BY ORDER OF THE COMMANDER AIR FORCE GLOBAL STRIKE COMMAND

AIR FORCE GLOBAL STRIKE COMMAND INSTRUCTION 91-210

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Safety

VEHICLE SAFETY FOR MISSILE FIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(CMSgt Tracy V. Francis-Oliver)

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This instruction implements Air Force Policy Directive 91-2, *Safety Programs*. It provides policies and procedures for vehicle safety, general information regarding vehicle operator responsibilities, driver-training requirements, speed limits and other safety requirements in Air Force Global Strike Command missile field operations not covered by other directives. It applies to individuals at all levels in Air Force Global Strike Command missile complex, except where noted otherwise, to include Associated Air Force Reserve and Air National Guard (ANG) members when supporting or conducting vehicular operations at missile alert and launch facilities. Units may supplement this instruction to allow for local requirements. Process unit level supplements to the office of primary responsibility (OPR) for coordination and approval. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) 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). The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Comply with AFI 33-332, *The Air Force Privacy and Civil Liberties Program*, for documents containing privacy act information. Comply with DoD 5400.7-R_AFMAN 33-302, *Freedom of Information Act Program*, for documents containing For Official Use Only information. Refer recommended changes and questions about this publication to the OPR using the AF Form 847, *Recommendation for*

Change of Publication; route AF 847s from the field through the appropriate functional's chain of command.

1. Vehicle Operator/Occupant Responsibilities.

1.1. Vehicle Crew Concept (VCC). The vehicle operator is responsible for safe vehicle operation and occupant safety. Each passenger shares responsibility, and are accountable for safely completing the mission. Additionally, crews will adhere to career field and mission specific responsibilities. The VCC applies to all Government Motor Vehicles (GMV) driven in the missile field complex for missile field operations. Each occupant will participate in mission planning, to include route selection and risk management and ensure all personnel and equipment are secure.

1.2. Ensure all safety equipment (e.g., first-aid kit, route folder, spare tire, jack, highway warning kit, and fire extinguisher) is in the vehicle prior to departure IAW 49 CFR Part 571, *Federal Motor Vehicle Safety Standard,* Training Circular 21-305-20, AFMAN 24-306_IP, *Manual for the Wheeled Vehicle Operator,* or AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, requirements. First aid kits are maintained IAW AFI 24-301_AFGSCSUP, *Vehicle Operations*, (First aid kits are also maintained IAW Technical Order (T.O.) 00-35A-39, *Instructions for Procurement, Issue, Use and Maintenance of Medical Kits*). Additionally, during locally determined periods, all occupants will carry personal cold weather gear as directed by unit commanders and the vehicle will be equipped with a winter survival kit. See **Attachment 2** for suggested vehicle survival kit items. **(T-3).**

1.3. Secure all items (survival kit, weapons, ammo, vehicle accessory kit, tools, personal bags/A-3 bags, Individual Protective Equipment not worn, etc.) during travel.

1.4. Use vehicle headlights at all times. Daytime running lights will suffice during daylight hours. This aids visibility for the vehicle operator as well as other vehicle operators to see your vehicle. **Exception:** Emergency/tactical responses by security forces are exempt (night vision devices will be used as appropriate). **(T-2).**

1.5. The Risk Management (RM) process will include driver selection and factors outlined in paragraph **3.**

1.6. The senior ranking passenger with the most active missile field driving experience will be in the front seat. **Note:** For the purpose of conducting driver and safety observer evaluations, the senior ranking individual with the most active missile field driving experience may sit in the back seat.

