

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

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



**CREECH AIR FORCE BASE
Supplement**

17 MAY 2023

Nuclear, Space, Missile, Command and Control

AIRFIELD DRIVING

ACCESSIBILITY: Publications and forms are available on the e-publishing web site at www.e-Publishing.af.mil for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 432OSS/OSA

Certified by: 432OSS/CC
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Supersedes: AFI13-213_CREECHAFBSUP,
14 September 2014

Pages: 56

This Department of the Air Force Instruction (DAFI) implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airfield, Airspace and Range Management*. This DAFI applies to all civilian employees and uniformed members of the United States Space Force, Regular Air Force, Air Force Reserve, and Air National Guard organizations (to include contracted locations) that administer an airfield driving program. At joint, shared-use, and overseas airfields, this DAFI applies to organizations that are operated and/or managed by the Department of the Air Force, as outlined in real estate documents or letters of agreement. It establishes responsibilities, procedures, and restrictions for the safe control and operation of vehicles and equipment on airfield ramps, aprons, taxiways, and runways. Compliance with the Attachments **2,3,4,5,6,7,8, and 9** in this instruction is mandatory. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Air Force Form 847, *Recommendation for Change of Publication*; route Air Force Form 847 from the field through the appropriate functional chain of command. This DAFI may be supplemented at any level, however major or field command supplements to include interim changes to previously approved supplements must be routed to Headquarters Air Force Flight Standards Agency (AFFSA), Director of Airfield Operations (AO) for

coordination prior to certification and approval. Unit (wing or base) supplements to this DAFI must be routed to the responsible major or field command OPR for AO for review and coordination prior to certification and approval. The authorities to waive wing or 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 DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command and major or field command OPR for AO prior to submission to the appropriate tier waiver approval authority. The Air Force Flight Standards, Airfield Operations Directorate (AFFSA/XA) is the tier waiver approval authority for non-tiered compliance items or requirements in this DAFI. See **paragraph 1.2.** for additional guidance concerning waivers to this DAFI. 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 Department of the Air Force. The reporting requirements in this DAFI are exempt from licensing with a report control symbol according to Air Force Instruction 33-324, *The Air Force Information Collections and Reports Management Program*.

SUMMARY OF CHANGES

(Added) This publication has been substantially revised and must be completely reviewed. This supplement revises the Creech AFB Supplement 13-213, 24 September 2014. It has been updated with requirements from the current version of DAFI 13-213. Major changes include updating airfield driving operating procedures and standards, training requirements and standards, program management and reference materials.

SUMMARY OF CHANGES

This publication includes a series of minor changes, including a shift in terminology to use “Sandia Field Office” rather than “Sandia National Laboratory” throughout the document; graphic charts regarding Sandia Field Office supersonic operations have been included in **Attachment 7**; and graphic USAFADS training area charts have been updated in **Attachment 8**. Additionally, scheduling responsibilities have been clarified at **Table A3.1** and the NTTR FMV Questionnaire has been added at **Table A21.2**. Finally, Foreign Users and Low-Observable information has been split into separate attachments (**Attachments 12** and **13**); and the “NTTR Business Management Process” and “25th Space Range Squadron Space Test and Training Range (STTR),” which were formerly published as HQ NTTR operating instructions, have been included as **Attachment 2** and **Attachment 22**, respectively.

Chapter 1

GENERAL INFORMATION

1.1. Scope and Purpose.

Chapter 2

ROLES AND RESPONSIBILITIES

2.3. Host Wing Commander or equivalent.

2.3.1.1. **(Added)** CAFB has appointed two Unit ADPMs that will perform and manage training and testing requirements for the 432d Wing and supporting contractor personnel stationed at CAFB (Fire Depart and RAVEN will ensure training is administered within their unit IAW DAFI 13-213 and this supplement. All documentation will be maintained by their Unit ADPMs). The 432d Wing Unit ADPMs for CAFB are located in Building 83.

2.4. Operations Group Commander or equivalent.

2.4.3.1. **(Added)** Approves the shape and/or increase/decrease in the size of the Controlled Movement Area (CMA) with recommendations from Airfield Manager (AFM), Wing Airfield Driving Program Manager (ADPM), Airfield Operations Manager (AOM), Tower Chief Controller, and Wing Safety.

2.5. Unit Commander or equivalent.

2.5.1.1. **(Added)** CAFB Unit ADPMs will manage training and testing requirements for the 432d Wing and supporting contractor personnel. For contact and scheduling information, visit the Creech Airfield Driving SharePoint site at <https://creech.eim.acc.af.mil/org/432d/432og/432oss/ADM/default.aspx>.

2.5.1.2. **(Added)** Unit ADPMs for the Fire Department and RAVEN will ensure training is administered within their unit IAW DAFI 13-213 and this base supplement. All documentation will be maintained by their Unit ADPM.

2.5.2.1. **(Added)** The Unit Commander and/or the Unit ADPMs certify personnel are qualified to drive on the airfield by signing the locally oriented Airfield Driving Training Documentation and Certification Checklist **Attachment 11**, located at <https://creech.eim.acc.af.mil/org/432d/432og/432oss/ADM/default.aspx>.

