operations Within and Outside the Missile Field Complex*, 1 September 2009, and establishes Transportation Control Center (TCC) guidance; Government

owned, leased and rented vehicle operations within and outside the missile field complex for 341st Missile Wing Intercontinental Ballistic Missile (ICBM) units. It outlines 341 MW and unit responsibilities. It applies to all personnel, military, civilian, or contractors, assigned to or contracted with Malmstrom AFB. It does not apply to the US Air Force Reserve or Air National Guard who are not permanent party to Malmstrom AFB. Waivers to this supplement are not authorized. Supplementing this supplement is not authorized. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, **Recommendation for Change of Publication**; route AF Form 847 through the wing publishing office. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, **Management of Records**, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

1. Terms Explained.

- 1.1. Qualification. The process of qualifying controller tasks will be annotated in the controller's training records.
- 1.2. Missile complex. Area encompassing all missile squadrons at a unit.
- 1.3. Military vehicle. Includes owned, leased and rented vehicles assigned to or used by the unit.
- 1.4. Government vehicle operator. Anyone driving a government owned, leased or rented vehicle.

2. TCC Activities. TCC serves as the unit commander's single agency for tracking military vehicle movement in the missile complex. The TCC works closely with group/squadron commanders, Missile Security Control (MSC) and Missile Maintenance Operations Center (MMOC) to ensure all dispatching teams comply with established dispatch/travel policies during all road conditions, in order to maximize safety/security.

2.1. The TCC will:

- 2.1.1. Operate 24 hours a day, 7 days a week.
- 2.1.2. Monitor and track all military vehicle movements within the missile complex.
 - 2.1.2.1. **(Added-341MW)** MMOC will monitor and track all MXG vehicle movements.
 - 2.1.2.1.1. **(Added-341MW)** Munitions Control will track all military vehicle movements for 341 MUNS.
 - 2.1.2.2. **(Added-341MW)** MSC will monitor and track all SFG military vehicle movements.
 - 2.1.2.3. **(Added-341MW)** TCC will monitor and track all OG, MSG, and miscellaneous trips that do not fall under either MXG or SFG.
- 2.1.3. Monitor vehicle incidents impacting unit personnel or the unit's ability to conduct operations.

- 2.1.3.1. **(Added-341MW)** TCC will monitor MSG, OG, and miscellaneous trips that do not fall under MXG or SFG and coordinate any vehicle incidents impacting unit personnel or the unit's ability to conduct operations through Command Post. MMOC and MSC will do the same for MXG and SFG trips.
 - 2.1.3.1.1. **(Added-341MW)** Command Post will make the appropriate notifications and notify TCC if the Wg/CC recommends a downgraded travel condition due to the vehicle incident.
- 2.1.4. Track and record missile complex road conditions.
- 2.1.5. Set Travel Conditions (TC) IAW Attachment 1 based on the weather and vehicle crew reports.
 - 2.1.5.1. **(Added-341MW)** Assess the impact of weather on missile complex travel conditions.
- 2.1.6. Coordinate changes to TC with the wing commander (TC RED) or SFG, OG, MXG and MSG commanders (TC YELLOW).
 - 2.1.6.1. Upgrading TC (YELLOW to GREEN, RED to YELLOW or GREEN) requires verification and approval.
 - 2.1.6.1.1. TCC will consult the group commander of the agency requesting upgrade of TC from YELLOW to GREEN but all group commanders will be notified of change, if approved.
 - 2.1.6.1.2. TCC will consult the wing commander to upgrade TC from RED to YELLOW or GREEN. This may be delegated to no lower than group commander.
 - 2.1.6.1.2.1. **(Added-341MW)** Authorization to upgrade TC from RED to YELLOW or GREEN has been delegated to no lower than the group commander.

