BY ORDER OF THE COMMANDER
341 MISSILE WING

341st MISSILE WING INSTRUCTION
91-213

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Safety

VEHICLE SAFETY FOR MISSILE COMPLEX OPERATIONS

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This instruction complements and extends the guidance of AFGSCI 91-210, Vehicle Safety for Missile Field Operations and defines safe vehicle operations within the 341st Missile Wing. The below guidance applies only to active duty and Air Reserve Component Airmen on Title 10 orders, federal civilian employees and NAF employees. Ensure all records created as a result of prescribed processes in this publication are maintained in accordance with this publication and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Comply with AFI 33-332, Air Force Privacy and Civil Liberties Program, for documents containing Privacy Act information. Comply with AFI 16-1404, Air Force Information Security 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 Forms 847 from the field through the appropriate functional chain of command. 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 is substantially revised and must be completely reviewed. Missile Complex Vehicle Operations, incorporates the following: 341 MW Policy Letter, Specialty/Special Purpose Vehicle Training and Operation Guidelines dated 18 June 2021; 341 MW Policy Letter, Cold Weather Gear dated 27 September 2021; 341 MW Policy Letter, Recurring Training for Missile Field Driving. Additionally, it establishes local condition guidance for Missile Complex Vehicle

operations to include: Local Travel Conditions; Speed Restrictions; 341 MW Driving Risk Assessment Worksheet (DRAW).

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Chapter 1

ROLES AND RESPONSIBILITIES

1.1. Wing Commander's Intent. Mishap prevention is the responsibility of every Airman. Our goal as a wing is to protect Air Force personnel and minimize the loss of Air Force resources. We can accomplish this by intelligent Risk Management (RM) and participating in Air Force safety mishap prevention programs. This instruction is designed to enhance and clarify Air Force safety guidance as it relates to the unique challenges we experience operating vehicles daily in the Malmstrom Air Force Base Missile Complex.

1.2. Program Management. This instruction implements policy, assigns responsibility and establishes local procedures as directed by AFPD 91-2, Safety Programs and AFGSCI 91-210, Vehicle Safety for Missile Field Operations on Malmstrom Air Force Base. This instruction also provides additional local specific guidance to complement guidance found in AFI 31-218, Motor Vehicle Traffic Supervision and 341 MWI 31-218, Air Force Motor Vehicle Traffic Supervision. Compliance with this instruction and all its attachments are mandatory for Department of the Air Force units, tenet units, and other detachments located on Malmstrom AFB.

1.3. Delegation of Authority. The 341 MW/CC may delegate their responsibilities under this supplement to the vice commander, other group commanders, or civilian equivalents as appropriate, provided the individual does not occupy a position which would constitute a conflict of interest. Letters of delegation should be coordinated through the staff judge advocate.

Chapter 2

UNIT PERSONNEL RESPONSIBILITIES

2.1. Vehicle Abuse, Accident and Incidents.

2.1.1. Complete a report of survey in accordance with 341MWI 24-302, Vehicle Management for incidents resulting from incidents or vehicle abuse.

2.2. Unit Commanders.

2.2.1. Overall responsibility for ensuring accomplishment of RM rests with the respective squadron commander. The owning squadron commander has the most complete knowledge of personnel, equipment, and mission, and must continually communicate risk management principles to all levels of supervision.

2.2.2. All teams traveling to the missile complex will conduct RM using the 341 MW Driving Risk Assessment Worksheet (DRAW), see **Attachment 2** and the AFGSC Form 908 (BPRA), see **Attachment 3**. Scores from both forms are added together to determine Risk Gauge Score. The risk gauge total score determines approval level for dispatch. Approval authorities for risk assessment categories are contained on the current DRAW. The current DRAW and AFGSC Form 908 are located on the 341MW Traffic Safety SharePoint. **https://usaf.dps.mil/sites/malmstrom/internal/341wsa/wingsafety/Traffic/default.aspx**.

2.2.3. Unit commanders will ensure personnel are briefed on all vehicle operation mishap lessons learned, RM for the specific mishap, and safety mishap mitigation recommendations. This information should be updated and briefed as part of pre-departure briefings or at commander's calls as new information becomes available or new mishaps occur.

2.2.4. Ensure drivers receive vehicle familiarization training for any vehicles operated in the normal course of duty, to include general purpose vehicles, prior to operating the vehicle.

