



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE GLOBAL STRIKE COMMAND**

AFGSCI91-210_AFGSCGM2025-01

4 August 2025

MEMORANDUM FOR AFGSC MISSILE WINGS / WING SAFETY OFFICES

FROM: HQ AFGSC/SEG
41 Orville Wright Ave
Barksdale AFB, LA 71110

SUBJECT: Air Force Global Strike Command Guidance Memorandum (GM) to, Air Force Global Strike Command Instruction (AFGSCI) 91-210, *Vehicle Safety for Missile Field Operations*.

By Order of the Commander, Air Force Global Strike Command, this Guidance Memorandum (GM) immediately implements changes to AFGSCI 91-210, *Vehicle Safety for Missile Field Operations*. Compliance with this Memorandum is mandatory. To the extent its direction is inconsistent with other AFGSC publications, the information herein prevails, in accordance with Department of the Air Force Manual 90-161, *Publishing Processes and Procedures*.

This memorandum implements driver's training outside of the missile field complex on approved routes. Refer recommended changes and questions about this publication to the OPR of this publication using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Form 847 from the field through the appropriate functional chain of command.

This memorandum becomes void after one year has elapsed from the date of this memorandum, or upon publishing of an interim change or rewrite of AFGSCI 91-210, whichever is earlier.

CARLOS M. PERAZZA Colonel, USAF
Director of Safety

Attachment:
Guidance Changes

3.1. There are six types of driver's training required for personnel who dispatch to the missile field complex (Vehicle Orientation, Vehicle Crew Concept, Gravel Road Training, Skid Vehicle Training, Route Familiarization Training and Basic Driver's Safety Training). **Note:** When training takes place, it shall be in a controlled environment. Missile Field familiarity driving will only take place on the designated routes approved by the Wing Safety Office, and with an appointed certified trainer identified on an AF Form 170 in the vehicle. In all circumstances, a formal risk assessment shall be accomplished prior to the start of training. **(T-2)**

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

Abbreviations and Acronyms

DAF—Department of the Air Force

DAFMAN—Department of the Air Force Manual

**BY ORDER OF THE COMMANDER
AIR FORCE GLOBAL STRIKE COMMAND**

**AIR FORCE GLOBAL STRIKE COMMAND
INSTRUCTION 91-210**



2 MARCH 2018

Incorporating Change 1, 1 MAY 2022

Safety

**VEHICLE SAFETY FOR MISSILE
FIELD OPERATIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Mr. John P. Good)

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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 (AFGSC) and contingency operations not covered by other directives. It applies to individuals at all levels in Air Force Global Strike Command, except where noted otherwise, to include associated Air Force Reserve and the Air National Guard (ANG) members when supporting or conducting vehicular operations to, from, and at missile alert and launch facilities. This instruction is not applicable to United States Space Force (USSF) personnel. Any level AFGSC units may supplement this instruction to allow for local requirements. Process unit level supplements thru the office of primary responsibility (OPR) for coordination prior to certification and approval. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW 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 Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, 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. Compliance with the supplemental [attachment 2](#) is not mandatory. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by

Title 10 U.S.C., Sec 9013, Secretary of the Air Force. Comply with DoDM 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 847, *Recommendation for Change of Publication*; route AF 847s from the field through the appropriate functional manager’s chain of command.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Outdated references removed and current references included in applicable areas. Paragraphs throughout this document has been edited to reflect requirements mandated by current guidance, regulations, and standards. Additionally, the roles and responsibilities for vehicle operators, installation safety offices, and trainers/certifiers are more clearly defined. Furthermore, paragraph alignment in **Chapter 3** has changed significantly to allow for consolidation or removal of information. A margin bar (|) indicates newly revised material.

1. Vehicle Operator/Occupant Responsibilities.

1.1. Vehicle Crew Concept (VCC). The vehicle operator is responsible for safe vehicle operation. Each passenger shares responsibility, and is accountable for safely completing the mission. 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. IAW 49 CFR Part 571, *Federal Motor Vehicle Safety Standard*, Training Circular, 21-305-20_AFMAN 24-306(i), *Manual for the Wheeled Vehicle Operator*, or DAFMAN 91-203_DAFGM2021-01, *Air Force Consolidated Occupational Safety Instruction* requirements, operators and occupants ensure all safety equipment is serviceable and available in the vehicle prior to departure. Additionally, as applicable, all occupants should carry personal cold weather gear and vehicles should be equipped with winter survival equipment as locally directed. See **Attachment 2** for recommended vehicle survival kit items (T-3)

1.3. Use vehicle headlights at all times. Exception: Emergency/tactical responses by security forces are exempt (night vision devices will be used as appropriate). (T-2).