3. Vehicle Operator Responsibilities Within the Missile Field Complex.

- 3.1. In vehicles with limited visibility (e.g., tractor trailer type vehicles, HUMVEEs, M-vans, S-vans, etc.), operators will use spotters when backing or negotiating tight turns. When a non limited visibility vehicle has a lone operator and no spotter is available, the vehicle operator will perform a vehicle walk around to identify hazards prior to backing.
- 3.2. All Payload Transporter, Transporter Erector, Missile Transporter or Periodic Maintenance Team vans will be parked in approved parking areas or on pads. Pads/approved parking areas will allow a separation of 10 feet from edge to edge between any portion of the parked vehicles, except during booster roll transfer procedures. Secured (i.e. fenced-in) parking is the primary option and should only be deviated from in limited instances.
- 3.3. All 2M0XX tractor/trailer operators will use approved Twentieth Air Force checklists to prepare and operate a tractor trailer.
- 3.4. All trips traveling to/from/within the missile complex must contact TCC prior to their departure and upon arrival at their destination. Conduct trips in support of Treaty Compliance Inspections IAW appropriate Treaty Annexes.

3.4. (341MW) For the 341 MW, as identified in paragraphs 2.1.2.3.

3.4.1. (Added-341MW) All MXG trips must contact MMOC prior to their departure and upon arrival at their destination.

3.4.1.1. (Added-341MW) Munitions Control will contact MMOC prior to the departure and upon the arrival of all MUNS movements.

3.4.2. (Added-341MW) All SFG trips must contact MSC or flight area FSC prior to their departure and upon arrival at their destination

3.5. Pass trip information to TCC via landline, cell phone, radio, fax or e-mail prior to departure from the support base, MAF or LF.

3.5. (341MW) For the 341 MW, use the control center identified in paragraphs 3.4. - 3.4.2.

3.5.1. At a minimum, trips will provide TCC with trip number/call sign, registration number, number of personnel, destination, travel route, estimated arrival time, and any authorized stops.

3.5.1.1. (Added-341MW) Trip cards. A 341 MW Form 133, **Transportation Control Center Trip Card**, with a valid trip number is required to be supplied to appropriate work center as identified in paragraph 2.1.2 for off-base trips. Keys and Codes Control Center (KCCC) will require a trip number for any dispatch to a missile alert facility or launch facility. 341 MW 133 is available on the Air Force e-publishing pubs and forms website. Other paper or electronic documents/rosters may be used in place of the 341 MW 133, but only with prior approval from TCC (MMOC for MXG teams and MSC for SFG teams).

3.5.1.2. (Added-341MW) Trip Numbers. The following trip numbers are assigned to 341 MW units. These numbers are permanently assigned and will be preceded by the day of the month when used (e.g. 24-301):

<u>Organization</u>	<u>Trip Number</u>
341 OG: -----	001 – 050
40 HS: -----	075 – 099
341 MSG: -----	051 – 074; and 100 – 199
341 LRS: -----	200 – 210; and 291 – 299
341 CS: -----	211 – 230
341 FSS: -----	231 – 235
341 CES: -----	236 – 275; and 800 – 830
341 SFG: -----	300 – 399; 500 – 575; and 850 – 900
341 MMXS: -----	400 – 499
341 MOS: -----	576 – 650
MXG (Staff/QA): -	651 – 670
Rivet MILE (RMT):	671 – 770
Boeing (BOE): ---	771 – 799

3.6. Primary and secondary routes are the authorized routes of travel for government motor vehicles.

3.6.1. All trips will use only approved routes of travel to their destination unless the appropriate authority validates a deviation. Obtain authorization prior to trip departure,

when possible. Any additional deviations require approval from the appropriate authority.

3.6.2. Security Force response teams responding to a real world Covered Wagon, Helping Hand, In-Field Response, Back-up Force or emergency situation involving possible loss of life or limb may use other routes of travel. In these cases, security force response teams are authorized to use any maintained township, county, state or federal roadway. Security Forces units will conduct familiarization training for these seldom-used routes upon squadron commander approval.

3.6.3. Missile field maintenance personnel will inform TCC when vehicles must travel on other than primary and/or secondary routes to accomplish repairs and inspections on their equipment.

3.6.3.1. (Added-341MW) MMOC will perform this function if the team or personnel are unable to contact TCC.

3.7. Each wing will develop and maintain a missile complex folder for each missile complex vehicle.

3.7.1. The folder will identify directions to each LF and MAF from home base. The directions will clearly indicate primary routes (route certified and paid for by Defense Access Roads funds...vehicles over 20,000 pounds GVWR) and secondary/alternate routes (all other routes approved for use within the missile complexes), as well as road surfaces (paved, gravel, unpaved).

