

**BY ORDER OF THE COMMANDER  
91ST MISSILE WING**

**91ST MISSILE WING INSTRUCTION  
91-210**



**5 MARCH 2026**

**Safety**

**MISSILE COMPLEX SAFETY**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This supplement implements AFPD91-2, *Safety Programs*. It establishes policy and procedures for travel to, from, and within the 91st Missile Wing missile complex. It also provides guidance for commanders and assigns minimum tasks and responsibilities to ensure the safest possible travel of all personnel and Government Motor Vehicles (GMV). It implements vehicle training requirements as directed by AFGSCI91-210, *Vehicle Safety for Missile Field Operations*. This instruction applies to all personnel performing official functions within the 91st Missile Wing missile complex. Funding for assets is a unit responsibility. Units may not supplement this instruction. The waiver authority for this instruction is the wing commander. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Change of Publication; route DAF 847s, *Recommendation for Change of Product*, from the field through the appropriate functional manager's chain of command.

**SUMMARY OF CHANGES**

Thermal work requirements added to the Risk Management section to have risk acceptance at the proper level to hazard(s) workers are exposed to. Travel condition upgrade authority defined to eliminate need for each group establish their own policy.

## 1. General Responsibilities.

1.1. Commanders and supervisors will ensure drivers and vehicle occupants traveling in the missile complex:

- 1.1.1. Are properly trained and qualified on vehicles required to perform duties.
- 1.1.2. Comply with all Federal, State, DoD, DoW, and Air Force driving directives.
- 1.1.3. Comply with minimum cold weather requirements.
- 1.1.4. Contact Missile Field Control Center (MFCC) prior to departure from the installation traveling to the missile field or missile field traveling to the installation.

1.2. Drivers are responsible for operating and maintaining vehicles and equipment IAW with all Federal, State, DoD, DoW, and Air Force driving directives.

1.3. Only authorized routes of travel are those highlighted in green (HAZ/TE route) or yellow (General Access Route) in the 91st Missile Wing Missile Complex Route Map.

## 2. Missile Complex Travel Requirements.

2.1. Each vehicle must contain a medical kit that contains, at a minimum: band-aids, gauze, medical tape, scissors, disposable gloves, and a pocket mask.

2.2. During 15 October to 15 April, winter survival kits must be present in each vehicle. A listing of mandatory items for each kit is listed in [Table 1](#).

**Table 1. Minimum GMV Winter Survival Kit Supplies.**

Item	Quantity
Snow shovel (to keep tailpipe clear and dig out vehicle)	1 per kit
Disposable heat-packs	6 per kit
Case to hold all contents	1 1 per kit

2.3. Minimum Personal Cold Weather Gear Requirements:

2.3.1. From 15 October to 15 April, all personnel travel to/from/within the missile complex will possess minimum cold weather gear outlined in [Attachment 2](#).

2.3.2. Commanders are not authorized to procure cold weather gear for DoW civilians or contractors.

2.3.3. Units may maintain winter weather gear “go-bags” as outlined in [Attachment 2](#) for use by temporary duty military personnel.

## 3. Speed Limits.

3.1. Personnel operating GMVs must comply with all federal, state, local, and commander-directed speed limits. Vehicle operators are responsible for reducing speeds when road and weather conditions dictate to maintain safe driving conditions. Operators of special purpose vehicles must operate in accordance with technical orders and owner’s manuals.

#### 4. Risk Management.

4.1. Overall responsibility for ensuring accomplishment of risk management 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.

4.2. All teams traveling to the missile complex will conduct a risk assessment using the Driving Risk Assessment Worksheet (DRAW) prior to departure and re-assess as conditions warrant (e.g., weather and/or road conditions). Once completed, DRAW worksheets will be retained and be accessible until mission completion. Approval authorities for risk assessment categories are outlined on the current DRAW. The current DRAW is located on the 91st Missile Wing Safety SharePoint site, <https://usaf.dps.mil/sites/11238/SitePages/Home.aspx>.

4.3. 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 between 15 October to 15 April.

4.4. Thermal Stress Management. Commanders promote health and safety of personnel through adherence to DAFI 48-151, *Thermal Stress Program*.

4.4.1. All outdoor activities will be suspended if wind chill temperatures reach -45 deg F. Wg/CC approval is required for all activities conducted below -45 deg. F.

4.4.2. Gp/CC approval is required for all outdoor activities in wind chill temperatures between -25 deg. F and -45 deg. F.

4.4.3. 91 SFG/CC will develop patrolling procedures for Security Forces personnel during inclement weather.

#### 5. Travel Conditions.

5.1. 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. Missile Security Control (MSC), Missile Maintenance Operations Center (MMOC), each Missile Combat Crew (MCC), and each Flight Security Controller (FSC) will maintain the ability to access the current travel conditions for use in making risk management decisions.

5.2. TC downgrade/upgrade authority:

5.2.1. TC upgrade/downgrade requests must be initiated to MFCC or FSC by someone physically observing the conditions. TC criteria are listed on the current DRAW.