1.7. The front seat passenger will be the safety observer. They will remain alert during the dispatch, handle all radio communications, read maps, assist in identifying hazards and ensure compliance with driving regulations and laws. The front seat passenger (safety observer) will not engage in tasks such as reading, headphone use, or cell phone use, unless in direct action related to the dispatch. **Exception:** Emergency/tactical responses by security forces and Large Maintenance Vehicles (LMV) are exempt from "front seat passenger" restrictions. **(T-2).**

1.8. All other passengers will assist the front seat passenger with his/her duties when mission requirements allow.

1.9. Notify Transportation Control Function (TCF) of road conditions that differ from those briefed prior to leaving main base. When factors affecting road conditions deteriorate enough to implement a change in travel condition, engage hazard/warning lights immediately and stop at the first available safe location. To minimize the potential for a traffic mishap, stop at a rest area, gas station or parking lot, if available. Notify TCF of road conditions and await permission to continue travel. **(T-3).**

2. Speed Limits.

2.1. All speed limits are maximums based on optimum road and weather conditions. Personnel operating GMVs will comply with all federal, state, local and commander directed speed limits, and will lower vehicle speed whenever road and/or weather conditions warrant to maintain safe driving conditions. **(T-2).**

2.2. At no time will a vehicle be operated at a speed unsafe for conditions. The maximum speed limit on all gravel roads is 25 miles per hour (MPH) or lower, as road and weather conditions dictate. **Note:** See paragraph **2.3** for Security Forces (SF) exception. **(T-2).**

2.3. SF Team vehicle operators responding to a real world Covered Wagon, Back-up Force or emergency situation involving life or limb are authorized to exceed 25 MPH on gravel/dirt roads but at no time will vehicle operation exceed a speed reasonable for weather, visibility, traffic or roadway conditions. Due to local law enforcement having jurisdiction off-base, military response to emergency situations does not automatically give the driver the "right of way." Drivers retain accountability for safe travel, regardless of response priorities. **(T-2).**

3. Risk Management (RM). Every member that dispatches to the missile field will complete a formalized RM decision-making process (See A**ttachment 4** as a sample) along with AFGSC Form 908, *Baseline Personal Risk Assessment (BPRA)*, before ever dispatching. In addition, every member will conduct the formalized RM decision-making process associated before every movement from missile support base (MSB) to the field, within the field or from the field back to MSB. Use the AFGSC Form 908 to first determine the risk number that will guide supervisor selection of a personal Driver Risk Assessment Card (DRAC) from **Attachment 4** (**Attachment 4** represents a sample of the cards; Cards are generated at the unit level) which the member uses for all dispatches to/transiting/from the missile field. This process will only work with total and honest disclosure by the person assessed. Therefore, commanders and supervisors should consider this assessment a non-retribution interview and must assure the privacy of the member. **Note:** All personnel must answer all questions using the AFGSC Form 908. DVs do not have to complete the AFGSC Form 908. Team chiefs/supervisors shall implement mitigators to offset high-risk situations. For example, choosing to reduce speed or swap to a more experienced driver during inclement weather conditions would be examples of mitigators. Consider the following examples of factors in the RM process:

3.1. Vehicle operator's driving experience, recency of experience, and qualifications

3.2. Vehicle operator's driving history (tickets, mishaps, etc.)

3.3. Geographic driving experience (base to base difference)

3.4. Driving experience on gravel roads

3.5. Driving experience on winter road conditions

3.6. Vehicle operator's age

3.7. Vehicle operator's rest/sleep prior to driving

3.8. Existing and forecasted weather, to include wind speed

3.9. Vehicle type

3.10. Road condition

3.11. Travel distance

3.12. Hours on duty prior to trip departure

3.13. Day or night travel

3.14. Familiarity with the area to be traveled

3.15. Known or suspected medical conditions or personal distractions that may affect the operator's ability to safely operate a GMV

3.16. Fatigue

3.17. Other factors as directed by local policy and supervision

4. Additional Safety Requirements.

4.1. Vehicles with a center front seat will only be occupied if all other available seats are filled. **Exception:** SFs are exempt from this paragraph when specific vehicle configuration is required to complete the mission. **(T-2).**

4.2. All passengers regardless of rank, seniority or position will ensure safe procedures are practiced to include proper wear of seat belts. **(T-2).**