2.2.5. The unit commander may recommend suspension of Government Owned Vehicle (GOV) driving privileges of any government vehicle operator or safety observer for a minimum of six months in cases of vehicle abuse or mishaps. Documentation to support the suspension can include, but is not limited to the following. Official determination of vehicle abuse, as outlined in **para. 2.1.2** Following an accident/mishap, it was found the vehicle operation requirements were not met by the vehicle operator or safety observer (i.e., seatbelts, load plan not followed, items not secured, etc.). Suspensions will be completed in accordance with AFI 31-218, Motor Vehicle Traffic Supervision and 341 MWI 31-218, Air Force Motor Vehicle Traffic Supervision.

2.3. Unit Safety Representative (USR).

2.3.1. Forward AF Form 978, Supervisor's Preliminary Mishap/Incident Report, and near miss related information to Wing Safety for trend analysis and distribution to other organizations for mishap prevention.

2.3.2. Ensure supervisors collect lessons learned from post-dispatch debriefs and incorporate them into pre-dispatch briefs.

2.4. Flight Commanders, Section OICs/NCOs, Team Leaders.

2.4.1. Conduct a face-to-face roll call with all teams dispatching to the missile field prior to departure. Individuals, military or civilian, conducting the roll call training must be familiar with the team's operational mission or be in their chain of command. Military members conducting roll call training must have completed Supervisor Safety Training (SST). Topics in the roll call training should include, but are not limited to, weather, road conditions, Personnel Reliability Program/Arming Use of Force check, drivers risk management check, task review, lessons learned discussion, knock-it-off reinforcement, etc.

2.4.2. Brief posting personnel face-to-face on all wing major government vehicle accidents/mishaps which may have occurred since their last dispatch (e.g. roll overs, mishaps which result in vehicles being disabled, injuries to personnel). This may be included in the roll call training prescribed in para., 2.4.1.

2.4.3. Ensure personnel use the risk process/tool(s), as determined by the unit, for vehicle movements to, from, and within the missile complex.

2.5. Drivers, Safety Observers, and Team Individuals.

2.5.1. All team members deploying to the missile complex will use the DRAW for vehicle movements to, from, and within the missile complex. The driver's and safety observer's risk will be provided to the immediate supervisor for the dispatching team.

2.5.1.1. The team member with the lowest DRAW rating who is authorized/trained to operate the vehicle should be designated as the driver.

2.5.1.2. The team member with the next lowest DRAW rating who is authorized to operate the vehicle should be designated the safety observer. The safety observer will be the front seat passenger in all vehicles dispatched to the missile complex.

2.5.2. All personnel operating GOVs within the missile field will utilize the 341st Missile Wing Route Folder. Electronic forms of navigation (e.g. GPS) may only be used if validated against the route folder to verify approved routes.

2.5.3. The driver or team lead, on arrival at each destination will conduct a post-travel debrief with applicable control center (i.e., Missile Field Control Center (MFCC), Missile Maintenance Operations Center (MMOC), Missile Security Control (MSC), Flight Security Controller (FSC) and Launch Control Center). Route information including civilian vehicle accidents, weather related incidents, or anything which could impede mission response on primary and alternate routes will be passed real-time to ensure latest conditions are shared with other drivers in the complex. Upon mission completion, pass lessons learned to supervisors for distribution to Wing Safety and other organizations.

2.5.4. Drivers will not use the government vehicle radio, Global Positioning System (GPS), cell phone or other electronic devices while operating the vehicle. The safety observer will remain alert during the dispatch, handle all radio communications, read maps, assist in identifying hazards and ensure compliance with driving regulations and laws. Reference para., 2.6. for single driver dispatch procedures. **Attachment 3**: VEHICLE TYPES AND SPEED LIMITS.

2.5.5. Personnel who are involved in a vehicle mishap/accident/breakdown will mark the area as designated in **Attachment 4**: Diagram of Safety Triangle Setup.

2.5.6. Personnel traveling to the missile field for official duty from 1 October to 30 April are required to carry the following items at a minimum. Commanders are authorized to require additional items.

Table 2.1. Required Cold Weather Items.

Boots, insulated	Parka, cold weather
Cap, pile/fleece	Base Layer Thermals (tops and bottoms)
Gloves, cold climate	Socks, cold weather
Note: Due to the limited supply of Operational Camouflage Pattern cold weather gear items, personnel are authorized to use Airman Battle Uniform or personally procured cold weather clothing items as necessary for safe winter operations. Personally procured cold weather items, if worn, must adhere to DAFI 36-2903.	

