

**BY ORDER OF THE COMMANDER  
BEALE AIR FORCE BASE**

**DEPARTMENT OF THE AIR FORCE  
INSTRUCTION 13-213**



**BEAL AIR FORCE BASE  
Supplement  
3 NOVEMBER 2021**

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

**AIRFIELD DRIVING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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DAFI 13-213, *Airfield Driving*, 4 Feb 2020, is supplemented as follows: This supplement implements and extends the guidance of Department of the Air Force Instruction (DAFI) 13-213, *Airfield Driving*. This supplement implements Air Force Manual (AFMAN) 24-306, *Manual For The Wheeled Vehicle Operator*, AFI 91-203, *Air Force Consolidated Occupational Safety Inspection*, AFI 31-116, *Airfield Operations Procedures and Programs* and DAFI 13-213, *Airfield Driving*. It establishes procedures for governing all vehicular traffic on Beale Air Force Base (BAFB) airfield. The goal of the Airfield Driving Program is to provide safe ground vehicle operations and pedestrian control on USAF owned and/or operated airfields. It outlines training requirements for all personnel (e.g. military, DoD civilians, contractors, etc.) who, as a part of their job, are required to drive unescorted on an airfield. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using AF Form 847, Recommendation for Change of Publication; route the AF Form 847 from the field through major command (MAJCOM) publications/forms managers. This instruction requires the collection and maintenance of information protected by the Privacy Act of 1974, authorized by 10 U.S.C. 8013, Secretary of the Air Force. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force

Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Contact supporting records managers as required. This instruction applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard organizations that administer an airfield driving program. 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 Air Force Instruction 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers.

### ***SUMMARY OF CHANGES***

This supplement has been substantially revised and must be completely reviewed. The standards and directives on the following pages have been established for control of all motor vehicles on the Beale AFB airfield. Only trained personnel will be assigned duties which involve driving on the airfield. Persons assigned to the airfield or to activities related to the airfield are required to be familiar with the provisions of this supplement and DAFI 13-213, *Airfield Driving*, and exercise good judgment when encountering situations not addressed during training.

2.5.4.1. **(Added)** Controlled Movement Area (CMA). Limit unit airfield drivers to “Non-CMA” AF Form 483 licenses unless mission dictates that individuals require a “CMA” AF Form 483 license to enter or cross the runway.

2.7.7.1. **(Added)** Accomplish a re-inspection of a unit’s Airfield Driving Program (ADP) no later than 30 days following receipt of an unsatisfactory rating. Subsequent inspections will occur every 30 days until the unit’s ADP receives a satisfactory rating.

2.7.14.1. **(Added)** Conduct airfield driving training and safety briefings for all contractor personnel prior to airfield construction activities commencing, and coordinate with the Airfield Manager (AFM) to establish contractor haul routes to/from work sites.

2.8.1.1. **(Added)** Receive Unit Airfield Driving Program Manager (ADPM) training from Wing ADPM prior to training or certifying unit airfield driving training.

2.8.1.2. **(Added)** Replacement ADPMs will be trained by the current ADPM at least 30 days prior to relinquishing duties and added to the appointment letter.

2.8.4.1. **(Added)** Airfield driving training and certification checklist will be completed and documented. Unit ADPMs will utilize DAFI 13-213, Attachment 7, to document training and certification.

2.8.13. **(Added)** All personnel returning from a TDY or deployment for 180 days or longer, will receive refresher training prior to operating on the airfield.

2.8.14.1. **(Added)** See [paragraph 3.4.3.1](#) for color vision testing requirements.

2.8.24.1. **(Added)** Unit ADPMs will conduct training and certification by utilizing training aids and tests provided by the Wing ADPM, that are available on the 9 OSS SharePoint site.

2.8.28.1. **(Added)** Unit ADPMs will complete an annual validation memorandum stating justification for the number of personnel authorized to drive on the airfield and in the CMA. This memorandum will be maintained in TAB E – *Current List of Unit Assigned Airfield Drivers* in the Airfield Driving Continuity Binder and a courtesy copy will be sent to the Wing ADPM.

2.8.30.1. **(Added)** The Wing ADPM will issue a trifold to all ADPMs that provides the Air Force Visual Aid 11-240, *Airfield Visual Aid Safety Placard* or Federal Aviation Administration Ground Vehicle Guide to Airport Signs & Markings and an airfield diagram. The Air Force Visual Aid 11-240, can be located on [Attachment 14](#).

2.10.4.1. **(Added)** Emergency response, follow-on/support response agencies such as POGO, aircraft maintenance, are required to standby in a designated area (e.g. ramp, taxiway, etc.) until called forward by the Fire Chief or incident/on-scene commander.

2.10.5.1. **(Added)** Airfield drivers may contact 9 OSS/OSAA Airfield Management at 4-2002 to obtain current airfield closures/restrictions, construction activities, and other hazards.

2.10.9. **(Added)** Passengers and Cargo in Vehicles:

2.10.9.1. **(Added)** Personnel will not ride on trailers or any part of a vehicle not intended for carrying passengers. Exceptions to this may be authorized in base exercise plans.

2.10.9.2. **(Added)** Passengers will remain seated and keep arms and legs within the vehicle while the vehicle is in motion.

2.10.9.3. **(Added)** All passengers will wear seat belts at all times while the vehicle is in motion.