4.3. When a vehicle mishap occurs in the missile complex, the wing commander or designated representative will consider restricting travel on applicable roads until safety personnel investigate, review the circumstances and recommend unrestricted travel. **(T-3).**

4.4. Report all vehicle mishaps IAW AFI 91-204, *Safety Investigations and Reports,* and applicable supplements. **(T-1).**

4.5. A rollover is defined as any Air Force GMV, moving on or off-base, which, in the course of a single vehicle mishap, rolls onto its side, its top, or rolls 360 degrees or more and comes to rest on its wheels. Vehicles designated as Gravel Road Trainers are exempt from this requirement when performing initial and/or annual refresher training.

4.6. On advice of the National Highway Traffic Safety Administration (NHTSA), the following safety restrictions apply when operating government 15-passenger vans:

4.7.1. Vans will not be operated with more than nine personnel (includes driver). NHTSA research has shown that 15-passenger vans have a rollover risk that increases dramatically as the number of occupants increases from fewer than five to more than ten. **(T-2).**

4.7.2. Do not operate the van at a speed greater than 55 MPH under any circumstances. **(T-2).**

5. Team Chief/Leader Responsibilities.

5.1. The team chief/leader/supervisor will check the travel and road conditions prior to trip departure, to include departures from Missile Alert Facilities (MAF), Launch Facilities (LF) or the Missile Support Base (MSB). The team chief/leader/supervisor will ensure completion of risk management assessment, discussion of any mitigators necessary to reduce risk for the mission, review and approval by the appropriate level of leadership prior to departure for next location. The team chief/leader/supervisor must ensure vehicle operators and other team members understand their responsibilities IAW paragraph **1.** and other training lesson plans. **(T-2).**

6. Driver's Training Courses/Requirements.

6.1. There are six types of driver's training required for personnel who dispatch in the missile field complex: Driver's Safety, Vehicle Orientation and Operation, VCC, Skid Vehicle, Gravel Road, and Route Familiarization training. All personnel that operate or ride in a High-Mobility Multipurpose Wheeled Vehicle (HMMWV), whether it is UpArmored (UA) or not, will, when available, also attend training using the HMMWV Egress Assistance Trainer (HEAT). Maintain all training documentation at the wing commander's discretion. **(T-2).**

6.1.1. Driver's Safety Training. All personnel will attend driver's safety training. This training will emphasize driving conditions, proper risk assessment (pre-dispatch and trans-dispatch), proper vehicle inspection, emergencies, radio-use, and instructions and policies within this instruction and local directives governing missile complex travel. **(T-2).**

6.1.2. Vehicle Orientation and Operation Training. Each unit will conduct a driver-training program for each vehicle that the individual will operate. Tailor this training to the driver's experience and unit driver requirements. Vehicle driver training in inclement weather is an essential element for drivers to learn and gain experience on how to handle vehicles in such conditions. Training in inclement weather can only occur after proper coordination between the squadron commander and group commander. Do not conduct training in travel condition RED. **(T-2).**

6.1.2.1. All personnel operating vehicles such as LMV, UAHMMWV, Bearcat, etc., must receive extensive hands-on training, prior to licensing, by certified instructors using the following stipulations:

6.1.2.1.1. All personnel under 24 years of age must complete 12 hours of hands-on supervised drivers training. **(T-2).**

6.1.2.1.2. All personnel under 24 years of age, who operate UA vehicles, will be trained annually on the UA platform they operate. **(T-2).**

6.1.2.1.3. All personnel who operate a LMV regardless of their age must be qualified/trained IAW AFGSCI 21-106, *Large Maintenance Vehicle Operations.* **Note**: Individuals operating LMVs will not have any required training (i.e., gravel road and/or skid pad) waived under any circumstances. **(T-2).**

6.1.2.1.4. Vehicle operators, found negligent in a mishap or cited for driving violations should be considered for remedial training or loss of driving privileges by the appropriate level commander for the individual. If loss of driving

privileges or remedial training is assessed, privileges may be reinstated after individual completes all training required by the commander, to include supervised portions of training, regardless of the individual's age. **(T-2).**