5.2.1.1. Everyone has the authority to downgrade a TD (e.g., Green to Yellow, etc).

5.2.1.2. When requesting a TC change, vehicle operators and/or safety observers will brief the road section for downgrade, and the type of hazard(s) identified. If the receiving agency was not MFCC, the receiving agency must report all downgrade information to MFCC.

5.2.1.3. Flight Commander/Chief or MCC (or equivalent) and above has the authority to upgrade a TC (Yellow to Green, Red to Yellow, etc.).

- 5.2.1.4. MFCC will note name(s) and squadron of driver and/or upgrade authority for any TC change.
- 5.3. 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.
- 5.4. MFCC will brief Yellow and Red travel conditions for roads not in flight areas along the most direct route when teams are departing from/for Missile Support Base (MSB).
- 5.5. 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.

## **6. Driver's Training Courses/Requirements.**

- 6.1. AFGSCI 91-210 establishes minimum training requirements for drivers traveling in the missile complex. In addition, all drivers under the age of 24 must complete the following:
- 6.1.1. Prior to being licensed to operate large maintenance vehicles or armored vehicles, personnel will receive 12 hours of hands-on supervised driver's training or hours specified by the applicable Air Force Qualification Training Package (AFQTP), if greater. The training must be conducted by a valid vehicle specific GMV license holder, or trainer.
- 6.1.2. Annual gravel road training, skid vehicle training, vehicle crew concept training, and safe operation of up-armored vehicles training (if licensed for armored vehicles).
- 6.2. Unit Vehicle Control Officers (VCOs) will only sign the AF Form 171, *Request for Driver's Training and Addition to U.S. Government Driver's License* after verifying completion of driver's safety training as required by AFGSCI 91-210 and this instruction.

JAMES L. SCHLABACH, Colonel, USAF  
Commander, 91st Missile Wing

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFGSCI 13-5307, *Wing Operations Center Management*, 10 April 2024  
AFGSCI 91-210, *Vehicle Safety for Missile Field Operations*, 2 March 2018  
AFPD 91-2, *Safety Programs*, 02 Sep 2019  
AFMAN 33-322, *Records Management and Information Governance Program*, 27 Jun 2021  
DAFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, 02 Sep 2021  
DAFI 48-151, *Thermal Stress Program*

***Adopted Forms***

AF Form 171, *Request for Driver's Training and Addition to U.S. Government Driver's License*  
DAF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AFGSC**—Air Force Global Strike Command  
**AFQTP**—Air Force Qualification Training Package  
**AFI**—Air Force Instruction  
**AFMAN**—Air Force Manual  
**AFPD**—Air Force Policy Directive  
**AFRIMS**—Air Force Records Information Management System  
**CC**—Commander  
**DAF**—Department of the Air Force  
**DoD**—Department of Defense  
**DoW**—Department of War  
**DRAW**—Driving Risk Assessment Worksheet  
**FSC**—Flight Security Controller  
**GMV**—Government Motor Vehicle  
**IAW**—In Accordance With  
**MCC**—Missile Combat Crew  
**MMOC**—Missile Maintenance Operations Center  
**MFCC**—Missile Field Control Center  
**MSC**—Missile Security Control

**MSB**—Main Support Base

**MW**—Missile Wing

**MXG**—Maintenance Group

**OCP**—Operational Camouflaged Pattern

**QTY**—Quantity

**RDS**—Records Disposition Schedule

**SFG**—Security Forces Group

**TC**—Travel Condition

**VCO**—Vehicle Control Officer

***Terms***

**Driving Risk Assessment Worksheet (DRAW)**—The application of a systematic process or thinking to detect, assess, and control risk to enhance total organizational performance when driving to/within/from the missile field complex.

Attachment 2

MINIMUM PERSONAL COLD WEATHER GEAR REQUIREMENTS

Figure A2.1. Minimum Personal Cold Weather Gear Requirements.

Required Items	Qty	Facility Managers	Missile Crews	91 MW Staff	91 MXG	91 SFG
Insulated Boots	1 pair	X	X	X	X	X
Cold Weather Cap/Hat	1 each	X	X	X	X	X
Insulated Gloves	1 pair	X	X	X	X	X
Face Mask	1 each	X	X	X	X	X
Insulated Coat (or Equiv) <sup>2</sup>	1 each	X	X	X	X	X
Cold Weather Socks	1 pair	X	X	X	X	X
Cold Weather Trousers <sup>2</sup> <b>or</b> Insulated Coveralls (or Equiv) <sup>2</sup>	1 each	X			X	X
Thermal Underwear (pants)	1 each	X	X	X	X	X
Thermal Underwear (shirt)	1 each	X	X	X	X	X

**Note 1:** All personnel will follow current DAFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, guidance on Operational Camouflaged Pattern (OCP) uniform items.

**Note 2:** Items authorized for uniformed visitor “go-bags”.