2.6. Single Driver Dispatch to the Missile Complex.

2.6.1. Squadron commander permission is required for any lone member dispatching during Travel Condition (TC) Yellow. Group commander permission is required for any lone member dispatching during TC Red. Any individual authorized to travel alone in TC Yellow or Red must travel in a 4-wheel drive, radio-equipped vehicle from 1 October to 30 April.

2.6.2. For single person dispatches, drivers will not interact with any GPS, cell phone, or other electronic device while the government vehicle is in motion. Use of the government radio is allowed. NOTE: It is recommended that single person dispatches pull over at a safe location to change radio channels.

2.6.3. Single person dispatches will update, as applicable, the MFCC, MMOC, or MSC on arrival/departure to/from MAFB or any location in the missile complex and will provide call sign information and initials only via radio or cell phone.

Chapter 3

TRAVEL CONDITIONS

3.1. Travel Conditions (TCs).

3.1.1. TC status reflects observed inclement weather conditions or hazards on approved military routes within the missile field. **Attachment 5**: Travel Conditions for definitions.

3.1.2. MFCC will maintain current travel conditions on a continual basis and will serve as the focal point for all teams traveling through the missile complex. MSC, MMOC, each Missile Combat Crew (MCC), and each FSC will maintain the ability to access the current travel conditions for use in making risk management decisions.

3.1.3. Anyone can downgrade a TC (e.g. Green to Yellow, Red, etc.). TC downgrade/upgrade criteria is listed on the current 341 MW DRAW, see **Attachment 2**. TC upgrade authority for Red and Yellow Roads is delegated to group commanders. Group commanders may delegate Yellow Road upgrade authority to no lower than squadron commanders or their designated representative. Delegated upgrade authority will be sent to and maintained at MFCC. In all cases, TC upgrade requests must be initiated by someone physically observing the condition. These individuals must have provided first-hand accounts to the upgrading authority. In the event a downgrade to RED on an occupied route the team(s) present will incorporate active RM and reduce speed as required by the surface (e.g. 25 MPH to 15 MPH) until either returning to their respective MAF or entering a route with a higher TC.

3.1.4. When requesting a TC downgrade from Green to Yellow/Red or Yellow to Red, vehicle operators and/or safety observers will brief the following to the appropriate agency (MFCC, MSC, MMOC, MCC, FSC): the road section for downgrade, the type of hazard(s) identified, and the vehicle's trip number. If the receiving agency was not MFCC, the receiving agency must report all downgrade information to MFCC.

3.1.5. Authorization to travel during Yellow Road Conditions is delegated to Flight Commander, Missile Combat Crew Commander, Flight Chief, or equivalent level.

3.1.6. Authorization to travel during Red Road Conditions is delegated to Group Commanders or designated representative (no lower than Squadron Commander or Written Designee). Written designee letters must be maintained at the Wing Operations Center and made available to MFCC, MSC, and MMOC as needed for operational risk management.

3.1.7. MFCC will ensure the owning FSC is notified of all TC changes. The owning FSC will ensure Yellow and Red travel conditions are briefed to teams traveling through the respective flight areas. MFCC will brief Yellow and Red travel conditions for roads not in flight areas when teams are departing from/for missile support base (MSB).

3.1.8. All teams will notify the owning FSC when entering and exiting each flight area. Teams will initiate TC upgrades/downgrades to the FSC if there are any changes to observed travel conditions prior to exiting the flight area.

Chapter 4

VEHICLE TRAINING

4.1. Training Requirements.

4.1.1. Personnel supporting or conducting vehicle operations to, from, and at missile alert and launch facilities will complete driver's training in accordance with AFGSCI 91-210, Vehicle Safety for Missile Field Operations.

4.1.2. Additionally, all drivers under the age of 24 years must complete annual recurring driver training. Recurring training may include any of the mandated driver training lessons or hands on training in a SkidCar© System equipped vehicle or gravel road trainer by a certified instructor. The following training will be completed on an annual basis: Basic Driver's Safety, Route Familiarization, and Vehicle Crew Concept.

4.2. Additional Training Methods.

4.2.1. The SkidCar© Virtual Reality (VR) can be used as part of initial or remedial training. The following is the manufacturer's suggested sequence of training: Green roads gravel, Green highway, Red highway with no modern vehicle safety features employed. Additionally, if drivers experience anxiety due to previous vehicle mishaps the VR can be used to regain confidence before driving in the missile complex.