6.1.3. VCC Training. All personnel dispatching to the missile field complex will receive VCC Training incorporating the elements described in paragraph **1.2** and academic training on fatigue and human performance. Fatigue and human performance training will be standardized across AFGSC and managed by HQ AFGSC/SGP. HQ AFGSC/SEG will provide the instruction plan that will be used for VCC training. HQ AFGSC/SGP will develop the fatigue and human performance training segment of VCC training. Wing safety will provide the AFGSC lesson plans and any updates to the affected units. **(T-2).**

6.1.4. Gravel Road Training. All personnel who drive GMVs in the missile field complex will complete this training before operating a GMV in the missile field complex. AFGSC/SEG will provide the instruction plan that will be used for this training. **(T-2).**

6.1.4.1. All personnel under 24 years of age, dispatching to the missile field complex, will receive gravel road training annually. **Note**: After three consecutive years of vehicle operation, commanders may waive the annual training requirement. Individuals operating LMVs will not have any required training (i.e., gravel road and/or skid pad) waived under any circumstances. **(T-2).**

6.1.4.2. No missile field complex vehicle operator will receive a government vehicle license until the individual has completed gravel road training. **(T-2).**

6.1.4.3. To the greatest extent possible, personnel dispatching to the missile complex will receive gravel road training in the vehicle they will operate while in the field. **(T-2).**

6.1.5. Skid Vehicle Training. All personnel who drive GMVs in the missile field complex will complete this training before operating a GMV in the missile field complex. AFGSC/SEG will provide the instruction plan that will be used for this training. **(T-2).**

6.1.5.1. All personnel under 24 years of age, dispatching to the missile field complex, will receive skid vehicle training annually. Conducting HEAT training for SF personnel at the same time as this training would be optimal. **(T-2) .**

6.1.5.2. Units will track and monitor their members' eligibility to drive in the missile field. Tracking method is up to the unit. **(T-2).**

6.1.5.3. To the greatest extent possible, personnel that dispatch to the missile complex will receive skid vehicle training in the vehicle they will operate while in the field. **(T-2).**

6.1.6. Route Familiarization Training. This training should, to the greatest extent possible, include driver's familiarization of the missile flight area. Perform route training on a regular basis. Include all known road hazards and peculiarities in Route Familiarization Training. **(T-2).**

6.2. For mission-related dispatches, no operator will operate a vehicle or be a front seat passenger in the missile field complex until they complete Driver's Safety, Vehicle

Orientation and Operation, VCC, Skid Vehicle, Gravel Road, and Route Familiarization training. **(T-2).**

6.2.1. Senior personnel accomplishing orientation-only dispatches may take distinguished visitors and newly-arrived personnel to the missile complex as front seat passengers. These passengers are exempt from the provisions in paragraph **6.1** **Note**: This does not apply to LMVs.

6.2.2. The wing commander has discretion to permit missile complex travel for visiting personnel/teams who lack training/certification required by paragraph **6.1** **Note**: This does not apply to LMVs.

6.3. Visiting personnel/teams are responsible for adhering to all provisions of this instruction. **(T-2).**

6.4. Wing ground safety staffs will train/certify all instructors on the Gravel Road academic curriculum, vehicle and course. Skid Vehicle training will be accomplished IAW training received from the parent company of the SkidCar assembly. Experienced trainers outside the safety office may train and certify other instructors, for the Skid Monster and Gravel Road Trainers, with prior authorization of Wing Safety. AFGSC/SGP will identify and manage subject matter experts in local Medical Groups to train/certify all fatigue and human performance instructors for vehicle crew concept training. **(T-2).**

6.5. Units are responsible for ensuring the training of their personnel on Gravel Road, Skid Vehicle, Route Familiarization training, Driver's Safety, Vehicle Orientation, HEAT and VCC training to include scheduling and maintaining training records. Units must keep on file a list of personnel who have received initial or recurring training and those overdue. (T-2).