3.7.2. Roads other than primary and secondary routes, which may be used by SF response teams, will have road hazards (blind corners, sharp bends, railroad crossings, etc.) clearly indicated.

3.8. Private motor vehicle (PMV) travel is limited to approved tours and for extreme emergencies with approval. Individuals will not conduct PMV travel to the missile complex for mission-related reasons without appropriate group commander approval. Follow all pre-dispatch requirements when PMV travel in the missile complex is necessary to fulfill mission needs.

3.9. Short, periodic non-duty related rest stops are authorized as determined locally, when not prohibited by instructions or threat conditions. Notify TCC prior to stopping and upon travel continuation, for stops exceeding 10 minutes.

4. Travel Conditions (TC).

4.1. Road probes are used when road conditions for safe travel are questionable. After verifying current road conditions through TCC, weather services and individual state road condition reports, it may be necessary to probe a road to determine if it meets the parameters for safe travel. Road probes will be conducted by highly experienced, supervisory personnel and only after proper risk assessment has been accomplished and is authorized.

4.2. Consult and adhere to the TC in Attachment 1. The chart defines TC and the criteria used to classify travel conditions as GREEN, YELLOW, or RED. (Vehicle operators should only report observed conditions, not designate a specific TC.)

4.3. IAW appropriate security guidance, security forces must provide immediate response to all alarm situations. Security forces must exhaust all attempts to respond prior to declaring all or parts of a site(s) as not accessible.

4.3.1. TCC permission is not required for security forces response to alarm situations regardless of road/weather conditions. However, the Flight Security Controller (FSC) or Missile Security Control (MSC) will contact TCC as soon as possible to obtain road condition information and departure information.

4.3.2. Each unit will ensure a process is in place so that SF flight leadership and TCC are notified of responses to alarm conditions. All other movements will be IAW this instruction.

4.4. For visiting teams, the team chief/senior individual is dispatch authority for team members for missile complex travel in TC GREEN/YELLOW. For TC RED, dispatch authority, is provided in conjunction with the wing commander.

4.4. (341MW) For 341 MW, authorization to travel in TC Red for visiting teams can be delegated to a designated representative by the Wg/CC (e.g. hosting Gp/CC).

5. Vehicle Operator's Responsibilities Outside the Missile Field Complex.

5.1. Government vehicle operators, to include but not limited to, government owned, rented and leased vehicles will practice Operational Risk Management (ORM) IAW 20 AFI 91-1, Para 3.

5.1.1. If government vehicle operators are outside of 150 miles of their 20 AF home station, it is the supervisor's responsibility to counsel the operator on the below items before operating the vehicle. Keep in mind this is not a comprehensive list and supervisors can add applicable information.

5.1.1.1. Is the operator familiar with the roads he or she will be traveling?

5.1.1.2. Is the operator familiar with the weather in the area he or she will be traveling?

5.1.1.3. Is the operator familiar with the vehicle he or she will be operating?

5.1.1.4. Brief the operator on safe vehicle driving habits.

6. Twentieth Air Force Responsibilities.

6.1. Develop TCC inspection checklists.

6.2. Maintain this instruction.

7. Unit Responsibilities.

7.1. Wing commander or designated representative will:

7.1.1. Provide, maintain and equip a TCC facility.

7.1.2. Assign a TCC OIC and/or NCOIC.

7.1.3. Authorize travel in TC RED.

7.1.3.1. (Added-341MW) Authorization to travel in TC RED has been delegated to no lower than the group commander.

7.1.4. Implement, as required, ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.1.4.1. **(Added-341MW)** For 341 MW, each government vehicle operator will complete the “Wing-standard Risk Assessment” as part of their pre-trip planning and ORM trip approval process. This form can be attained digitally from TCC or WG/SEG.

7.1.5. **(Added-341MW)** Authorize upgrade from TC RED.

7.1.5.1. **(Added-341MW)** Authorization to upgrade from TC RED has been delegated to no lower than the group commander.