2.10.9.4. **(Added)** Passengers will not ride in the doorways or sit on the engine cover of metro vans (also called step vans). Rear door nets will be used while passengers are transported if doors are open.

2.10.9.5. **(Added)** Passenger van side doors will be closed while the vehicle is in motion.

2.10.9.6. **(Added)** Passengers are prohibited from riding on towed equipment.

2.10.9.7. **(Added)** Passengers will not mount or dismount vehicles while the vehicle is in motion.

2.10.9.8. **(Added)** Cargo will be secured with ropes, chains, or chocks to prevent injury or damage. Cargo extended beyond the vehicle's body will have a red flag attached during daylight hours or a red warning reflector/light during hours of darkness.

2.14.8. **(Added)** 2.13.1 Emergency vehicles responding to an emergency will request Air Traffic Control Tower (ATCT) approval before entering the CMA. The speed used on the runways and taxiways must be consistent with conditions and equipment being operated. Primary responders such as Fire Department, Ambulance Services and Airfield Management will be located on a taxiway near where the aircraft will stop. SFS personnel will standby until called upon by the on-scene commander. If the emergency is on the runway and a SFS presence is required, SFS Flight Chiefs will request ATCT approval before entering the runway.

2.15.1.1. **(Added)** Color vision testing results will be documented on the Attachment 7.

2.15.2.1. **(Added)** The primary response location for all in-flight/ground emergencies will be located on a taxiway near where the aircraft will stop. MDG personnel will standby until called upon by the on-scene commander. If the emergency is on the runway, MDG personnel will request ATCT approval before entering the runway.

3.2.1.1. **(Added)** All training checklists and instructional products for airfield driving training and certification is available on the 9<sup>th</sup> OSS Airfield Driving Program SharePoint site. The AFM, Wing ADPM, and designated Airfield Management (AM) representatives are responsible for approving AF Form 483s. Authority must not be delegated outside AM.

3.2.1.1.1. **(Added)** All training requirements are to be accomplished with 60 days of start date.

3.2.2.1.2. **(Added)** Conduct and document annual refresher training. At a minimum, this training will include a review of DAFI 13-213, *Airfield Driving*, this supplement, Runway Incursion Prevention Training, and the refresher training test. ADPMs will keep a copy of the Runway Incursion Prevention test with their personnel's record of training.

3.2.4.1. **(Added)** Classroom training will be conducted by the Unit ADPM or an appointed trainer utilizing the Airfield Driving Classroom Training Slideshow, located on the 9 OSS, Airfield Driving SharePoint site.

3.3.1.1. **(Added)** The Wing ADPM has delegated all testing required for airfield driving to the unit ADPM. The Wing ADPM can terminate the delegation of testing at any time and revert testing authority back to Airfield Management if airfield field violations/runway incursions warrant it. A Memorandum for Record (MFR) will be drafted by the Wing ADPM and provided to the unit ADPMs and the unit commander.

3.3.1.1.3.1. **(Added)** Test results will be documented on the Attachment 7.

3.3.1.5.5.1. **(Added)** Trainers will certify the completion of the practical driving check-ride on the attachment 7.

3.4.3.1. **(Added)** 9 MDG and 9 OSS Airfield Management conducts color vision testing. Color vision testing will be certified utilizing Attachment 7.

**3.5. (Added) Airfield Driving Restriction Codes:** Beale AFB has four restriction which may be placed on an individual's airfield driver's license.

3.5.1. **(Added)** CMA Access

3.5.2. **(Added)** Non-CMA Access Only

3.5.3. **(Added)** Ramp Authorized Only

3.5.4. **(Added)** Daylight Authorized Only

4.2.1.1. **(Added)** The CMA consists of the runway, overruns and any area within 100 feet of the runway and overruns pavement edge. Personnel requiring access to the CMA will complete additional CMA training/testing and have an AF Form 483 with assigned restriction code "CMA". Personnel not trained and certified to operate in the CMA are prohibited from entering without a qualified escort.

4.2.1.2. **(Added)** All AMXS POGO Supervisor drivers must receive communications training/Runway Incursion Prevention training prior to assuming POGO responsibilities. Unit ADPMs will document training.

4.2.6.1. **(Added)** Vehicle and/or pedestrian call signs are listed in [Attachment 11](#).

4.3.3. **(Added)** Pedestrian Movement:

4.3.3.1. **(Added)** Pedestrians are only authorized on the airfield for official business in support of the flying mission.

4.3.3.2. **(Added)** Walk facing oncoming traffic.

4.3.3.3. **(Added)** Do not sit or recline while on the ramp in such a manner that interferes with normal ground vehicle and aircraft operations.

4.3.3.4. **(Added)** Do not enter the CMA without two-way radio contact and approval from the ATCT.

4.4.7. **(Added)** Airfield Driving Visual Aids are available through Airfield Management or the trifold provided to each unit.

4.5.1.1. **(Added)** Runway holding position signs are located on Taxiway Bravo, Taxiway Charlie, Taxiway Delta and Taxiway Echo.

4.6.4.1. **(Added)** Implement the Instrument Landing System (ILS) critical area identified by Instrument Hold Lines during instrument procedures when the weather is reported with a ceiling less than 800 feet and/or the visibility is less than 2 miles. Vehicle drivers will hold short of the instrument hold line located on taxiway Bravo and Echo. =Vehicles will contact ATCT for permission onto the CMA prior to proceeding past the instrument hold line.