4.2.2. The VR trainer may be used as a substitute for gravel road training in the course is closed for an extended period or during inclement weather.

4.2.3. VR training is recommended for use by Commanders as a remedial training tool for Airmen: if involved in a rollover; experiencing anxiety from a vehicle mishap; driving a vehicle for the first time in given conditions; and requiring practice on larger vehicles (i.e. M-Vans, PTs, and TEs).

4.3. Specialty/Special Purpose Vehicle Training and Operation Guidelines.

4.3.1. The Specialty/Special Purpose Vehicle Training and Operation Guidelines outline requirements for official use of these types of vehicles on Malmstrom AFB. A formal Risk Assessment for these activities will be used by all units using Specialty/Special Purpose Vehicles. The use of three-wheeled off-road vehicles is not authorized on the installation.

4.3.2. The operation of Specialty/Special Purpose Vehicles are extremely high risk activities and every effort must be taken to prevent on-duty injury by completing the right level of training, wearing Personal Protective Equipment (PPE), and applying appropriate RM controls.

4.3.3. AFI 91-207, The US Air Force Traffic Safety Program, establishes vehicle definitions and training requirements for Specialty/Special Purpose Vehicles.

4.3.3.1. Specialty/Special Purpose Vehicle - commercially or military designed motor vehicle primarily for off-highway usage such as utility vehicles, side by sides, light-terrain all-terrain vehicles and multipurpose vehicles. This includes both tactical and non-tactical special purpose motor vehicles such as RZRS, Gators, golf carts, etc. This excludes motorcycles or ATVs.

4.3.3.2. Off-Highway Vehicle - motor vehicles owned, leased, rented or controlled by non-DoD component entities or individuals primarily designed for off-highway use and capable of cross-country travel on land, snow, ice, marsh, swampland, or other natural terrain. Example of off-highway vehicles are side-by-side, a recreational utility vehicle, utility terrain vehicle, construction-tracked vehicles, forklifts, road graders, agricultural-type wheeled tractors, and aircraft tugs.

4.3.3.3. Specialty/Special Purpose Vehicle and Off-highway Vehicles must meet Montana Vehicles Division Requirements and, if equipped, operators must use seatbelts and windshields at all times. If seatbelts and windshields are not installed, the operator will wear the following personal protective equipment: helmet, goggles/face shield, over the ankle boots, long pants, long sleeve shirt and gloves.

4.3.3.4. All Specialty/Special Purpose Vehicle and Off-highway Vehicle operators must possess a valid state-issued driver's license. No special endorsement is required.

4.3.3.5. Units will develop lesson plans using the vehicle owner's manual for each Specialty/Special Purpose and Off-road vehicles. At a minimum, lesson plans will include PPE, proper driving procedures, and pre-use inspections to include all safety items (i.e. lights, turn signals, horn, tire pressure, mirrors, and seatbelts). Also, proper driving techniques will be addressed, such as, abrupt maneuvers, sharp turns, rapid acceleration, quick braking, transition from pavement to dirt, and the use of hand signals if the vehicle is not equipped with turn signals. The unit will conduct and document training of all operators.

ANITA A. FEUGATE OPPERMAN, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Air Force Policy Directive 91-2, *Safety Programs,* 3 September 2019

341MWI24-302, *Vehicle Management,* 29 August 2017

AFGSCI91-210, *Vehicle Safety for Missile Field Operations,* 2 March 2018

AFI24-302, *Vehicle Management,* 21 February 2020

AFI31-218, Motor *Vehicle Traffic Supervision,* 22 May 2006

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

DRAW—--Driving Risk Assessment Worksheet

FSC—--Flight Security Controller

GPS—--Global Positioning System

GOV—--Government Owned Vehicle

MCC—--Missile Combat Crew

MFCC—--Missile Field Control Center

MMOC—--Missile Maintenance Operations Center

MSB—--Missile Support Base

RM—--Risk Management

SST—--Supervisor Safety Training

TC—--Travel Condition

USR—--Unit Safety Representative

VR—--Virtual Reality

Attachment 2

341MW DRIVING RISK ASSESSMENT WORKSHEET

Figure A2.1. 341MW Driving Risk Assessment Worksheet.