7.2. Group commanders, or designated representative (no lower than squadron commander), will:

7.2.1. Authorize travel in TC YELLOW.

7.2.1.1. **(Added-341MW)** Authorization to travel in YELLOW has been delegated to no lower than the squadron commander.

7.2.1.2. **(Added-341MW)** For all security forces dispatches during inclement weather, to include alarm situations.

7.2.1.2.1. **(Added-341MW)** Squadron commander or higher must approve travel on roads classified as TC YELLOW.

7.2.1.2.2. **(Added-341MW)** Group commander or higher must approve travel on roads classified as TC RED.

7.2.2. Implement, as required, wing-approved ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.2.2. **(341MW)** For 341 MW, implement IAW paragraph 7.1.4.1.

7.2.3. **(Added-341MW)** Authorize upgrade from TC YELLOW.

7.2.3.1. **(Added-341MW)** Authorization to upgrade from TC YELLOW has been delegated to no lower than the squadron commander.

7.3. TCC OIC and/or NCOIC will:

7.3.1. Ensure TCC controller training program is implemented.

7.3.1.1. Appoint a TCC instructor

7.3.1.2. Certify tasks in controllers’ training records.

7.3.1.3. Establish qualification requirements for personnel assigned to TCC

7.3.2. Ensure TCC has direct communication links with Missile Security Control (MSC), Missile Maintenance Operations Center (MMOC) and Wing Command Post.

7.3.3. Develop and maintain local OIs, emergency action checklists or quick reaction checklists as required.

7.3.4. Develop procedures to support battle staff operations.

7.3.5. Establish procedures to track all military vehicles operating in the missile complex.

7.3.6. Ensure all TCC personnel have a valid security clearance.

7.3.7. Implement procedures to ensure immediate relay of emergency information to lateral, subordinate and, if necessary, civilian agencies.

7.3.8. Establish vehicle tracking priorities. Protection Level 1 movements will receive priority over all other vehicle movements.

7.4. TCC Controller(s) will:

7.4.1. Track all military vehicles operating in the missile complex and follow established tracking priorities.

7.4.1. **(341MW)** For 341 MW, designated tracking responsibilities will be performed IAW paragraphs 2.1.2.1.-2.1.2.3.

7.4.2. Track team departure and arrival times.

7.4.2. **(341MW)** For 341 MW, team departure and arrival times will be tracked IAW paragraphs 2.1.2.1.-2.1.2.3.

7.4.3. Continuously track all Protection Level 1 movements in conjunction with MSC.

7.4.3.1. **(Added-341MW)** If collocated with MSC:

7.4.3.1.1. **(Added-341MW)** Be prepared to track the Protection Level 1 movement should MSC call requiring assistance.

7.4.3.1.2. **(Added-341MW)** Maintain the physical copy of each Protection Level 1 movement tracking sheet until each mission has final termination. Upon notification of final termination, shred the tracking document and annotate in events log.

7.4.3.2. **(Added-341MW)** Increase satellite surveillance of Protection Level 1 movements to 2 minutes at Force Protection Condition "Charlie."

7.4.4. Not delay Security Forces personnel responding to alarm situations regardless of road/weather conditions per paragraph 4.3.1.

7.4.5. Obtain periodic road and weather conditions from missile alert facilities and trips travelling within the missile complex, and provide this information to teams departing or travelling within the missile complex as well as unit/wing leadership.

7.4.5.1. **(Added-341MW)** TCC, with input from 341 CES/CEM, will maintain a list of roads that have scheduled/existing construction or integrity issues.

7.4.5.2. **(Added-341MW)** 341 CES/CEM will update the list every Thursday by 1600hrs with any changes. The CEM will notify TCC, via an email to the TCC Inbox and TCC NCOIC, any time updates are made.

7.4.5.3. **(Added-341MW)** TCC will check the list at every shift change and whenever an email is received from 341 CES/CEM to coordinate any/all necessary TC changes.

7.4.6. Promptly notify Wing Safety office of military vehicle related mishaps and accident scene location information.

7.4.6.1. **(Added-341MW)** TCC will promptly connect or refer all mishap related calls to Wing command post and request wing command post perform the following:

7.4.6.1.1. **(Added-341MW)** Notify the wing commander and obtain wing commander direction on whether or not travel should be restricted on that section of road until an investigation has been completed by safety personnel.