2.7. Wing or Garrison ADPM. The Wing or Garrison ADPM (WADPM) will:

2.7.8.1. **(Added)** The Wing ADPM will ensure the number of POV permit requests and authorization are kept to an absolute minimum as needed to support mission requirements.

2.7.16.1. **(Added)** Mission Oriented Protective Posture (MOPP) training checklist is available from Wing ADPM. Note: If a unit creates in-house training it must meet requirements outlined in AFMAN 24-306, Operation of Air Force Government Motor Vehicles Chapter 14 and have approval from the Operations Group Commander. Maintain records in Airfield Driving Program Continuity Binder, Tab G.

2.8. Unit ADPM or equivalent. The unit ADPM must:

2.8.4.1. **(Added)** Members in training longer than 30 calendar days without a valid reason (e.g., medical or emergency leave, TDY, etc.) will be removed from training and will need to reaccomplish all training. Note: This does not apply to the Creech AFB Fire Department.

2.8.5.1. **(Added)** The Unit ADPMs will monitor, and track unit personnel authorized to drive on the airfield.

2.8.11.1. **(Added)** Use of Night Vision Devices (NVD) for airfield driving during blackout conditions/operations is not authorized at Creech AFB.

2.8.14.1. **(Added)** Contact Nellis or Creech Optometry to schedule a color vision test. Maintain a copy of results until member PCSs.

2.8.14.2. **(Added)** Trainees who fail the color vision test are restricted to daylight driving only and the AF FORM 483 will be annotated with, "AUTHORIZED DAYLIGHT AND NON-CMA ONLY."

2.8.15.1. **(Added)** The Unit ADPM will ensure all refresher training is successfully completed for each driver.

2.8.15.2. **(Added)** Creech AFB Fire Department and RAVEN maintain a copy of the most current refresher training completion date on file in the unit.

2.8.15.3. **(Added)** Members that fail to accomplish their annual refresher training on the first day of the preceding month will have their airfield driving privileges suspended until refresher training is accomplished. Members will accomplish the wing test for reinstatement of airfield driving privileges.

2.8.15.4. **(Added)** Individuals who are 45 days past due for annual refresher training will be removed from the Airfield Driving Program. Personnel removed from the Airfield Driving Program must have their Unit Commander or equivalent send the Unit ADPMs an email stating the member can be retrained. After completing all training requirements, the member must retake wing test for reinstatement of airfield driving privileges.

2.8.16.1. **(Added)** During airfield familiarization, physically show trainees the airfield boundaries in which they will operate, to include **Figure 4.2.** Mandatory Hold Sign, **Figure 4.3.** Surface Painted Hold Position, **Figure 4.4.** Direction and Location Signs, **Figure 4.5.** VFR Hold Position Line/Sign.

2.8.20.1. **(Added)** Will notify the Wing ADPM in writing if temporarily assigned personnel, inspection or survey teams, and non-base assigned contractors receive local airfield driving training. TDY personnel/non-base assigned contractors will not gain access to the Controlled Movement Area (CMA) unless approved by the Airfield Manager or Wing ADPM.

2.8.20.2. **(Added)** TDY Department of Defense (DoD) Civilians and military personnel that require airfield driver training must receive instruction from their home Unit ADPM. The Unit ADPMs will only conduct local airfield driving familiarization training.

2.8.23.1. **(Added)** Recommend Unit Airfield Driving Liaisons, Operations Superintendents, or Unit Training Managers conduct at least two spot checks monthly.

2.8.23.2. **(Added)** Unit ADPMs and Airfield Management personnel will conduct 8 spot inspections monthly using the CAFB spot check spreadsheet. Results will be briefed at quarterly Airfield Operations Board meeting and maintained in Tab J of Continuity Binder.

2.8.24.1. **(Added)** The Unit ADPM or designated representative will provide classroom training as required for newly assigned personnel requiring authorization to operate a vehicle on the airfield.

2.8.24.2. **(Added)** Unit ADPMs will not develop unit classroom or individual training products without coordination and approval from the Wing ADPM and 432 Wing Safety Office.

2.8.30.1. **(Added)** Airfield driving visual aids/decals and the airfield diagram identified in DAFI 13-213, will be maintained in all vehicles that operate on the airfield. Decals may be ordered via <https://wmsweb.afncr.af.mil/wms> or provided by Unit ADPM.

2.9. Airfield Driving Trainers.

2.9.3.1. **(Added)** Motorized vehicles will not be permitted to operate inside aircraft hangars when aircraft are present. Aircraft tow vehicles are exempt when actually towing an aircraft in or out of the hangar.

2.9.3.2. **(Added)** Bicycles and Tricycles: Privately owned bicycles and tricycles are only authorized on the aprons and taxiways.

2.9.3.2.1. **(Added)** Bicycle riders require training, certification, and a valid AF IMT 483. Bicycle operators shall comply with all provisions in this instruction and AFI 91-203.

2.9.3.2.2. **(Added)** Bicycle riders shall abide by safety standards for reflective vests and equipment. Bicycle helmets shall be worn with the chin strap properly attached and fastened.

2.9.3.2.3. **(Added)** Recreational biking, tricycles, and use of skateboards, roller skates/blades and scooters are prohibited on the airfield.