341 MW DRIVING RISK ASSESSMENT WORKSHEET

Trip Number: Date: Time:

Risk Management Factors		Low Risk (0)	Moderate Risk (1)	Moderately High Risk (2)	High Risk (3)	Values
	MATRIX	A	B	C	D	E
Baseline Personal Risk Assessment	1	Member's Total BPRA Score from AFGSC Form 908				
MAFB Driving Experience	2	>3 years	2-3 years	1-2 years	less than 1 year	
Operator's Rest/Sleep Prior	3	Rested	Somewhat Tired	Tired	Exhausted	
Hours on Duty Prior	4	less than 6 hours	6-12 hours	13-16 hours	more than 16 hours	
Vehicle Type (increase risk category if towing a trailer)	5	Sedan/Crossover	SUV/U-Van/P/U	Bearcat/M-Van/Crane Fire Truck/Dump Truck BSERV/RTFV	TE/PT/PMT/ HMMWV/Camper	
Vehicle Condition	6	Satisfactory			Unsat (do not use)	
Existing/Forecast Weather	7	Dry/Calm Winds	Rain/Breezy	Freezing Precip/Gusty	Heavy Snow/Ice	
Road Conditions (* apply travel authorization guidance)	8	Green	Yellow *		Red *	
Travel Distance	9	0-50 miles	50-100 miles	100-150 miles	>150 miles	
Travel Time	10	less than 1 hr	1-2 hrs	2-3 hrs	3-4 hrs	
Day/Night Travel	11	Day	Dawn/Dusk	Night		
Driving Record ("at fault" moving citations)	12	None/>2 years	1-2 years	7-12 months	0-6 months	
Vehicle Type Experience	13	2 years or more	1-2 years	7-12 months	0-6 months	
Familiarity with Area Traveled	14	Familiar	Somewhat Familiar	Unfamiliar	First Time	
Gravel Road Experience (if driving on gravel)	15	3 years or more	2 years	1 year	less than 1 year	
Winter Road Experience (if driving in winter conditions)	16	3 seasons or more	2 seasons	1 season	less than 1 season	
Conduct RM decision-making process and coordinate with MFCC (731-2405) for every vehicle movement to/from/within the missile complex.						0

Risk Gauge			
<11 Low Risk	11-33 Moderate Risk	34-47 Moderately High	>47 High Risk
Approved	Supervisor Approval	Sq/CC Approval	Gp/CC Approval

X

*** Road Condition Authorization to Travel**

Yellow: Flight Commander, Missile Combat Crew Commander, Flight Chief, or equivalent level

Red: Group Commander or designated representative (no lower than Squadron Commander or Written Designee)

How To Assess Your Risk

1. This is ONLY a guide - YOU must make sound decisions
2. There may be more factors to assess other than those provided.
3. Be HONEST with yourself, your co-driver(s), and your supervisors
4. Implement controls - consider ways to reduce your risk!

If You Encounter Conditions Other Than Briefed Or Planned

1. **STOP** in a safe place, if stopping is appropriate.
2. Update road conditions with MFCC and/or FSC, as required.
3. Re-accomplish assessment/obtain permission to drive, as required.

Reduce Your Risk

1. Read the route folder! Find alternative route, if necessary.
2. Caravan or Carpool- use appropriate vehicle for the mission.
3. Do not speed! Adjust speed and drive for vehicle type and conditions.
4. If you become tired, speak up and stop driving.
5. Take a break if you're tired (Call MFCC).
6. Call for help (FSC - MMOC - MFCC).
7. Decide to scrap the mission (contact supervisor).

Mitigations:

ADJUST SPEED AND DRIVE ACCORDING TO CONDITIONS!

Attachment 3

AFGSC FORM 908 BASELINE PERSONAL RISK ASSESSMENT (BPRA)

Figure A3.1. AFGSC Form 908 Baseline Personal Risk Assessment (BPRA).

