

**BY ORDER OF THE COMMANDER
934TH AIRLIFT WING**



**AIR FORCE INSTRUCTION 13-213
AIR FORCE RESERVE CCOMMAND
934TH AIRLIFT WING
Supplement**

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**Nuclear, Space, Missile, Command and
Control
AIRFIELD DRIVING**

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(Col Christopher E. Sedlacek)

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2.4.2. (934th AW) Reviews Non-Controlled Movement Area violations involving aircraft safety and AF Form 651, Hazardous Air Traffic Report.

2.4.4. (934th AW) Certifies the Wing Airfield Driving Supplement.

2.5. (934th AW) or Senior Air Reserve Technician.

2.5.2. (934th AW) A full time employee such as an Air Reserve Technician, Active Guard Reserve or civilian (GS-6 or above) will be appointed as a primary Unit ADPM.

2.7.4. (934th AW) 934th AW does not utilize the ADTP system.

2.7.8. (934th AW) Privately Owned Vehicles (POVs) are not authorized on 934th AW ramp.

2.7.10. (934th AW) Notify individual's Unit Commander, UADPM, AFM and Airfield Operations Manager when they commit an airfield driving violation.

2.7.19. (934th AW) Take immediate action following any airfield driving violation to correct any identified systematic problems and ensures interim control measures are applied until permanent corrections are made.

2.7.25. (934th AW) 934 AW is ramp only and does not own any taxiways or runways. WADPM will disseminate ramp closures, construction activity and other ramp hazards to UADPMs.

2.8.1. **(934th AW)** The primary Unit ADPM must be a full-time employee such as an Air Reserve Technician, Active Guard Reserve or civilian (GS-6 or above).

2.8.9. **(934th AW)** Ensure unit personnel authorized to drive on the controlled movement area complete all required training in accordance with Metropolitan Airports Commission Ordinance Number 127, Air Operations Area Driving Ordinance.

2.8.10. **(934th AW)** Ensure unit personnel have a valid state or country driver's license (may also require a government driver's license) and restricted area badge (AF Form 1199). These items must be with the vehicle operator at all times while driving on the airfield.

2.8.29. **(934th AW)** Review current ramp information (NOTAMS, advisories and/or emails from Wing ADPM) for any ramp closures, construction activity or other ramp hazards and disseminate this information out to unit drivers.

2.9.3. **(934th AW)** Ensure unit personnel have a valid state or country driver's license (may also require a government driver's license) and restricted area badge (AF Form 1199). These items must be with the vehicle operator at all times while driving on the airfield.

2.10.5. **(934th AW)** Review current ramp information for closures, construction activity and other ramp hazards.

2.15.1. **(934th AW)** Non-CMA, ramp only. Color Vision test not required.

2.17. (934th AW) Metropolitan Airports Commission (MAC).

2.17.1. MAC Airside Operations trains and licenses personnel to operate vehicles within the MSP-Intl Airport Air Operations Area. This includes the controlled movement area.

2.17.2. MAC personnel are authorized to drive on the 934th AW ramp to conduct official business (airport vehicles only).

2.17.2.1. MAC Airside Operations personnel will contact either Airfield Management or Base Defense Operations Center prior to entering 934th AW ramp.

2.17.2.2. MAC Airside Operations personnel will have a valid MAC ID displayed on their outer garment and above the waistline at all times while operating on the 934th AW ramp.

3.1. (934th AW) 934th AW does not utilize the ADTP system.

3.3.1. **(934th AW)** Authority to administer tests is delegated to unit ADPMs.

3.3.1.2. **(934th AW)** Non-CMA, ramp only. Communications Test not required.

3.4. (934th AW) Non-CMA, ramp only. Color Vision test not required.

4.2. (934th AW) Airfield Management, Aircraft Maintenance and Civil Engineering require limited access to CMA and are trained by MAC Airside Operations.

4.11.2. **(934th AW)** The lateral clearance distance from the apron boundary on the 934th AW apron is 116.5 feet from all yellow taxiway markings. The measurement is based off of half the wingspan of a C-130 aircraft (66.5 feet) + 50 feet wing tip clearance.

4.17.1.1. **(934th AW)** Unit-owned bicycles/tricycles and golf-type carts may be used on the ramp in the performance of assigned duties provided the operator has an AF Form 483. Night operations require forward and rear lamps/lights.