1.4. The front right passenger seat is reserved for the safety observer only! The safety observer will remain alert during the dispatch, handle all radio communications, read maps, assist in identifying hazards, and compliance with driving regulations and laws. The safety observer will not engage in any activities, unless directly related to the dispatch, which causes distractions. NOTE: The safety observer shall be qualified as determined through training/certification, experience, and through risk assessment(s) during mission planning (T-2)

1.5. All other passengers will stay alert and assist the front seat passenger with his/her duties when mission requirements allow.

1.6. When road conditions prohibit safe travel, engage hazard/warning lights and stop immediately at a safe location such as a rest area, gas station or parking lot. Immediately notify the MFCC of road conditions and await permission to continue travel (T-3)

1.7. Commanders, in coordination with the installation safety office, will develop local Driving Risk Assessment Worksheets or Cards, to aid mishap prevention decisions during the mission planning phase. Wings will review, update, and document worksheets and or cards annually. See [Attachment 3](#), *Risk Management for Personnel Dispatching to the Missile Complex*, for additional risk management guidance.

2. Speed Limits.

2.1. 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 2.2](#) for Security Forces (SF) exception. (T-2).

2.2. SF Team vehicle operators responding to real world situations such as a Covered Wagons, Back-up Force responses, or other situations requiring an immediate response are authorized to exceed 25 MPH on gravel/dirt roads. However, operators, will not exceed speeds reasonable for weather, visibility, traffic or road conditions. Additional operational and training requirements are located in AFI 91-207, *The US Air Force Traffic Safety Program* and local SF response guidance.

3. Driver's Training Courses/Requirements.

3.1. There are seven types of driver's training required for personnel who dispatch in the missile field complex. NOTE: When training takes place, it shall be in a controlled environment and only on the installation. In all circumstances, a formal risk assessment shall be accomplished prior to the start of training (T-2).

3.1.1. Vehicle Orientation and Operation Training. Each unit will conduct a driver-training program for each vehicle that the individual will operate. Lesson plans for drivers' training, if not an AF approved plan, must be submitted to the installation safety office for review and certification. Training will be tailored to the driver's experience and must include information applicable to the location, weather conditions, and terrain (T-2).

3.1.1.1. All personnel operating vehicles such as Large Maintenance Vehicle (LMV) Up Armored High mobility Multipurpose Wheeled Vehicle (UAHMMWV), BearCat, etc., must receive hands-on training, by a certified instructor. Operators must physically possess a license prior to operating vehicles.

3.1.1.2. All drivers under the age of 24 years must complete annual recurring driver training. Wing Commander's, or as delegated, will establish local annual driver training requirements. Recurring training may include any of the driver training lessons or hands on training in a skid equipped vehicle or gravel road trainer by certified instructors. All training actions applied should be accomplished to address individual risks. Drivers in this category can be assessed individually by supervisors to determine training needs. The annual training will be documented using existing training databases such as Patriot Excalibur or Integrated Maintenance Data System.

3.1.2. VCC Training and Fatigue & Human Performance. All personnel dispatching to the missile field complex will receive VCC Training incorporating the elements described in [Paragraph 1.1](#) and academic training on fatigue and human performance. Fatigue and human performance training will be standardized across AFGSC and managed by HQ AFGSC A3/60L. HQ AFGSC A3/60L will develop the fatigue and human performance

training segment of VCC training. HQ AFGSC/SEG will distribute the AFGSCI91-210 and the training plan to the wings. The wing safety offices will provide to the applicable units (T-2)

3.1.3. 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).

3.1.3.1. 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)

3.1.3.2. DELETED

3.1.4. 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).

3.1.4.1. Conducting HMMWV Egress Assistance Trainer (HEAT) training for SF personnel at the same time as this training would be optimal. (T-2).

3.1.4.2. 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)

3.1.5. Route Familiarization Training. Personnel operating vehicles in the missile field area will perform driver's familiarization of the missile flight area. Route training will include identifying all known road hazards, primary/alternate routes of travel, and all peculiarities associated with the Route Familiarization Training (T-2). Personnel must be knowledgeable of all routes identified within the route folder. The route folder will be used as the primary source for travel planning.

3.1.6. Basic 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).

3.2. 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).

3.2.1. Group/CC, delegable to Squadron/CC, has the authority to waive drivers training requirements for a period of up to 90 days due to unavailability of training vehicles/equipment (i.e., Skid trainer, gravel trainer, HEAT). (T-3).

3.2.2. All individuals on approved waivers will be tracked at the group level.

3.2.3. The 90-day waivers are not renewable by the Group/CC.

3.2.4. Only the Wing/CC has the authority to waive drivers training for periods over 90 days with written notification to 20 AF/SE and AFGSC/SE.

3.2.5. As locally determined, authorized personnel accomplishing orientation-only dispatches may take distinguished visitors and newly-arrived personnel to the missile complex as a safety observer. These passengers are exempt from the provisions in **Paragraph 3.1** Note: This does not apply to LMVs.