4.8.4. **(Added)** Blackout/Night Vision Devices (NVD) are not authorized for use on the airfield

4.8.12.1. **(Added)** Yield the right-of-way to all emergency response vehicles when responding to an emergency. Vehicle operators will not drive between an emergency response vehicle and an aircraft.

4.8.13.1.1. **(Added)** Taxiway speed limit is 35 miles per hour. Exception: Taxilane G/J and taxiway Hotel speed limit is 15 miles per hour.

4.8.13.1.2. **(Added)** Exceptions to speed limits listed above: U-2 Mobile operations primary responders and emergency responders (fire department, ambulance, security forces, and Airfield Management) responding to real world emergencies may exceed speed limits. Driver must exercise extreme caution and light bar must be illuminated.

4.8.15. **(Added)** Restriction for Operating Motorcycles, Mopeds, Scooters, Bicycles and Other Vehicles:

4.8.15.1. **(Added)** Privately owned bicycles, mopeds, motorcycles, three-wheeled vehicles and motor homes are not authorized on the CMA.

4.8.15.2. **(Added)** Government owned bicycles and four-wheelers used in the course of official government business may only operate on the ramp, excluding taxiways and runways, provided all safety requirements are met (i.e., reflectors worn, helmet, etc.).

4.8.15.3. **(Added)** Government owned electric or gas powered golf carts are authorized on the ramps, but not on the CMA. Operators of these vehicles must be certified to drive on the airfield.

4.9.1.1. **(Added)** Except For U-2/RQ-4 Mobile (pilot operated) vehicles, no vehicle will be left unattended or driven closer than 25 feet in front of or 200 feet to the rear of any aircraft when engines are in operation. Note: An aircraft's anti-collision lights will be flashing when engines are operating.

4.9.4.1. **(Added)** Mobile vehicles, typically white cars, that accompany the U2s, with a light bar, are considered aircraft when the vehicle has flashing hazards lights or light bars. When encountering a mobile driver, the vehicle operator will give way to the mobile until it passes.

4.9.5.1. **(Added)** Vehicles will not be left unattended on runways, taxiways, aprons, or any other aircraft movement areas. Vehicles will not be left unattended in front of any hangar or shelters, unless vehicle is involved in servicing of aircraft. Every attempt will be made to remove an

unattended vehicle if it impedes taxiing or landing aircraft. Immediately report the vehicle location to Airfield Management and Vehicle Operations.

4.9.6. **(Added)** Unmanned Aircraft Systems Operations:

4.9.6.1. **(Added)** The RQ-4 mission initiates with maintenance towing the aircraft to a launch spot (mission start point). Limitations in the aircraft design preclude starting and taxiing from any location other than the surveyed launch spots. Engine start commences usually one hour and thirty minutes before takeoff. The pilot, RQ-4 Mobile (call sign —Hawkeye (HE)), and the crew performing the engine start will monitor ground frequency during engine start operations.

4.9.6.2. **(Added)** There are two designated RQ-4 start points; Global Hawk South (GH-S) on the Hawk Ramp and Global Hawk Hammerhead (GH-HH) on the north hammerhead adjacent Taxiway Bravo.

4.9.6.3. **(Added)** When a RQ-4 is taxiing on Taxiway Foxtrot, all vehicles must pull off onto the very edge of the shoulder and stop until the aircraft has passed.

4.11.1.1. **(Added)** All vehicles operating in/or around the airfield are considered mobile obstacles. Parked and moving vehicles, emergency vehicles and authorized maintenance vehicles are exempt.

4.11.2.1. **(Added)** The lateral clearance distance from the edge of all ramps and aprons to a mobile obstacle is 50 feet. When operating off the edge of a ramp or apron do not park or operate a vehicle within 50 feet of a moving aircraft. To ensure separation from any aircraft in the Air Force inventory, vehicles should park a minimum 125 feet from the edge of aircraft movement areas.

4.11.2.2. **(Added)** Vehicles utilizing the driving lanes on Taxilane H and nose dock area need to give way to taxiing aircraft and ensure 25 foot wingtip clearance is established.

4.11.4.1. **(Added)** Mobile ground support equipment will be placed on the airfield (taxiways, aprons, etc.) no sooner than three hours before an arrival and must be moved no later than three hours after departure. When such equipment is not in use, it will be removed and stored in areas that do not violate aircraft clearance requirements.

**4.13. (Added) Vehicles must come to a complete stop before entering the airfield.**

4.13.1.1. **(Added)** If significant FOD is found on the airfield, notify 9 OSS Airfield Management via radio or DSN: 368-2002 to coordinate inspection of the area and contact sweeper.

4.18.1. **(Added)** Vehicle traffic lane (access road) is considered part of the airfield. Normal vehicular traffic on the ramp will use the access road to maximum extent possible. Construction areas are closed areas and identified by barricades and lights.

4.20.2.1. **(Added)** For the purpose of this supplement, Fire Department, Ambulance and Airfield Management vehicles responding to in-flight/ground emergencies are categorized as primary (initial) response agencies. Other organizations (e.g., civil engineers, maintenance, transportation, etc.), as determined by the Fire Chief or incident commander, are categorized as secondary (follow-on/support) response agencies.

4.20.2.2. **(Added)** Designated standby/staging area for secondary (follow-on/support) response agencies is Taxiway H.