2.9.3.3. **(Added)** Golf Carts/Mules/Three- and Four-Wheeled Vehicles (Quad Runners):

2.9.3.3.1. **(Added)** Officially registered golf carts, mules, and three- and four-wheeled vehicles (quad runners) intended for government use are authorized to operate on any portion of the airfield to include the CMA. Vehicles must be equipped properly. Operators will ensure vehicles are not left in any area that may be a hazard to aircraft operations. Operators shall

wear proper safety equipment, not leave vehicles in any area that may be a hazard to aircraft operations and must comply with all rules of this instruction.

2.9.3.3.2. **(Added)** At the discretion of the AFM, when it is the only source of transportation by the participant/operator; RV campers, trailers, vans and other similar vehicles are only authorized on the airfield for participation in special events (Airshow, Open House, special exercises, etc.).

2.10. Airfield Drivers.

2.10.4.1. **(Added)** Air Traffic Control blind spots are depicted on the airfield driving diagram.

2.10.4.2. **(Added)** Air Traffic Control does not normally provide aircraft position advisories to ground vehicles on North Ramp and South Ramp. They may make a general announcement by vehicle type, location, and direction if they observe a dangerous situation. All personnel must remain alert to the Ramp Net frequency and maintain heightened awareness.

2.10.4.3. **(Added)** Report suspicious behavior or erratic drivers to Airfield Management, Security Forces, or Wing Safety.

2.10.9. **(Added)** Remove FOD from aircraft movement areas when encountered.

2.12. Air Traffic Control Tower.

2.12.3.1. **(Added)** The Airfield Operations Manager or Assistant Airfield Operations Manager may participate in RIPWG in place of Air Traffic Control tower.

2.14. Security Forces Squadron.

2.14.8.1. **(Added)** During an In-flight/Ground emergency, the Security Forces staging location will be provided by Air Traffic Control, Fire Chief/Incident Commander, or Airfield Management representative.

2.15. Hospital/Medical Treatment Facility.

2.15.3. **(Added)** When responding to an emergency, ambulatory services may ignore FOD check points. After the emergency has terminated, Airfield Management will complete a FOD sweep of the affected areas.

2.16. Civil Engineer Squadron.

2.16.1.1. **(Added)** The Unit ADPMs for CAFB have been appointed to manage training and testing requirements for TDY supporting contractor personnel. Note: TDY Department of Defense (DoD) Civilians and military personnel that require airfield driver's training must receive instruction from their home Unit ADPM. The Unit ADPMs will only conduct local airfield driving familiarization training.

2.16.2. Ensures training requirements and construction vehicle access roads, including access gates and haul routes are approved by the AFM or wing or garrison ADPM and are included in contract documents.

2.16.2.1. **(Added)** Escorts will be trained/certified as Non-CMA or CMA airfield drivers depending on work location.

2.16.2.2. **(Added)** Escorts will remain with their respective party at all times while on the airfield, or until relieved by another escort.

2.16.2.3. **(Added)** Airfield escorts are required for safety and security purposes. All escorts for any activity on the airfield will be trained and certified to drive on the airfield and will accompany and monitor a driver who is not. The escort is responsible for the actions of an uncertified driver, whether in the same vehicle or another vehicle until the uncertified driver completely exits the airfield. Airfield Management's primary duties and manpower do not support escort duties.

2.16.5. **(Added)** Ensure airfield construction or other projects that affect the airfield environment contain requirements for contractor personnel to comply with the provisions of DAFI 13-213 and this supplement prior to site release date.

2.16.5.1. **(Added)** Ensure airfield contractors report to Airfield Management at least 24 hours before site release date and prior to initiating work each day to confirm availability. The Airfield Manager will ensure contractor's activities do not interfere with operations and will mitigate operational impact.

2.16.6. **(Added)** Coordinate site release dates, work schedules, and estimated start/completion dates of airfield construction/contract work with the Airfield Manager.

2.17. (Added) Vehicle Operations

2.17.1. **(Added)** Maintain procedures for immediate deployment of mobile maintenance and/or tow vehicle when Airfield Management or Air Traffic Control Tower reports a stalled, broken down or abandoned vehicle on the airfield that impacts aircraft operations.

Chapter 3

TRAINING CRITERIA AND TESTING

3.2. Training Criteria. Airfield driver's training shall include the following:

3.2.1.1. **(Added)** Use the locally developed Creech Airfield Driving Training Documentation and Certification Checklist to document test results. Use **Attachment 11**.

3.2.2.1. **(Added)** Runway incursion prevention training is a priority and is a requirement for initial and refresher training of base assigned personnel. The runway incursion prevention training and quiz can be accessed on the following link:

<https://creech.eim.acc.af.mil/org/432d/432og/432oss/ADM/default.aspx>.

3.2.3.1. **(Added)** The printout of the AFLD Driving CBT certificate must be presented to Airfield Management for verification before testing.

3.2.4.1. **(Added)** The Unit ADPMs, RAVEN, Fire Department, or designated representative will provide classroom training as required for newly assigned personnel requiring authorization to operate a vehicle on the airfield.