ROBERT J. FOURNIER, Col, USAF
Director of Safety

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

49 CFR § 571, *Federal Motor Vehicle Safety Standard*, 27 May 2014

AFGSCI 21-106, *Large Maintenance Vehicle Operations,* 25 October 2013

AFI 24-301_AFGSCSUP, *Vehicle Operations*, 18 February 2014

AFI 33-332, *The Air Force Privacy and Civil Liberties Program*, 5 June 2013

AFI 91-203, *Air Force Consolidated Occupational Safety Instruction,*15 June 2012

AFI 91-204, *Safety Investigations and Reports,* 12 February 2014

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

AFPD 91-2, *Safety Programs,* 24 July 2012

DoD 5400.7-R_AFMAN 33-302, *Freedom of Information Act Program,* 21 October 2010

TC 21-305-20, AFMAN 24-306_IP, *Manual for the Wheeled Vehicle Operator,* 16 August 2013

T.O. 00-35A-39, *Instructions for Procurement, Issue, Use and Maintenance of Medical Kits*), 15 August 2011

Prescribed Forms

AFGSC Form 908, *Baseline Personal Risk Assessment (BPRA)*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFGSC—Air Force Global Strike Command

BPRA—Baseline Personnel Risk Assessment

DRAC—Drivers Risk Assessment Card

GMV—Government Motor Vehicle

LF—Launch Facility

LMV—Large Maintenance Vehicle

MAF—Missile Alert Facility

MPH—Miles Per Hour

RM—Risk Management

TCF—Transportation Control Function

VCC—Vehicle Crew Concept

Attachment 2

SUGGESTED VEHICLE SURVIVAL KIT CONTENTS

Table A2.1. SUGGESTED VEHICLE SURVIVAL KIT CONTENTS.

ITEM	QUANTITY
State road report phone numbers	1 per kit
List of state weather radio stations	1 per kit
State/Wing Winter Driving Booklet	1 per kit
Flashlight with extra batteries, chemical light sticks	2 per kit
Emergency candles	4 per kit
#10 can to contain candle wax and prevent fire	1 per kit
Match safe with waterproof matches	4 per kit
Standard vehicle first aid kit	1 per kit
Road hazard signal triangles	2 per kit
Antenna signal (e.g. red ribbon, flag, etc.)	1 per kit
Small sack of sand or cat litter	1 per kit
Soft case (hold all contents)	1 per kit
Basic tools (pliers, screwdriver, adjustable wrench)	1 per kit
Shovel	1 per kit

Attachment 3

RISK MANAGEMENT (RM) GUIDE FOR PERSONNEL DISPATCHING TO THE MISSILE COMPLEX

TABLE A3.1. Risk Management Guide for Personnel Dispatching to the Missile Complex.

WHO: All personnel will use this guide when dispatching to the missile complex for missile operations or when transiting the missile complex on official business.

WHAT: This guide is designed to evaluate all personnel of a dispatching team; determining the best person to operate team vehicles, while weighing risk factors involved in safe accomplishment of the mission. Any individual(s) TDY or Permanent Party operating a LMV will do so IAW AFGSCI21-106, *Large Maintenance Vehicle* (LMV) *Operations.*

WHEN/WHERE: All personnel of a vehicle use this guide before leaving base, before leaving a site in the missile complex and when road and/or weather conditions warrant a change to the advertised Travel Condition (TC) or a reevaluation of the risks involved in safe completion of the mission.

HOW: Follow these steps for all assigned personnel, performing operational duties in the missile complex and upon initial arrival to base. In addition, follow these steps for TDY personnel and those permanently assigned that will need to perform inspection duties or transit the missile complex.