4.21.1. **(Added)** There are no vehicle traffic control devices/lights on Beale AFB airfield.

4.22.4. **(Added)** There are no NVG operations on Beale AFB.

4.23.2.1. **(Added)** Organizations that initiate contractor work on the airfield are responsible for providing a qualified airfield driver to serve as an escort. Airfield Management does not provide escort duties.

4.24.1. **(Added)** Vehicles equipped with studded tires or chains are not authorized on the airfield due to the potential for FOD and pavement damage.

4.26.4. **(Added)** When operating near wide body aircraft (e.g., C-5, C-17, B-747, etc.), use caution due to extreme engine jet blast. The recommended distance from wide body aircraft is at least 25 feet to the front and at least 500 feet to the rear of the aircraft engines during operation or when the engines are being started.

4.28.1.1. **(Added)** Personnel TDY to Beale AFB who are required to drive on the airfield must possess an AF Form 483 (or other Federal/DoD agency equivalent) from home station and be trained on local airfield driving procedures prior to operating a vehicle on the airfield without an escort. TDY personnel/non-base assigned contractors will not have access to the CMA unless approved by the AFM or Wing ADPM.

4.28.1.2. **(Added)** Contractors shall possess a “Temporary” AF Form 483 and be trained on local airfield driving procedures to operate a vehicle on the airfield without an escort. Training shall be scheduled with AM no later than 72 hours prior to the start of work on the airfield.

4.28.1.2.1. **(Added)** Contractors shall abide by all applicable rules set forth in contractor briefings/training, as well as principles of this instruction.

4.28.1.2.2. **(Added)** Airfield Management will maintain a list of contractors trained to drive on the airfield provided by the foreman or engineer through 9 CES/CEOHP. The “TDY” AF Form 483s will remain valid for the duration of the project.

4.28.2.2.1. **(Added)** Airfield driving training shall be accomplished by an authorized Unit ADPM or an appointed trainer from the sponsoring unit or organization utilizing DAFI 13-213, Attachment 8. If there are no sponsoring organizations, the training shall be accomplished by Airfield Management. Non-unit sponsored TDY personnel shall contact Airfield Management one week prior to arrival to schedule airfield driving training.

4.28.2.2.2. **(Added)** The Unit ADPM or an appointed trainer who trains TDY personnel will provide an airfield orientation for the areas that will be utilized by the vehicle operator. The TDY personnel will not operate any vehicle outside the assigned operating area without an airfield escort.

4.28.2.2.3. **(Added)** This supplement and pertinent training materials may be forwarded to an incoming unit prior to arriving Beale AFB to accelerate the training process. The sponsoring unit’s ADPM or Airfield Management will validate training with a briefing upon arrival.

4.29.1.1. **(Added)** Request for temporary vehicle passes by TDY personnel will be facilitated by the host ADPM, utilizing the temporary Personally Owned Vehicle (POV) MFR request form **Attachment 13**. All MFRs will be forwarded to the Wing ADPM or Airfield Management. Airfield Management will approve temporary POV pass requests. Temporary POV passes for contractors and non-base assigned personnel will be managed by Airfield Management.

4.29.1.2. **(Added)** Annual/Permanent POV passes will be coordinated through the Wing ADPM. Annual POV passes will be validated every year in December.

4.29.1.3. **(Added)** Vehicle operators will display vehicle passes in the lower left-hand corner of the windshield while operating on the airfield. Exception: If unable to affix vehicle pass in windshield, vehicle passes will be secured in such a manner it does not become a FOD hazard. All passes are considered controlled items. Passes must be removed from the windshield of the vehicle and secured when leaving the airfield. Permanent POVs will affix a hanging decal from the rearview mirror in addition to the colored pass.

4.29.6.1. **(Added)** GOV/GLVs are issued vehicle plates from Transportation and do not require POV passes. Rental vehicles contracted for official government use will require POV passes.

4.29.6.2. **(Added)** To alleviate confusion and aid in detecting the presence of unauthorized vehicles on the airfield, vehicle passes for POV and official government rental vehicles will be the same color-coded scheme for the respective calendar year.

4.31.2.1. **(Added)** The Wing ADPM (normally the Deputy Airfield Manager or civilian equivalent) is the designated representative for approving reinstatement of airfield driving privileges.

4.32.2.2. **(Added)** Unit Commanders will request in writing reinstatement of airfield driving privileges for personnel assigned to their respective unit following completion of suspension/revocation period and re-accomplish of initial airfield driving training. **Note:** Responsibility may not be delegated.

4.34.8.1. **(Added)** See [Attachment 10](#) for the airfield diagram.

4.34.8.1.1. **(Added)** Hazard (Hot Spots) around the airfield.

4.34.8.1.1.1. **(Added)** Aircraft towed/taxiing out of parking spots.

4.34.8.1.1.2. **(Added)** Taxiway A: is not visible from the ATCT.

4.34.8.1.1.3. **(Added)** Taxiway A: and B. High-speed U-2 Mobile traffic when runway 15 is in use. See [Attachment 15, Figure A15.2](#).

4.34.8.1.1.4. **(Added)** Taxiway B: Taxiway contains a runway hold line and an instrument hold line.

4.34.8.1.1.5. **(Added)** Taxiway E: Taxiway contains a runway hold line and an instrument hold line.

4.34.8.1.1.6. **(Added)** Taxiway E: High-speed U-2 Mobile traffic when runway 33 is in use. See [Attachment 15, Figure A15.3](#).