3.3. Testing Requirements. Base assigned personnel (e.g., military, DoD civilian or contractor) required to operate a vehicle on the airfield must pass all required tests prior to issuance of an AF Form 483. **(T-1)**. Training and testing materials should be made available in the predominant host nation language as applicable. All tests shall be administered closed book. **(T-1)**. **Note:** Written tests may be consolidated as long as the minimum test questions are covered and clearly defined by sections (e.g., General Knowledge, Communication, Runway Incursion Prevention, Airfield Diagram or Layout Test).

3.3.2.1.1. **(Added)** First time test failures: Retest after 7 days.

3.3.2.2.1. **(Added)** Second time test failures: Retest after 14 days but must receive remedial training by their Unit ADPM. A letter from the Unit ADPM stating remedial training has been accomplished, must be presented upon retesting.

3.3.2.3.1. **(Added)** Unit Commander will approve members to test in writing. Letter must be given to the Unit ADPM or Wing ADPM.

3.3.2.6. **(Added)** After testing is complete, regardless of if the individual passes or fails, the documentation paperwork (completed **Attachment 10**, runway incursion prevention sheet, CBT certificate, etc.) will be left at Airfield Management and for the Unit ADPM to file in the appropriate ADP binder. Airfield Management will provide copies of the documentation paperwork if the testing individual requests them.

Chapter 4

OPERATING PROCEDURES AND STANDARDS

4.2. Operating a Vehicle in the CMA.

4.2.6.1. **(Added)** Vehicle and/or pedestrian call signs are provided in **Attachment 15**.

4.2.8.1. **(Added)** Runways will not be used for convenience as a transit route to get from one side of the airfield to the other. Non-airfield access routes and perimeter road will be used as much as possible.

4.2.9. **(Added)** The following procedures will be used to enter and exit the Controlled Movement Area (CMA) when the Airfield is closed:

4.2.9.1. **(Added)** Stop at the VFR Hold Line and request Tower approval to cross the CMA. The request will be repeated three (3) times on the Tower net via LMR radio.

4.2.9.1.1. **(Added)** If you do not receive a response from the Tower call Airfield Management at (702) 404-0308. If no answer, call the Tower at (702) 404-0341 to confirm the Tower is closed. Note: If a cell phone is not available contact MOCC on the radio or return to your work section and call.

4.2.9.2. **(Added)** After you have confirmed the Airfield is closed, stop at the VFR Hold Line, announce on the Tower net that “Call Sign XXXX is crossing RWY 08/26 or RWY 13/31 @ TWY F.” Report off of RWY 08/26 or RWY 13/31 when crossing is complete.

4.4. Airfield Driving Visual Aids/Decals. All vehicles that operate on the airfield must contain the following Air Force Visual Aid/decals and diagrams:

4.4.6. **(Added)** Tower Closed Procedures sticker.

4.5. Airfield Signs.

4.5.1.1. **(Added)** Runway holding position signs are located on taxiways that intersect a runway and correspond with Runway Hold Position Markings. The runway numbers on the sign are arranged to correspond to the respective runway threshold. For example, “08-26” indicates that Runway 08 is to the left and Runway 26 is to the right. All vehicles and/or pedestrians will “STOP” before the sign and contact the Air Traffic Control Tower to request permission to proceed onto the CMA, beyond the hold sign and marking location.

4.6.4.1. **(Added)** Contact Airfield Management or Air Traffic Control if weather minimum appears questionable.

4.7. Airfield Lighting.

4.7.1.1. **(Added)** Creech AFB runway lighting consists of runway edge lights, runway end lights, and runway threshold lights, which are used to outline the lateral and longitudinal limits of the usable surface of the runway. Runway edge lights are white in color and define the edge of the runway. Runway 13/31 has no lighting system available.

4.8. Vehicle speed limits on the airfield. No vehicle (including motorcycles, mopeds, bicycles or tricycles) shall be operated at a speed in excess of that deemed reasonable and prudent for existing traffic, road and weathers. **(T-2)**. Emergency vehicles will not automatically assume the right of way. **(T-2). Note:** Vehicles responding to red balls (emergency airfield scenarios), exercises and precautionary landings are not authorized to exceed posted airfield speed limits. Speed limits on the airfields are designated as follows:

4.8.10.1. **(Added)** CAFB does not conduct snow and ice removal.

4.8.12.1. **(Added)** During emergencies, all emergency response vehicles, (e.g., aerospace rescue firefighting equipment, ambulances, Airfield Management, and Security Forces), may exceed speed limits only with due regard for the safety of persons and property. Vehicles exceeding 45 MPH will exercise extreme caution and will not automatically assume they have the right-of-way. Aircraft have the right-of-way at all times.

Table 4.1. (Added) Airfield Driving Speed Limits.

Location/Type of Vehicle	MPH
Runways	45
Taxiways	25
Airfield Access or Bypass Road	25
General Purpose Vehicles	25
Aircraft Parking Ramps	15
Vehicle Parking areas	15
Vehicles towing: a single piece of AGE or two pieces of AGE in-line, a single aircraft maintenance stand, carrying or towing explosives	10
Special Purpose Vehicles (tractors/tugs/forklifts/sweepers, etc.)	10
Vehicle within 50 feet of aircraft	5
Vehicles towing: aircraft, two or more pieces of AGE in tandem, two or more stands	5

4.8.14.1. **(Added)** Runway speed limits will not exceed 45 mph. Exception: Vehicles on the runways may exceed speed limits when directed to expedite by the Air Traffic Control Tower.