7.4.6.1.2. **(Added-341MW)** Notify Wg/SE of all mishaps.

7.4.6.1.3. **(Added-341MW)** Notify Wg/SE and TCC on whether or not the wing commander is restricting travel and requesting Wg/SE office assess the roads.

7.5. TCC Instructor(s) will:

7.5.1. Implement a TCC controller training program.

7.5.2. Conduct and document initial controller training.

7.5.3. Conduct and document recurring and remedial controller training, as necessary.

7.5.4. Develop and maintain lesson plans for all TCC tasks.

7.5.5. Review lesson plans annually and document review.

GARY W. POND, Colonel, USAF
Vice Commander

(341MW)

ROBERT W. STANLEY II, Colonel, USAF
Commander

Attachment 1 (Added-341MW)**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References******Prescribed Forms*****341 MW Form 133, Transportation Control Center Trip Card*****Adopted Forms*****SF 91, Operators Report of Motor Vehicle Accident****DD Form 518, Accident Identification Card****AF IMT 797, Job Qualification Standard Continuation/Command JQS**

Attachment 2 (Added-341MW)**EMERGENCY PROCEDURES (ACCIDENT/INCIDENT)**

A2.1. (Added-341MW) Emergency Procedures. Emergency situations may develop which require immediate assistance. The vehicle operator, team chief, or ranking passenger in the vehicle will comply with the procedures listed below:

A2.1.1. **(Added-341MW)** Operators/passengers will:

A2.1.1.1. **(Added-341MW)** Stop as soon as damage is noticed.

A2.1.1.2. **(Added-341MW)** Render assistance.

A2.1.1.3. **(Added-341MW)** Request medical assistance if necessary by calling 911.

A2.1.1.4. **(Added-341MW)** Notifications. Contact the wing command post at x731-3801/3802. If unable to reach command post, contact TCC by radio if no phone is available. Command Post will make the following notifications:

A2.1.1.4.1. **(Added-341MW)** Command post, notify the commander of the driver and passenger.

A2.1.1.4.2. **(Added-341MW)** Command post, ensure safety standby is notified (Safety Cell 406-788-8611).

A2.1.1.4.3. **(Added-341MW)** If on base, notify Security Forces immediately prior to moving the vehicle. If off base, notify nearest Flight Security Controller (FSC) where the accident occurred. If operator is outside POD or is unsure of which FSC to contact, notify affected UCC(s), MSC at x731-6850, Command Post at x731-3801, or TCC at x731-2555/2598/2402 or 2434.

A2.1.1.5. **(Added-341MW)** Do not move the vehicle until authorized to do so by the investigating squadron commander or the 341 MW/CC (if the accident is to be investigated by safety office) unless the vehicle creates a hazard.

A2.1.1.6. **(Added-341MW)** All vehicle operators involved in an accident where property or vehicle damage is over \$400 and is not investigated by an accident mishap team or the Montana Highway Patrol will report to the Law Enforcement (LE) Desk, upon return to Malmstrom AFB. All operators will be required to complete MHP Form PSR-2 and return the completed form to the LE Desk within 9 days.

A2.1.1.7. **(Added-341MW)** Notify squadron or unit VCO or VCNCO.

A2.1.1.8. **(Added-341MW)** Complete SF 91, **Operators Report of Motor Vehicle Accident**. The operator, for all government vehicle accidents or incidents regardless of severity, will complete the SF 91 at the scene. The VCO or VCNCO will complete the report if the operator and all passengers are unable to complete the report due to injuries. The SF 91 will be delivered to the unit VCO or VCNCO as soon as possible but no more than 24 hours after the accident or incident.

A2.1.1.9. **(Added-341MW)** If a POV is involved, complete DD Form 518, *Accident Identification Card*. Record the following information on the DD 518:

A2.1.1.9.1. **(Added-341MW)** Date of accident: The day the accident occurred.

A2.1.1.9.2. **(Added-341MW)** Make and type of vehicle: Example: Ford pickup, 6-passenger.