4.34.8.1.1.7. **(Added)** Taxiway B and E: Possible arming/de-arming activity; be vigilant for ground crew hand signals.

4.34.8.1.1.8. **(Added)** Taxiway E: Primary parking area for aircraft with “hot” (unsecured) guns, hung ordnance, or hot brakes.

4.34.8.1.1.9. **(Added)** Taxiway F: In the vicinity of taxiways C and D, the slope of the taxiway limits visibility in both directions. The Hazardous cargo parking location is also on Taxiway Foxtrot, south of Fire Department.

4.34.8.1.1.10. **(Added)** Frequent U-2 and high speed Mobile traffic “over the hill” at Taxiway C, D and K intersections.

4.34.8.1.1.11. **(Added)** ATCT does not maintain radio contact with vehicles on the ramp. Visual blind spots exist at the nose docks, transient ramp, the T-38 shelters 1-3, from T38 shelter 1 to the North Ramp, west of U-2 shelters G-U, area west of 1057-1058, and on Taxiway A. See [Attachment 15, Figure A15.1](#).

4.34.8.1.1.12. **(Added)** Taxilane Hotel toward the horseshoe, Taxilane Juliet in front of the T-38 shelters. See [Attachment 15, Figure A15.1](#).

4.34.17. **(Added)** Precision Obstacle Free Zone (POFZ): Beale Air Force Base runway has two precision obstacle free zones requiring protection from possible signal interference caused by aircraft and vehicles operating between the localizer/glide slope antennas and an arriving aircraft conducting and ILS approach. The dimensions are 800 feet (400 feet on each side of the runway centerline) and extend 200 feet from the end of the runway. These protected areas are the Localizer and Glide Slope Critical Areas located at the departure and approach ends of Runways 15 and 33, respectively. Vehicles are prohibited from operating in these areas when the approach includes vertical guidance, the reported ceiling is less than 250 feet or the visibility is less than  $\frac{3}{4}$  statute mile, and aircraft is on final approach within 2 miles of the runway threshold. ILS instrument hold signs and taxiway instrument hold lines protect these areas. Approval must be obtained from the ATCT prior to entering these areas.

#### **4.35. (Added) Unique Unit Requirements/Operations and Local Restrictions:**

4.35.1. **(Added)** No driving across or turning vehicles on Distinguished Visitor painted carpet located in front of Bldg. 1060, airfield side.

**4.36. (Added) Enter/Exit Airfield Gates:** Procedures for airfield entry are outlined in 9 OSS OI 31-101 *Controlled Area Procedures-Airfield Operations*, Chapter 3.

4.36.1. **(Added)** The Wing ADPM will disseminate any airfield gate combinations to the Unit ADPMs through an encrypted email.

4.36.2. **(Added)** No aircraft is to be parked or towed on the asphalt (blacktop) areas of the airfield.

#### **4.37. (Added) Smoking Areas:**

4.37.1. **(Added)** Smoking is prohibited in all government owned or leased vehicles.

4.37.2. **(Added)** Smoking is prohibited within 50 feet of an aircraft.

4.37.3. **(Added)** Designated smoking areas are available for use around airfield facilities.

5.1.1.1. **(Added)** Personnel operating a vehicle in the CMA will utilize the “Ramp Net” on the Land Mobile Radio or mounted radio to make transmissions to ATCT (callsign: Beale Ground).

5.1.4.1. **(Added)** ATCT does not normally provide aircraft position advisories to ground vehicles on the taxiways/aprons. They may make a general announcement by vehicle type, location and direction if they observe a dangerous situation. All vehicles will remain alert to the ramp net.

5.2.6. **(Added)** There are no radio blind spots.

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

AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, 3 January 2019

DAFI 33-360, *Publications and Forms Management*, 1 December 2015

AFMAN 13-204v1, *Management of Airfield Operations*, 22 Jul 20

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

AFI 33-324, *The Air Force Information Collections and Reports Management Program*, 22 July 2019

AFECD, 31 October 2017

AFOCD, 31 October 2017

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 14 September 2018

FAA Order 7110.65Y, *Air Traffic Control*, 20 June 2019

AFVA 11-240, *USAF Airport Signs and Markings*, 15 April 2017

AFVA 13-221, *Control Tower Light Signals*, 1 November 2001

AFVA 13-222, *Runway/Controlled Movement Area (CMA) Procedures*, 30 July 2009

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015

UFC 3-260-01, *Airfield and Heliport Planning and Design*, 4 February 2019

AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, 9 December 2016

AFI 31-101, *Integrated Defense*, 5 July 2017

AFI 91-202, *The US Air Force Mishap Program*, 24 June 2015

FAA Advisory Circular 150/5340-1L, *Standards for Airport Markings*, 27 September 2013