1. Have each new arrival answer the Baseline Personal Risk Assessment (BPRA) questionnaire AFGSC Form 908 to determine the individual's baseline assignment of a Driver's Risk Assessment Card (DRAC). The member will be issued a color-coded DRAC based on the answers on the BPRA. The member will be given a Green, Yellow or Red card (Attachment 4). **NOTE:** All personnel will take the BPRA annually until acquiring a Green DRAC.
2. After receipt of the DRAC, each member is required to carry their DRAC with them for every dispatch. Team chiefs will review the individual's risk assessment using the DRAC that the member has been assigned. The team chief will then be required to document the agreed upon risk assessment calculation with risk mitigation actions in the trip forms.
3. Vehicle operator assignment will be determined by this assessment prior to departure from the base, the Missile Alert Facility (MAF) or the Launch Facility (LF) enroute to the team's next destination and when road and/or weather conditions dictate a reevaluation of risk factors affecting safe mission accomplishment.
4. The items that have high risk factors will be weighed and mitigated to the greatest extent possible before departing current location. The appropriate level of leadership is responsible for approval should risk mitigators not be eliminated prior to mission initiation.
5. Note: Security forces will not be delayed during real world response to Covered Wagon, Security Situation (Alarm), Back-up Force or emergency situation involving life or limb. Upon termination of response(s), security forces will conduct the formalized RM decision-making process prior to returning to normal duties requiring vehicle movement.

Attachment 4

DRIVERS RISK ASSESSMENT CARD (DRAC) – SAMPLES

Table A4.1. Red

Road Conditions		Time of Day	
Red	6	0600-0900	2
Yellow	3	0900-1500	1
Green	1	1500-1800	3
Distance (One Way)		1800-0600	4
<35 Miles	1	**Ambient Temperature**	
35-75 Miles	2	< -20 degrees F	8
75-110 Miles	3	-20 degrees to zero F	5
>110 Miles	4	Zero to 32 degrees F	2
Hours on Duty		32 to 45 degrees F	1
<6 Hours	1	45-90 degrees F	0
6-9 Hours	2	90-100 degrees F	2
9-12 Hours	3	>100 degrees F	5
12-16 Hours	4	**Wind Speed (Steady/Gusts)**	
>16 Hours	6	<20 mph/30 mph	0
Area Familiarity		20-40 mph/30-50 mph	2
Unfamiliar/First Time	4	40-60 mph/50-80 mph	4
Somewhat familiar	2	>60 mph/>80 mph	8
Regular/Very familiar	1	**Travel on Gravel**	
Vehicle Type		<10 miles	1
TE/PT	8	10-30 miles	2
PMT/Crane/Flatbed	6	>30 miles	4
HMMWV/Bearcat	5	**Passengers**	
M-Van/S-Van/Camper	4	1	1
Pickup/Tahoe/U-Van	2	2-3	2
Sedan/Crossover	1	4 or more	3
Sleep/Rest/Fatigue Factors		**Total of Personal Factors Above:**	
>8 hours	0		
5-8 hours	1	**Add this additional risk value to the total:**	**15**
<5 hours	3		
Drowsiness Medications	10	**Total Risk for this Trip (Add Personal and additional risk value):**	
Medical condition(s) to preclude driving (i.e.-sleep apnea)	20		

RISK GAUGE

<15 Low Risk	16-30 Caution	31-40 Hi Caution	>40 Hi Risk

Pass risk total to your supervisor. Request instructions when ANY shaded box is marked!

Low Risk: Approved to travel
Caution: Team Chief Approval Required to travel
Hi Caution: Flight Chief Approval Required to travel
Hi Risk : Squadron CC Approval Required to travel

Coordinate with TCF before and after every movement or when conditions change!