4.9. Vehicles operating in the immediate vicinity of an aircraft.

4.9.1.1. **(Added)** When encountering a taxiing aircraft or helicopter, proceed to the far edge of the pavement surface, stop the vehicle, and wait for the aircraft to pass.

4.9.1.1.1. **(Added)** Vehicles shall not drive under any part of an aircraft or helicopter blade unless an authorized, official task requires. Guides/spotters will be posted to ensure vehicle does not contact the aircraft.

4.9.1.2. **(Added)** If you encounter a taxiing civil airliner, fighter, cargo, or heavy aircraft, exit the aircraft movement area at the nearest intersection as the taxiway shoulders do not provide sufficient wing tip clearance (25 feet). If there are no paved surfaces to exit at, utilize grass or an unimproved portion of pavement. Vehicle operators must conduct a FOD check after returning to a paved surface.

4.9.1.3. **(Added)** Vehicles will not be parked/stopped directly in front of or behind an aircraft loaded with forward firing ordnance.

4.9.2.1. **(Added)** Vehicles shall not backup towards an aircraft except as authorized in certain towing, servicing, or loading/unloading operations. When backing toward an aircraft, wheel chocks shall be placed between the vehicle and aircraft at the appropriate distance to ensure the vehicle does not contact the aircraft. A spotter is required.

4.9.2.2. **(Added)** Vehicles shall not drive between parked aircraft unless there is a vacant aircraft parking space between them.

4.9.2.3. **(Added)** Motorized vehicles will not be permitted to operate inside aircraft hangars when aircraft are present. Aircraft tow vehicles are exempt when actually towing an aircraft in or out of the hangar.

4.10. Parking and chocking vehicles on the airfield.

4.10.3.1. **(Added)** Vehicles will not be left unattended on runways or taxiways.

4.10.4.1. **(Added)** The doors of unattended vehicles will remain unlocked.

4.10.4.2. **(Added)** At night, when parked unattended outside of a designated vehicle parking spot, the parking lights and/or emergency flashers will be turned on.

4.10.4.3. **(Added)** Emergency response vehicles that must remain in operation at the scene of the emergency may be left with the engine running while unattended on the airfield.

4.10.5.1. **(Added)** Aircraft servicing support vehicles, which require the vehicle engine to operate as a power source for auxiliary components, may be left unattended while the engine is running. However, the parking brake will be set, transmission placed in neutral (manual transmission) or park (automatic transmission), and the wheels will be chocked.

4.10.5.2. **(Added)** Aerospace Ground Equipment (AGE) towing vehicles may be placed in neutral and left running while the driver completes hookup operations. Note: If AGE equipment is not removed immediately following hookup operations, drivers will shut off the vehicle, set the parking brake, and place the vehicle in park or reverse.

4.10.5.3. **(Added)** In order to avoid the possibility of sending an RPA lost link, vehicle operators will avoid parking in front of the Ground Data Terminals (GDT).

4.10.5.4. **(Added)** When Force Protection Conditions (FPCON) direct locking all vehicles, the driver shall remain within 25 feet of the vehicle or park in the exempt areas.

4.11. Fixed and mobile obstacle distance requirements.

4.11.3.1. **(Added)** Aerospace ground equipment and any other 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 a departure. When such equipment is not in use, it will be removed and stored in areas that do not violate aircraft clearance requirements.

4.11.5. **(Added)** There are specific areas on the airfield considered critical areas. Objects shall not be left in these areas either permanent or temporary. Any person, agency, or unit requiring objects or work in these areas shall contact the AFM/AOM prior to proceeding. The critical areas are:

4.11.5.1. **(Added)** Lateral Clear Zone: Within 1,000 feet of the runway centerline.

4.11.5.2. **(Added)** Approach/Departure Clear Zone: 50:1 slope starting 200 feet into the overrun and extending into the approach. Width is the same as the lateral clear zone.

4.11.5.3. **(Added)** Graded Area: Within 1,000 feet of the overrun centerline.

4.11.5.4. **(Added)** CMA: Within 100 feet of the edges of the runways and overruns. Entry into this area requires two-way radio contact with and approval from the control tower prior to entering.

4.11.5.5. **(Added)** Taxiway Clear Zone: Within 200 feet of the taxiway centerline.

4.11.5.6. **(Added)** Parking Apron/Pad/Ramp Clear Zone: Within 125 feet of the edge of parking aprons, pads, and ramps. Contact AMOPS for authorization prior to placing equipment near the apron, pad, or ramp edge.

4.13. Foreign Object Damage Prevention (FOD). All vehicle operators will:

4.13.5. **(Added)** FOD checkpoints are located throughout the airfield. They are identified by the words "STOP FOD CHECK." They are painted on the pavement in white. Note: FOD checks are required whether or not there is a FOD check sign at the location the vehicle enters the airfield (for example, if operating on an unpaved surface, check and remove FOD immediately upon returning to a paved surface).

4.13.5.1. **(Added)** Vehicles must have a FOD can, or container secured inside the vehicle or in the bed of pickup trucks.