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 11 December 2018

***Abbreviations and Acronyms***

**ADPM**—Airfield Driving Program Manager

**AF**—Air Force

**AFECD**—Air Force Enlisted Classification Directory

**AFFSA**—Air Force Flight Standards Agency

**AFI**—Air Force Instruction

**AFM**—Airfield Manager

**AFMAN**—Air Force Manual  
**AFOCD**—Air Force Officer Classification Directory  
**AFPD**—Air Force Policy Directive  
**AFRIMS**—Air Force Records Information Management System  
**AFSAS**—Air Force Safety Automated System  
**AFVA**—Air Force Visual Aid  
**AO**—Airfield Operations  
**AOB**—Airfield Operations Board  
**AOF**—Airfield Operations Flight  
**CC**—Commander  
**CMA**—Controlled Movement Area  
**DAFI**—Department of the Air Force Instruction  
**FAA**—Federal Aviation Administration  
**FOD**—Foreign Object Damage  
**HATR**—Hazardous Air Traffic Report  
**MFR**—Memorandum for Record  
**MICT**—Management Internal Control Toolset  
**NOTAM**—Notice to Airmen  
**NVD**—Night Vision Device  
**OPR**—Office of Primary Responsibility  
**POV**—Privately Owned Vehicle  
**RDS**—Records Disposition Schedule  
**RIPWG**—Runway Incursion Prevention Working Group  
**SAC**—Self-Assessment Communicator  
**UFC**—Unified Facilities Criteria

Attachment 10 (Added)  
AIRFIELD DIAGRAM

Figure A10.1. Airfield Diagram North End.

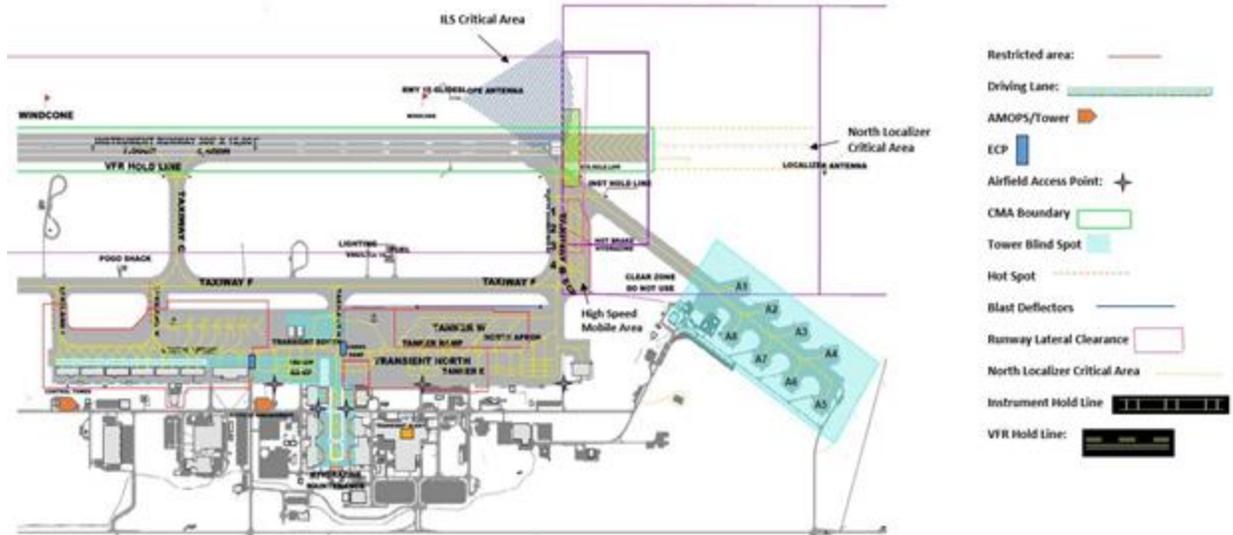


Figure A10.2. Parking Ramps.

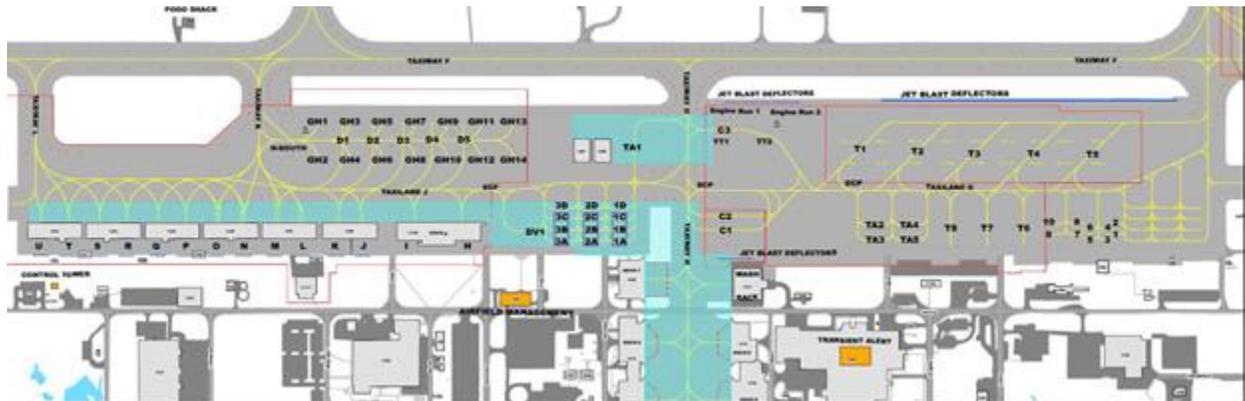
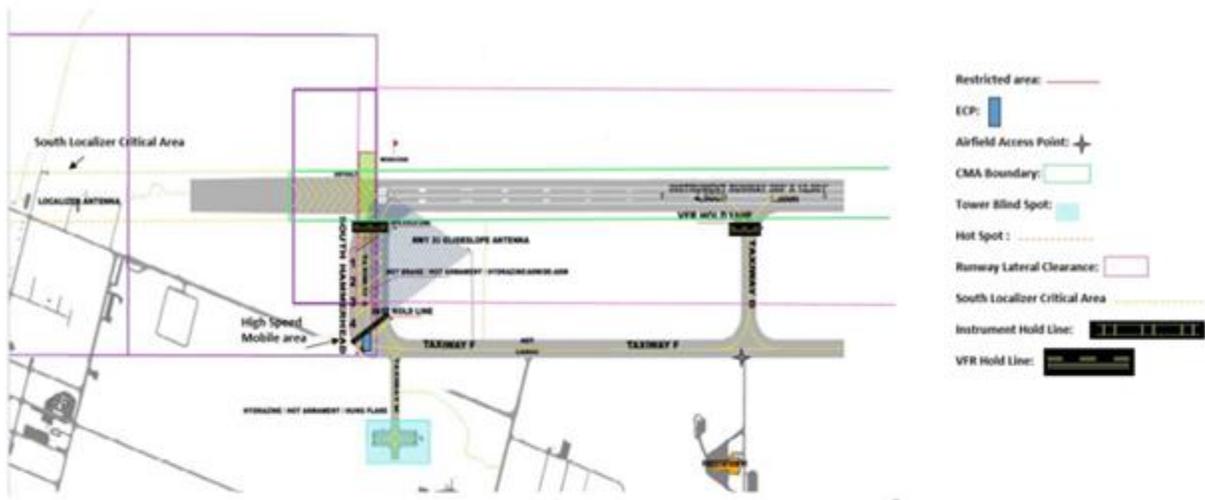