- 4.22.2. **(934th AW)** Driving with Night Vision Devices is not authorized on the ramp.
- 4.24.2. **(934th AW)** Vehicles equipped with studded tires are not authorized on the ramp.
- 4.27.3. **(934th AW)** Notify Airfield Management and Security Forces via cell phone immediately. The driver will stay with the vehicle until the situation is resolved.
- 4.28.2.1. **(934th AW)** Operations within the MSP-Intl Airport CMA is not authorized. Hosting Unit ADPM will provide local briefing/training using **Attachment 8** when temporarily assigned personnel, Inspection/Survey Teams and non-base assigned contractors require access to ramp without an escort. NOTE: Wing ADPM or Airfield Management representative will conduct the local briefing/training only when the requestor is not hosted by a specific unit.
- 4.29.6. **(934th AW)** Airfield Management will issue vehicle cones to government leased vehicles participating in 934th AW sponsored exercises. POVs not authorized on ramp.

CHRISTOPHER T. LAY, Col, USAF
934th Airlift Wing Commander

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

(Added 934th AW) MAC- Metropolitan Airports Commission

Attachment 3

(934TH AW) AIRFIELD MARKINGS, SIGNS AND LIGHTING.

Figure A3.1. (934AW) Airfield Markings, Signs and Lighting (Part 1).




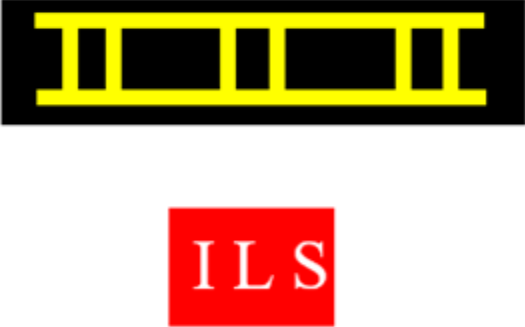








	<p><u>Edge Marking:</u> Double yellow lines used to mark the edge of the operational (stressed) pavement. Edge markings may be bordered in black.</p>
	<p><u>Runway Hold Position Marking:</u> Two solid yellow lines adjacent to two dashed yellow lines (bordered in black). Markings are located across all taxiways/shoulders leading toward runways. Vehicle operators must stop and contact MSP ATCT for approval prior to proceeding beyond these lines.</p>
	<p><u>Non-Movement Area Boundary (NMAB) Marking:</u> One solid yellow line adjacent to one dashed yellow line (bordered in black). Markings are painted across pavement areas (includes Taxiway Feeders R3 – R8) that access the MSP-Airport CMA. Vehicle operators must be trained and licensed by MAC Airside Operations prior to operating within the CMA</p>
	<p><u>Instrument Landing System (ILS) Hold Position Marking:</u> Two solid parallel yellow lines with vertical yellow stripes (bordered in black). White "ILS" letters (bordered in red) are painted beneath the lines. ILS Hold Position Markings are painted on Taxiway feeder R8. During Instrument Meteorological Conditions (800' ceiling/2-mile visibility [rotating beacon will be on]) vehicle operators must contact MSP ATCT for approval prior to proceeding beyond these markings.</p>
	<p><u>Taxiway (Taxilane) Centerline Marking:</u> Solid yellow line bordered in black used to designate the center of the taxiway or taxilane on an apron (Ramp).</p>

Figure A3.2. (934AW) Airfield Markings, Signs and Lighting (Part 2).

	<p>Airfield/Restricted Area Entry Control Point (ECPs): Red restricted area boundary marking centered along alternating white/black lines. There are two Restricted Area vehicle entry control points; between bldg's 821/822, and between bldg's 820/822. All airfield drivers must enter the restricted area via these ECPs only.</p>
	<p>Restricted Area Boundary Marking: A solid red line used to designate restricted areas. Personnel/vehicles are not authorized to cross restricted area boundary markings.</p>
	<p>Circle of Safety (Safety Zones): An area surrounding parked aircraft that vehicles may not normally enter. This area extends 10 feet beyond the nose, tail, and wings of an aircraft. Green arc/line segments have been painted around each C-130 parking spot in the restricted area. Only essential vehicles may penetrate enter this circle.</p>
	<p>Runway Lights: White Lights used to identify the length and edges of the Runway. Lights located within the last 2,000 feet of the runway are amber.</p>
	<p>Runway Guard Lights: Used to enhance conspicuity of taxiway/runway intersections. These lights are located adjacent to Runway Hold Position Markings.</p>
	<p>Taxiway Lights: Blue lights used to delineate the length and width of taxiways.</p>
	<p>Obstruction Lights: Single or double red lights used to identify airfield obstructions that penetrate airfield [airport] imaginary surfaces.</p>

Attachment 10

934TH AIRLIFT WING RAMP DIAGRAM

Figure A10.1. (934AW) Ramp Diagram.



-  Vehicle Entry Control Point ECP
-  Aircraft Parking Spot
-  Aircraft Maintenance Area
-  FOD Check Area
-  CMA Boundary Line (TWY's R3 - R8)
-  ILS Instrument Hold Line & Signs (TWY R8)
-  Restricted Area Boundary
-  Object Free Area
-  AM Airfield Management