4.13.5.2. **(Added)** Prior to crossing checkpoints onto the airfield, a rollover FOD check must be conducted.

4.13.5.3. **(Added)** Vehicles conducting FOD checks will move forward under their own power unless mechanically unable.

4.13.5.4. **(Added)** A flashlight will be used during hours of darkness to conduct FOD checks.

4.13.5.5. **(Added)** Perform a FOD check of all tires, the vehicle body, frame, undercarriage, and bumpers. Remove all debris from these areas and secure the FOD within a designated FOD container. Vehicles covered with excessive mud or debris shall not enter airfield paved surfaces until they are cleaned, and all the debris is removed.

4.13.5.6. **(Added)** Operate vehicles on hard or paved surfaces to the maximum extent possible.

4.13.5.7. **(Added)** If operating on an unpaved surface, check and remove FOD immediately upon returning to a paved surface.

4.13.5.7.1. **(Added)** Vehicles shall proceed from the unimproved surface and stop as soon as all four wheels are on the paved surface.

4.13.5.8. **(Added)** All FOD shall be reported to AMOPS and the FOD Manager for tracking and trend analysis to help identify routine problem areas.

4.13.5.8.1. **(Added)** Reportable: any man-made item.

4.13.5.8.2. **(Added)** All man-made items found on the airfield shall be bagged and tagged with the date, time, and location the item was found.

4.13.5.8.3. **(Added)** These items shall only be given to Airfield Management, Safety, or the FOD Manager. Items received by Airfield Management and Safety shall be forwarded to the FOD Manager.

4.13.5.8.3.1. **(Added)** The FOD Manager compares these items against the lost equipment/tools listing and report's findings to 432 WG/SE.

4.13.5.8.4. **(Added)** Non-Reportable: all natural objects. Natural objects except dead wildlife found on the airfield do not need to be bagged or tagged and shall be removed and discarded.

4.13.5.9. **(Added)** Wearing of hats is prohibited on CAFB airfield.

4.13.5.10. **(Added)** Personnel will only carry items essential to mission and job accomplishment and will abide by established tool inventory procedures.

4.13.5.11. **(Added)** If significant FOD is found on the airfield, notify Airfield Management via radio or telephone. Airfield Management will inspect the area and contact a sweeper as necessary.

4.14. Use of cellular or mobile phones on the airfield.

4.14.2.1. **(Added)** Vehicle operators on CAFB and operators of government owned vehicles will not use cell phones unless the vehicle is safely parked. Phone use should only be done when the vehicle is safely parked and for official business use only. The wearing of other portable headphones, earphones, or other listening devices while operating a motor vehicle is prohibited. Use of these devices impairs driving and prevents recognition of emergency signals, alarms, or radio calls.

4.15. Restricted Visibility or Night Driving Operations.

4.15.4.1. **(Added)** Temporarily parked vehicles on any aircraft movement area must utilize emergency flashers.

4.15.6.1. **(Added)** Visibility less than 800 feet but more than 400 feet. Only mission essential GOVs are allowed on the ramps and taxiways.

4.15.6.2. **(Added)** Visibility less than 400 feet. Maximum speed limit on aircraft parking aprons and taxiways is 5 MPH. Only mission essential vehicles are allowed to operate (Airfield Management, Transient Alert, Security Forces, and Fire Department). Maintenance operations must be authorized by the Maintenance Operations Center. 432 OG/CC is the approval authority for all other units.

4.15.8. **(Added)** During hours of darkness or inclement weather, turn on vehicle headlights and emergency warning flashers (directional lights front and rear).

4.15.9. **(Added)** Use extreme caution when driving in the vicinity of RPA aircraft. Pilot visibility is limited to EO/IR (electro-optical/infrared) camera field of view (for example, while the RPA is taxiing, the view is limited to only the taxiway center line and does not have a visual of other vehicles or pedestrians in the area).

4.19. Runway Crossing Limitations. Limit runway crossing at locations known to have communication, signal problems, and/or air traffic control tower visual blind spots, as applicable.

4.19.1. **(Added)** Runways will not be used for convenience as a transit route to get from one side of the airfield to the other.

4.20. Emergency Responses on or near the Runway(s).

4.20.2.1. **(Added)** Fire Department, Crash Recovery, and Airfield Management vehicles 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)** During an aircraft accident or incident, all vehicles not directly involved with the situation will immediately leave the affected area as soon as possible.

4.20.2.3. **(Added)** Fire Emergency Services normally do not escort other responding vehicles (crash recovery, SFS, group/wing commander, etc.). These vehicles/operators will obtain approval from the Control Tower prior to entering the CMA, unless prior coordination and approval by the Fire Chief, and the Fire Chief has relayed that authorization with the Control Tower.

4.20.2.4. **(Added)** Vehicle operators that respond to an emergency from an unimproved surface will notify Airfield Management immediately (via radio, cell phone or through their control center) of the location the vehicle entered the paved surface and the travel route taken to the emergency so Airfield Management can check the route for FOD. These operators must conduct a FOD check prior to returning from the emergency location.