3.2.6. The wing commander has discretion to permit missile complex travel for visiting personnel/teams who lack training/certification required by **Paragraph 3.1. Note:** This does not apply to LMVs.

3.3. Wing occupational 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 Skid Car assembly. Experienced trainers outside the safety office may train and certify other instructors for Gravel Road Trainers with prior authorization of Wing Safety. MDG/SGP will be the subject matter experts for fatigue management at the local installations. Responsibilities will align with requirements IAW AFI48-101, para. 1.4.15.4.1, *Aerospace Medicine Enterprise*. Additionally, MDG/SGP will train/certify all fatigue and human performance instructors for vehicle crew concept training IAW AFMAN48-149, para. 6.2.3, *Flight and Operational Medicine Program (FOMP)* (T-2).

3.4. 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 maintain a list of personnel who have received initial or recurring training and those overdue. (T-2).

JEFFREY P. ENGELKER, Colonel, USAF
Director of Safety

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

49 CFR § 571, *Federal Motor Vehicle Safety Standard*, 11 Feb 2022

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

AFGSCI 21-106, *Large Maintenance Vehicle Operations*, 25 October 2013 AFI 24-301, *Vehicle Operations*, 5

DAFMAN 90-161, *Publishing Processes and Procedures*, 14 April 2022

DAFMAN 91-203_DAFGM 2021-01, *Air Force Consolidated Occupational Safety Instruction*, 5 October 2021

DoDM 5400.7-R_AFMAN 33-302, *Freedom of Information Act Program*, 27 April 2018
May 2016

AFGSCI 21-106. DELETED

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 33-332, *Air Force Privacy and Civil Liberties Program*, 10 March 2020

AFI 33-332, *The Air Force Privacy and Civil Liberties Program*, 12 January 2015

AFI 48-101, *Aerospace Medicine Enterprise*, 22 April 2020

AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, 26 October 2016 AFI 91-204, *Safety Investigations and Reports*, 12 February 2014

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

AFI 91-203. DELETED

AFI 91-204. DELETED

AFI 91-207, *The US Air Force Traffic Safety Program*, 26 July 2019

AFMAN 33-363. DELETED

AFMAN 48-149, *Flight and Operational Medicine Program (FOMP)*, 10 June 2021

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

AFPD 91-2, *Safety Programs*, 3 September 2019

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

T.O.00-35A-39. DELETED

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

Training Circular (TC) 21-305-20_AFMAN 24-306(I), *Manual for the Wheeled Vehicle Operator*, 12 January 2016

Adopted Forms

DAF Form 847, Recommendation for Change of Publication

Abbreviations and Acronyms

AFGSC—Air Force Global Strike Command

BPRA—DELETED

DRAC—DELETED

GMV—Government Motor Vehicle

HEAT—HMMWV Egress Assistance Trainer

LF—DELETED

LMV—Large Maintenance Vehicle

MAF—DELETED

MFCC—Missile Field Control Center

MPH—Miles per hour

RM—Risk Management

UA—DELETED

UAHMMWV—Up Armored High mobility Multipurpose Wheeled Vehicle

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	1 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	1 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) FOR PERSONNEL DISPATCHING TO THE MISSILE COMPLEX****Table A3.1. Risk Management for Personnel Dispatching to the Missile Complex.**

1. All personnel dispatching to the missile complex or transiting through on official business will use sound judgement and decision-making to identify, assess and mitigate risk factors.
2. All personnel will use this instruction, guide, and locally generated Driving Risk Assessment Worksheets or Cards to evaluate all dispatching personnel and teams.
3. As a part of detailed mission planning IAW existing instructions, completing the risk assessment worksheet or cards is mandatory and designed to prompt a conversation among all occupants of a vehicle to determine who is best prepared to drive during a particular mission and mitigate risk, if necessary.
4. At a minimum, each individual will assess vehicle operator's driving experience to include total experience behind the wheel, license qualifications, geographic specific experience on various road conditions, age of driver, operator's rest/sleep prior to driving, existing weather and road conditions, vehicle type, familiarity with the travel area, time of the day and other factors as directed by local policy and supervision.
5. Vehicle operators will reassess risk prior to departure from the base, the Missile Alert Facility (MAF) or the Launch Facility (LF) enroute to the team's next destination. In addition, reassess risk when road and/or weather conditions dictate a reevaluation of risk factors affecting safe mission accomplishment.
6. The appropriate level of leadership is responsible for approval should any mitigations to reduce risk not be eliminated prior to mission initiation. The team chief/leader/supervisor must ensure vehicle operators and other team members understand their responsibilities IAW this instruction, guide and local procedures.
7. 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 reassess risk prior to returning to normal duties requiring vehicle movement.