BASELINE PERSONAL RISK ASSESSMENT (BPRA)

1. How old are you?
   - a. 18-21 years old (2)
   - b. 22-25 years old (1)
   - c. 26 years old and over (0)

IF YOU DO NOT HAVE A LICENSE, STOP HERE

2. How long have you been a licensed driver?
   - a. Less than 1 year (3)
   - b. 1-3 years (2)
   - c. 3-5 years (1)
   - d. More than 5 years (0)

3. Where has most of your driving for the last three years taken place? (Select all that apply to your recent driving history)
   - a. City (2)
   - b. Suburbs (1)
   - c. Rural (0)
   - d. Northern states (0)
   - e. Southern states (2)
   - f. Paved roadways (1)
   - g. Gravel or unimproved roadways (0)

4. How much northern tier winter driving experience do you have?
   - a. Less than 1 year (3)
   - b. 1-3 years (2)
   - c. 3-5 years (1)
   - d. More than 5 years (0)

5. How many years have you driven in the missile complex?
   - a. Less than 2 years (2)
   - b. 2-5 years (1)
   - c. More than 5 years (0)

6. How many moving violation have you had in the last three (3) years? (not parking tickets)
   - a. None (0)
   - b. 1-3 tickets (1)
   - c. More than 3 tickets (2)

7. How many vehicle accidents have you been involved in that you were the driver and you were declared at fault in the last three (3) years?
   - a. None (0)
   - b. 1-3 accidents (1)
   - c. More than 3 accidents (2)

8. How similar is the vehicle you drive most to the vehicle you operate in the missile field?
   - a. Similar (.5)
   - b. Somewhat similar (1)
   - c. Not similar (2)

Member's Total BPRA Score is:

Member's Signature and date:

Supervisor's Comments (include extenuating circumstances e.g., "less than 10 months licensed driving but drove a truck on the farm while not licensed so I bumped the BPRA number" or "member is from Arizona but lived in Flagstaff where they have snow and ice conditions so I bumped him to a northern state") Supervisor can alter BPRA scores, but must justify cause for changes below.

Member's Adjusted Total BPRA Score is:

Driver's Baseline Personal Risk Assessment (check one) 8 or less Green | >8 - 17 Yellow | >17 or more Red

Supervisor's Signature and date:

AFGSC FORM 908, 20150210

Attachment 4

VEHICLE TYPES AND SPEED LIMITS

Table A4.1. Vehicle Types and Speed Limits.

Vehicle Types and Speed Limits.				
TYPE OF VEHICLE	INTERSTATE	NON-INTERSTATE HARD SURFACE	GRAVEL/DIRT ROADS	SNOW PACKED
General Purpose Vehicle	As posted	As posted	25 MPH	25 MPH
Vehicles rated >1 ½ tons and camper	55 MPH	55 MPH	25 MPH	25 MPH
UAHMMWV and BEARCAT	55 MPH	55 MPH	25 MPH	25 MPH
M-Vans	55 MPH	55 MPH	25 MPH	25 MPH
4WD Vehicles in 4WD	35 MPH	35 MPH	25 MPH	25 MPH
Vehicles Towing Trailers	55 MPH	55 MPH	25 MPH	25 MPH
Note: The maximum speed for any vehicle with tires chains installed is 20 MPH.				