4.21. Vehicle Traffic Control Devices or Lights Located on Taxiways and Runways. When the vehicle traffic control device and/or light is activated, vehicle operators must come to a complete stop until the device and/or light is turned off. **(T-1).** Vehicle operators must visually check for crossing aircraft or vehicles before proceeding. **(T-1).**

4.21.1. **(Added)** There are no vehicle control devices or lights on the airfield. Vehicle operators will adhere to all signs and markings identifying the CMA boundary.

4.22. Airfield Driving During Blackout Conditions.

4.22.4. **(Added)** Use of Night Vision Devices (NVD) for airfield driving during blackout conditions/operations is not authorized at Creech AFB.

4.25. Vehicular traffic over in-ground fuel pit covers. Do not stop, park or drive vehicles over any portion of in-ground fuel pit covers.

4.25.1. **(Added)** CAFB does not have in-ground fuel pits.

4.26. Jet blast hazard areas. Remain alert for jet blast hazard indicators such as operational aircraft anti-collision lighting and/or undercarriage (landing gear) lighting turned on or the presence of jet engine start observers, fire guards, or aircraft marshallsers.

4.26.1.1. **(Added)** Special equipment or cargo loading vehicles may be driven closer to aircraft when necessary to load/unload if safety spotter and chocks are in place within 10 feet of an aircraft. Maintenance vehicles removing AGE from the vicinity of an aircraft, maintenance vehicles responding to aircraft that require immediate attention to prevent launch delays, and the Supervisor of Flying (SOF) vehicle during visual inspection of an aircraft are exempt.

4.28. Temporarily assigned personnel, Inspection and Survey Teams, and non-base assigned contractors.

4.28.4.1. **(Added)** TDY and non-base assigned contractors may be escorted by someone who possesses an AF IMT 483. The Wing ADPM or Unit ADPM will provide local training when TDY and contractor personnel are required to operate a vehicle on the airfield.

4.28.5.1. **(Added)** The Wing ADPM or Unit ADPM will use **Attachment 8** or **Attachment 12** to document the name and unit of the individual that received the local briefing training.

4.28.5.2. **(Added)** To the maximum extent possible, contractors will have it written into their contracts that they will adhere to the provisions of DAFI 13-213 and this supplement if required to operate a vehicle on the airfield.

4.29. POV and Government Leased Vehicle Passes.

4.29.4.1. **(Added)** POV passes are a controlled item and will be returned to Airfield Management for destruction when the individual changes station or no longer requires access to the airfield. Airfield Management will delete the pass from the master database.

4.29.4.2. **(Added)** Vehicle passes are issued for a specific vehicle and are not interchangeable with other vehicles. Vehicle passes are required to be legible and recognizable when on the airfield. Contact the Wing ADPM to replace lost or damaged/faded passes. NOTE: Motorcycles do not need to display passes while operating, but the driver must be able to produce the pass immediately when asked to present it.

4.29.4.3. **(Added)** Vehicle passes will be placed in the driver's side dash of the vehicle at all times while on the airfield. Passes will not be loaned or sub-issued to other personnel.

4.29.4.3.1. **(Added)** Vehicle passes are required to be legible, recognizable, and visible when on the airfield. Contact the Wing ADPM to replace lost or faded passes.

4.29.4.3.2. **(Added)** Loss or theft of vehicle passes must be reported to the Wing ADPM immediately.

4.29.5.5. Pass or Permit number.

4.29.6.1. **(Added)** GOVs are issued vehicle plates from transportation and do not require POV passes. Rental vehicles contracted for official government use shall have a POV pass when access to the airfield is required.

4.30. Reporting, Enforcement and Violation Consequences.

4.30.1.1. **(Added)** Notify Unit Commander, Wing ADPM, and Unit ADPMs in writing after an individual airfield driving privileges have been temporarily suspended.

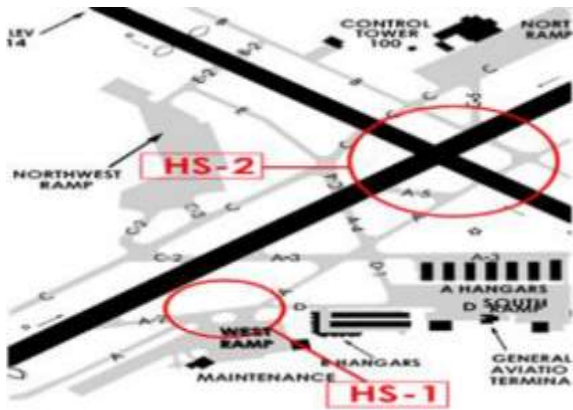
4.34. Airfield Diagram. The Airfield Diagram needs to be legible when printed on 8.5" x 11" paper for placement in vehicles. Depict the following items as a minimum:

4.34.3.1. **(Added)** Restricted area boundaries are identified by a solid red line on the pavement surface. Entrance is limited to authorized personnel only and the AF Form 1199C Restricted Area Badge, must be properly marked, worn and visible.

4.34.5.1. **(Added)** Vehicles operating on taxiway surfaces will drive on the right side of the taxiway. This ensures the driver's side of the vehicle is toward the aircraft at all times. Airfield Management, Safety, FOD manager, airfield sweeper, and vehicles engaged in towing operations, are the only vehicles authorized to drive along centerlines on a regular basis.