Figure A10.3. (Added) Airfield Diagram South End.



TWY "E" 1170' FROM EDGE OF RWY

TWY "B" 428' FROM EDGE OF RWY

TWY "B","C","D","E" 150' FROM EDGE OF RWY

- "B" 375' CONCRETE W/ 50' ASPHALT SHOULDERS – PCN 102 R/B/W/T
- "C" 75' CONCRETE W/ 50' ASPHALT SHOULDERS – PCN 95 R/B/W/T
- "D" 75' CONCRETE W/ 50' ASPHALT SHOULDERS – PCN 119 R/B/W/T
- "E" 375' CONCRETE W/ 50' ASPHALT SHOULDERS – PCN 103 R/B/W/T
- "F" 75' CONCRETE W/ 50' ASPHALT SHOULDERS – PCN 114 R/B/W/T
- "M" 49' CONCRETE W/ 25' ASPHALT SHOULDERS – PCN 78 R/B/W/T



- "G" : WIDTH UNKNOWN, SAME WEIGHT BEARING AS THE RWY
- "J" : WIDTH UNKNOWN, SAME WEIGHT BEARING AS THE RWY
- "H" : 75' CONCRETE W/50 ASPHALT EDGES, SAME WEIGHT BEARING AS THE RWY
- "K" : 75' CONCRETE W/50 ASPHALT EDGES, SAME WEIGHT BEARING AS THE RWY
- "L" : 75' CONCRETE W/50 ASPHALT EDGES, SAME WEIGHT BEARING AS THE RWY

12,001' X 300' CONCRETE, CENTER 10,800 X 140' GROOVED - 1,000' OVERRUN.

## Attachment 11 (Added)

## AIRFIELD VEHICLE CALL SIGNS

Table A11.1. Beale Airfield Vehicle Call Signs.

<b>Unit / Section</b>	<b>Call Sign</b>	<b>Duty Position</b>
9 OSS/OSAA	Airfield 1	AFM
	Airfield 2	DAFM
	Airfield 3	AMOPS
9 OSS/OSA	Ops 1-2	AOF/CC and AOF/DO
9 CES	Chief 1- 2	Fire Chief and Assistant Chief of Operations
9 CES	Sweeper 1-2	Sweeper
9 CES	Airfield Lighting	Exterior Electric
9 MXS	TA 1-2	Transient Alert
9 SOF	SOF	Supervisor of Flying
9 AMXS	Pogo	Pogo Recovery Vehicle
9 RW/PA	Deuce Photo	U-2 Videography
9 WG/SEF	Safety 1	Flight Safety
9 WG/SEW	Safety 2	Weapons Safety
9 WG/SEG	Safety 3	Ground Safety
9 LRS/LGRF	POL	Fuels
9 OSS/OSAM	METNAV	RAWS Maintenance
12/13 RS	HAWKEYE	RQ-4 Mobile
1/99 RS	Mobile	U-2 Mobile
9 RW/SE	Scarecrow	USDA Wildlife Rep

## Attachment 12 (Added)

## AIRFIELD DRIVING SUSPENSION/REVOCATION EXAMPLE LETTER

Figure A12.1. Example Memo.

MEMORANDUM FOR *(Unit Commander)*  
9 OSS/C  
RW/SE  
OSS/OSAA

FROM: *(Office Symbol of Suspension/Revocation Authority)*

SUBJECT: *(Revocation or Suspension)* of Airfield Driving

1. DESCRIPTION OF INCIDENT: On *(date)* at *(time)*, *(description of the incident)*.

2. INVESTIGATION: Describe investigation.

3. FINDINGS: Describe investigation findings/results. *(State reference from DAFI 13-213\_BEALEAFBSUP that led to the suspension/revocation.) (Name of individual) airfield driving.*

4. REINSTATEMENT PROCEDURES: On *(date)*, *(Name of individual)* airfield privileges may be reinstated by completing training and certification on the Airfield Driving Training and Certification checklist items identified by Airfield Management. Member will hand-carry reinstatement letter signed by his/her unit commander and the Airfield Driving Training and Certification checklist to AMOPs once training is complete and (#) days have elapsed.