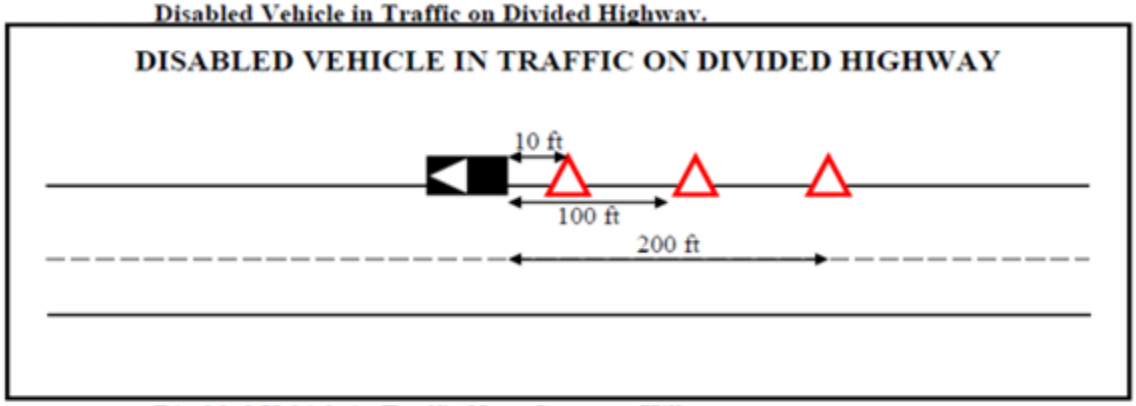
Attachment 5

DIAGRAM OF SAFETY TRIANGLE SETUP DISABLED VEHICLE IN TRAFFIC ON DIVIDED HIGHWAY

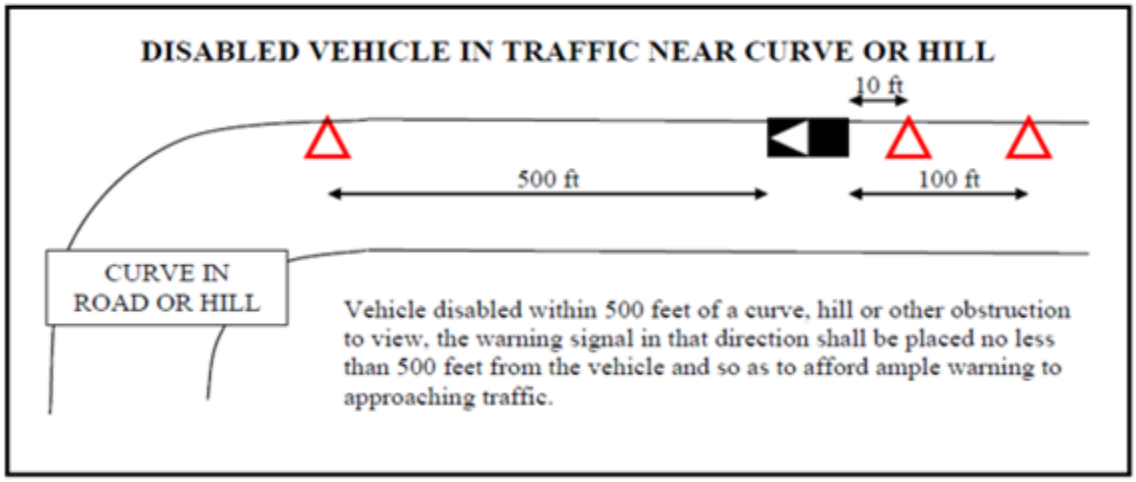
Figure A5.1. Diagram of Safety Triangle Setup Disabled Vehicle In Traffic On Divided Highway.

DIAGRAM OF SAFETY TRIANGLE SETUP

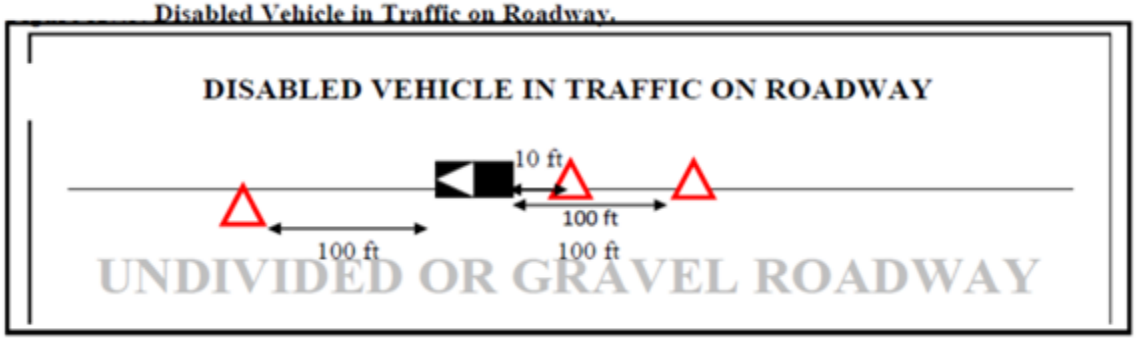
Disabled Vehicle in Traffic on Divided Highway.



Disabled Vehicle in Traffic Near Curve or Hill.



Disabled Vehicle in Traffic on Roadway.



Attachment 6

TRAVEL CONDITIONS

Figure A6.1. Travel Conditions.

Travel Conditions			
Conditions	Green	Yellow	Red
Winds	< 35 Knots	35 - 45 Knots Sustained	> 45 Knots
Visibility	0.5 Miles or more	0.5 to 0.25 Miles	Less then 0.25 Miles
Snow	None	0.5" to 6"	Greater than 6"
Drifting Snow, Packed Snow, Ice	None	Patchy	Mostly Covered
Standing Water, Rain	Dry	Less than 0.5"	More than 0.5"
Hail, Freezing Rain, Sleet	None	Scattered / Early Accumulation	Road Glazed / Covered
Mud	None	Passable	Impassable / Signifigant Traction Loss
Note: Special Purpose Vehicles will use wind limits in Technical Orders. Wind Speed detection equipment at MAFs may be used to determine wind speeds in flight areas.			