Table A4.2. Yellow

Road Conditions		Time of Day	
Red	6	0600-0900	2
Yellow	3	0900-1500	1
Green	1	1500-1800	3
Distance (One Way)		1800-0600	4
<35 Miles	1	**Ambient Temperature**	
35-75 Miles	2	< -20 degrees F	8
75-110 Miles	3	-20 degrees to zero F	5
>110 Miles	4	Zero to 32 degrees F	2
Hours on Duty		32 to 45 degrees F	1
<6 Hours	1	45-90 degrees F	0
6-9 Hours	2	90-100 degrees F	2
9-12 Hours	3	>100 degrees F	5
12-16 Hours	4	**Wind Speed (Steady/Gusts)**	
>16 Hours	6	<20 mph/30 mph	0

Area Familiarity		20-40 mph/30-50 mph	2
Unfamiliar/First Time	4	40-60 mph/50-80 mph	4
Somewhat familiar	2	>60 mph/>80 mph	8
Regular/Very familiar	1	**Travel on Gravel**	
Vehicle Type		<10 miles	1
TE/PT	8	10-30 miles	2
PMT/Crane/Flatbed	6	>30 miles	4
HMMWV/Bearcat	5	**Passengers**	
M-Van/S-Van/Camper	4	1	1
Pickup/Tahoe/U-Van	2	2-3	2
Sedan/Crossover	1	4 or more	3
Sleep/Rest/Fatigue Factors		**Total of Personal Factors Above:**	
>8 hours	0		
5-8 hours	1	**Add this additional risk value to the total:**	**10**
<5 hours	3		
Drowsiness Medications	10	**Total Risk for this Trip (Add Personal and additional risk value):**	
Medical condition(s) to preclude driving (i.e.-sleep apnea)	20		

RISK GAUGE			
<15 Low Risk	16-30 Caution	31-40 Hi Caution	>40 Hi Risk

Pass risk total to your supervisor. Request instructions when ANY shaded box is marked!

Low Risk: Approved to travel
Caution: Team Chief Approval Required to travel
Hi Caution: Flight Chief Approval Required to travel
Hi Risk : Squadron CC Approval Required to travel

Coordinate with TCF before and after every movement or when conditions change!

Table A4.3. Green

Road Conditions		Time of Day	
Red	6	0600-0900	2
Yellow	3	0900-1500	1
Green	1	1500-1800	3
Distance (One Way)		1800-0600	4
<35 Miles	1	**Ambient Temperature**	
35-75 Miles	2	< -20 degrees F	8
75-110 Miles	3	-20 degrees to zero F	5
>110 Miles	4	Zero to 32 degrees F	2
Hours on Duty		32 to 45 degrees F	1
<6 Hours	1	45-90 degrees F	0
6-9 Hours	2	90-100 degrees F	2
9-12 Hours	3	>100 degrees F	5
12-16 Hours	4	**Wind Speed (Steady/Gusts)**	
>16 Hours	6	<20 mph/30 mph	0
Area Familiarity		20-40 mph/30-50 mph	2
Unfamiliar/First Time	4	40-60 mph/50-80 mph	4
Somewhat familiar	2	>60 mph/>80 mph	8
Regular/Very familiar	1	**Travel on Gravel**	
Vehicle Type		<10 miles	1
TE/PT	8	10-30 miles	2
PMT/Crane/Flatbed	6	>30 miles	4
HMMWV/Bearcat	5	**Passengers**	
M-Van/S-Van/Camper	4	1	1
Pickup/Tahoe/U-Van	2	2-3	2
Sedan/Crossover	1	4 or more	3
Sleep/Rest/Fatigue Factors		**Total of Personal Factors Above:**	
>8 hours	0		
5-8 hours	1	**Add this additional risk value to the total:**	**0**
<5 hours	3		
Drowsiness Medications	10	**Total Risk for this Trip (Add Personal and additional risk value):**	
Medical condition(s) to preclude driving (i.e.-sleep apnea)	20		

RISK GAUGE			
<15 Low Risk	16-30 Caution	31-40 Hi Caution	>40 Hi Risk

Pass risk total to your supervisor. Request instructions when ANY shaded box is marked!

Low Risk: Approved to travel
Caution: Team Chief Approval Required to travel
Hi Caution: Flight Chief Approval Required to travel
Hi Risk : Squadron CC Approval Required to travel

Coordinate with TCF before and after every movement or when conditions change!