A2.1.1.9.3. **(Added-341MW)** Registration Number: Example: 96B1234.

A2.1.1.9.4. **(Added-341MW)** Driver: Legibly print full name.

A2.1.1.9.5. **(Added-341MW)** Social Security Number and Grade: Example: 123-45-6789/E-4.

A2.1.1.9.6. **(Added-341MW)** Organization: Enter the organization to which the operator is administratively assigned.

A2.1.1.10. **(Added-341MW)** Make no statements (oral or written) to claimants or their agents regarding liability, cause of the accident or any matter pertaining to claims against the government if a POV is involved. Do not fill out any insurance company accident forms. All claims will be referred to the Base Legal Office for action.

A2.1.2. **(Added-341MW)** VCO/VCNCO of the using organization will:

A2.1.2.1. **(Added-341MW)** Process the vehicle into 341 LRS/LGRV immediately after release by Security Forces. 341 LRS/LGRDDO will recover all non-operable vehicles utilizing a wrecker. Mobile Maintenance will need to assess the vehicle prior to calling for a wrecker. If a wrecker is required, Mobile Maintenance will request one.

A2.1.2.2. **(Added-341MW)** Report UDI or loaned vehicle damage to 341 LRS/LGRDDO immediately.

A2.1.2.3. **(Added-341MW)** Ensure a mishap data worksheet is filled out and sent to 341 MW/SE, regardless of injury or extent of damage. The operator's supervisor is responsible for ensuring this report is completed.

A2.1.2.4. **(Added-341MW)** Provide the following information to 341 LRS/LGRVMA within 3 workdays.

A2.1.2.4.1. **(Added-341MW)** A completed SF 91.

A2.1.2.4.2. **(Added-341MW)** It is the squadron commander's decision to suspend an operator's government driving privileges. If suspended, surrender license to 341 LRS/LGRDDO.

A2.1.2.5. **(Added-341MW)** Maintain a damage case file containing at least, but not limited to, a copy of SF 91, copy of investigation, damage notification memorandum and statement of case disposition signed by the commander, or designated representative. This file will be maintained for 2 years IAW AFMAN 37-139, *File Maintenance and Disposition Plan*. These files will be inspected as part of the annual VCO program assessment.

A2.1.2.6. **(Added-341MW)** Unit VCO can contact 341 LRS/LGRVMA at x3076 for temporary replacement vehicle if the accident places them below Minimum Essential Levels (MEL).

Attachment 3 (Added-341MW)

SAMPLE OPERATIONAL RISK MANAGEMENT (ORM) MATRIX.

Figure 3.1. (Added) ORM Matrix

OPERATIONAL RISK MANAGEMENT
341 MISSILE WING DRIVING ASSESSMENT SHEET

Effective Date: 20 Sep 12

Operator Age

18-22 (0)
23-27 (4)
28-32 (3)
33-37 (2)
Over 37 (1)

Sites To Visit

3 or more Sites (2)
2 Sites (1)
1 Site (0)

Passengers

None (3)
1-2 (2)
> 3 (1)

Visibility

Fog (8)
Heavy Rain (4)
Clear (0)

Experience Driving on Gravel

< 1 Year (0)
1-2 Years (1)
> 2 Years (0)

Time of Day

Dusk to Dawn (2)
Daylight (0)

Rest/Step Prior To Duty

4-8 Hours (3)
> 8 hours (0)

Primary Driving Experiences

Cars (0)
SUVs (-1)
Pickup (-1)
Straight Trucks (-2)
Semi (-3)

Air Temp

-20 to -30 (8)
-19 to 0 (8)
1 to 35 (4)
36 to 45 (2)
46 to 95 (0)
96 to 120 (2)

Wind Speed/Gusting

> 81 KPH / 97 MPH (8)
71-80 KPH / 86-98 MPH (8)
61-70 KPH / 72-84 MPH (4)
49-60 KPH / 55-72 MPH (3)
25-45 KPH / 30-45 MPH (2)
< 25 KPH / 30 MPH (1)