*Signature Block of Individual*

## Attachment 13 (Added)

## PRIVATELY OWNED VEHICLE (POV) PASS REQUEST

Figure A13.1. POV Pass Request.

MEMORANDUM FOR 9 OSS/OSAA

FROM: *(Unit Commander Office Symbol or Company/Contractor Lead)*

SUBJECT: Airfield Authorization for POV

1. The following information pertains to the use and control of airfield POC passes on Beale AFB airfield:

<u>Name of Owner/User</u>	<u>Unit/or Company</u>	<u>Duty/or Cell Phone</u>	<u>Supporting Unit</u>
<u>Vehicle Make/Model</u>	<u>Year</u>	<u>Color</u>	<u>State/License Plate #</u>

2. Work to be accomplished is *(explain what work is required)* and will be conducted in the following location(s):

3. Justification: *(Why this work is required)*

4. Start date-End Date:

5. I acknowledge that I may be held responsible for all loss, damage, or destruction of government property resulting from negligence or willful misconduct as that of my agents or employees. I have read, understand, and will comply with the contents of BEALEAFBI 13-213.

Signature block of Unit Commander/Contract Lead

1<sup>st</sup> Ind, 9 OSS/OSAA  
Approve/Disapprove

Pass Permit #:

*(FULL NAME, Rank, USAF)*  
Wing Airfield Driving Program Manager

**Attachment 14 (Added)**  
**AIRFIELD SIGNS AND MARKINGS**

**Figure A14.1. Signs and Markings.**

Airport Signs – Action and Purpose	ATCT LIGHT GUN SIGNALS	Airport Markings
<p><b>15-33</b> RUNWAY HOLD SIGN: At Intermediate Intersection</p> <p><b>5</b> RUNWAY HOLD SIGN: At End Intersection</p> <p><b>5-APCH</b> APPROACH HOLD SIGN: On Intersecting Twy Intersection</p> <p><b>ILS</b> ILS HOLD SIGN: Hold Sign at ILS/POFZ Critical Area</p> <p><b>NO ENTRY</b> SIGN: Entry Not Authorized</p> <p><b>A</b> TAXIWAY LOCATION SIGN: Twy on Which Vehicle/Aircraft is Located</p> <p><b>15</b> RUNWAY LOCATION SIGN: Rwy on Which Vehicle/Aircraft is Located</p> <p><b>33</b> OUTBOUND DESTINATION SIGN: Defines Direction to Take-Off Rwy</p> <p><b>2733</b> OUTBOUND DESTINATION SIGN: Outbound Destination Sign to Different Rwy</p>	<p><b>15-33</b> Runway Hold Position</p> <p><b>ILS</b> ILS Critical Area Markings</p>	<p><b>15-33</b> RUNWAY HOLD POSITION: Hold Short of Rwy</p> <p><b>ILS</b> INSTRUMENT HOLD POSITION: Hold Short During Instrument Conditions (Ceiling 800 Feet and/or Visibility 2 Miles)</p> <p><b>STOP</b> RUNWAY STOP BAR: Hold Short of Rwy on Intersecting Roads</p> <p><b>TAXIWAY/TAXIWAY HOLDING POSITION</b>: Hold Short of Intersecting Taxiway When Directed by ATC</p> <p><b>TAXIWAY EDGE</b>: Defines Edge of Usable Full Strength Taxiway Pavement. Adjoining NOT Usable</p> <p><b>TAXIWAY/TAXIWAY HOLDING POSITION</b>: Defines Edge of Taxiway Where Adjoining Pavement or Apron is Available for Taxi</p>
<p><b>TOWER FREQUENCY</b></p> <p>References: UFC 3-535-01, Visual Air Navigation Facilities, ETL 04-2, Standard Airfield Pavement Marking Schemes and Aeronautical Information Manual (AIM)</p>	<p><b>STEADY GREEN</b> → Cleared to Cross, Proceed or Go</p> <p><b>FLASHING GREEN</b> → Not Applicable</p> <p><b>STEADY RED</b> → STOP</p> <p><b>FLASHING RED</b> → Clear the Taxiway / Runway</p> <p><b>FLASHING WHITE</b> → Return to Starting Point on Airport</p> <p><b>ALTERNATING RED/GREEN</b> → Exercise Extreme Caution</p>	<p><b>GROUND FREQUENCY</b></p> <p>AFVA 11-240, USAF Airport Signs and Markings</p> <p>AFVA 11-240, 1 May 2013 Revised to: 11-218 OPR: HQ AFVA/ASA USAF Airport Signs and Markings</p>
<p><b>PREVENT RUNWAY INCURSIONS -- "READ BACK" ALL TOWER INSTRUCTIONS VERBATIM!</b></p>		

Attachment 15 (Added)  
AIRFIELD HOT SPOTS

Figure A15.1. Hot Spot Locations Near Taxilane H/J.



Figure A15.2. Hot Spot Location Taxiway Bravo.



Figure A15.3. Hot Spot Location Taxiway Echo.