Vehicle Type

SUV/Pickup (2 X2) (5)
Minivan (4)
Sedan (1)
SUV/Pickup (4 X4) (1)
HMMV/Van/Comper (3)
PT / TE (5)

Radio / Cell / GPS

Radio (-1)
Cell (-1)
GPS (-2)

Skid Monster Training

Not Accomplished (2) --
> 12 Months (0)
< 12 Months (-1)
-- If "Not Accomplished," GROUP CC approval required

Road Course Training

Not Accomplished (2) --
> 12 Months (0)
< 12 Months (-1)
-- If "Not Accomplished," GROUP CC approval required

Road Condition

Ice / Driving Snow (8)
Snow / Patch/Ice (6)
Slush / Mud (4)
Rain / Wet (3)
Dry (0)

Travel Distance

> 90 Miles (4)
61-90 Miles (3)
36-60 Miles (2)
0-35 Miles (1)

Radio / Cell / GPS

Radio (-1)
Cell (-1)
GPS (-2)

Skid Monster Training

Not Accomplished (2) --
> 12 Months (0)
< 12 Months (-1)
-- If "Not Accomplished," GROUP CC approval required

Road Course Training

Not Accomplished (2) --
> 12 Months (0)
< 12 Months (-1)
-- If "Not Accomplished," GROUP CC approval required

Road Condition

Ice / Driving Snow (8)
Snow / Patch/Ice (6)
Slush / Mud (4)
Rain / Wet (3)
Dry (0)

Factors of Concern: (example: sick, personal problems, attitude)

Do not drive if you have had less than 6 months missile field driving experience (Y/N)?

Do not drive if you have had less than 4 hours of sleep

Driving Conditions?

Green

Driving History (Please Indicate, Last 2 Year)

Spitting (2)
Failure To Stop (2)
Failure To Yield (2)
SeatBelt (2)

Any Accidents or Mishaps:

Time Since Last

0-3 Months (12)
3-6 Months (10)
6-12 Months (7)
1-2 Years (3)
None / > 2 Years (0)

Geographic Driving Experience

More Than One Accident/Ticket/Shop (2 X)

Southern (1)
Northern (0)

RESET FORM

Basic Subtotal

3

Subtotal

0

Calculated Total Risk Factor

3

If total shows a 3, this answer drive experience question.

Name: _____ Rank: _____ Date: _____

Time Completed _____

(Supervisor's Signature)

Approved _____

Disapproved _____

(Member's Signature)

*TOCT - 30 APR -- All personnel must dispatch to the field with cold weather gear.
*TOCT - 30 APR -- All vehicles traveling within the missile complex will have survival kits and tire chains
* If individual prepared to RCN (Remain Over Night) if required?

Primary Driving Experience - Type of vehicle the member feels proficient and comfortable driving.
Rider/Collaps - Must be a reasonably system.
Spinning - Must be a reasonably system.
Spinning - Must be a reasonably system.
Geographic Driving Experience - Northern refers to above the 38 Parallel; Southern refers to below the 38 Parallel.

Effective Date: 20 Sep 12

Attachment 1

TRAVEL CONDITIONS

Table A1.1. Travel Conditions.

Condition	GREEN	YELLOW ²	RED
Winds	<35 Knots ¹	35-45 Knots Sustained ¹	>45 Knots Sustained ¹
Visibility	>0.5 Mile	0.1 to 0.5 Mile	<0.1 Mile
Snow	None	0.5" To 6"	>6"
Drifting Snow/Packed Snow/Ice	None	Patchy	Mostly Covered
Standing Water/Rain	Dry	<0.5"	>0.5"
Hail/Freezing Rain/Sleet	None	Scattered/Early Accumulation	Road Glazed/Covered
Mud	None	Passable	Impassable or Significant Loss of Traction
<p>¹Special Purpose Vehicles will use wind limits in Technical Orders. Wind speed detection equipment at MAFs may be used to determine wind speeds in Flight.</p> <p>²Wing commander permission is required for any lone member dispatching during TC YELLOW. SFG, OG, MXG and MSG leadership and representatives designated (in writing), may travel alone provided permission is obtained from owning group commander during TC YELLOW. These individuals MUST travel in a 4-wheel drive radio-equipped vehicle.</p>			