4.34.7.1. **(Added)** Airfield Management is Building 83. Air Traffic Control (ATC) is Building 93.

Figure 4.1. Hot Spots.



4.34.10.1. (Added) There are no known communications or radio signal problem areas on the airfield. Vehicles operating on Taxiway D south and on Taxiway E in front of the Air Traffic Control Tower, are known as Tower blind spots and are depicted on Attachment 17. Vehicle operators will maintain situational awareness when operating in the aforementioned areas. Every vehicle operator or pedestrian operating on the airfield is personally responsible to check for approaching aircraft, visually observe the Air Traffic Control Tower, and recognize the location of all runways, taxiway, and aprons.

Figure 4.2. (Added) VFR Hold Line.

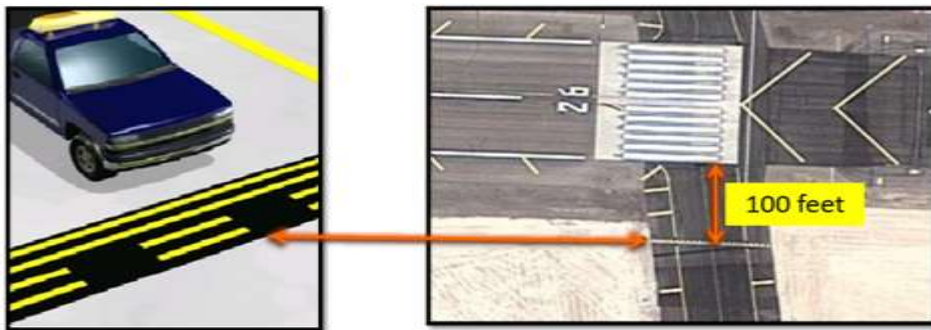
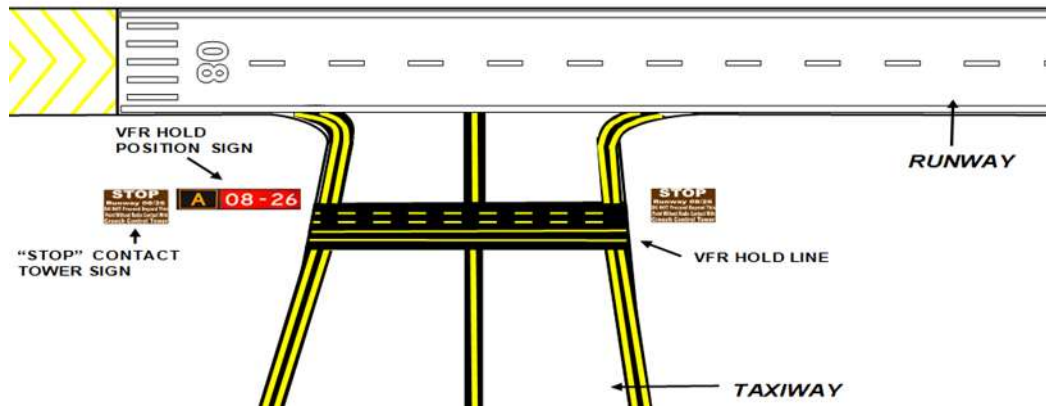


Figure 4.3. (Added) CMA Example.



Chapter 5

RADIO COMMUNICATIONS PHRASEOLOGY, DISCIPLINE AND TECHNIQUES

5.1. General.

5.1.5. **(Added)** ATC does not provide aircraft position advisories to ground vehicles. They may make a general announcement by vehicle type, location, and direction if they observe a dangerous situation. All personnel must remain alert on the Ramp Net frequency.

5.6. (Added) Unless authorized do not enter or traverse through construction areas denoted by warning signs, barricades, lights, or any combination thereof.

5.7. (Added) Unless approved by the Airfield Manager, jogging on the airfield, runways, taxiways, and parking ramps is strictly prohibited.

ERIC C. SCHMIDT, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

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

AFMAN 13-204, Volume 1, *Management of Airfield Operations*, 22 July 2020

DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, 30 July 2020

DAFI 31-101, *Integrated Defense*, 25 March 2020

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

DAFMAN 48-123, *Medical Examinations and Standards*, 8 December 2020

AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020

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

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

Air Force *Enlisted Classification Directory* (AFECD), 31 October 2017

Air Force *Officer Classification Directory* (AFOCD), 31 October 2017

DAFVA 11-240, *USAF Airport Signs and Markings*, 4 August 2021

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

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

FAA Order 7110.65Z, *Air Traffic Control*, 17 June 2021

FAA AC 150/5340-1M, *Standards for Airport Markings*, 10 May 19

Federal Aviation Administration, *Pilot Controller Glossary*

Prescribed Forms

AF Form 483, *Certificate of Competency*

Adopted Forms

AF Form 457, *United States Air Force Hazard Report*

AF Form 651, *Hazardous Air Traffic Report (HATR)*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ADPM—Airfield Driving Program Manager

AF—Air Force

AFECD—Air Force Enlisted Classification Directory

AFSA—Air Force Flight Standards Agency

AFSA/XA—Air Force Flight Standards Agency Airfield Operations Directorate

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFOCD—Air Force Officer Classification Directory

AFPD—Air Force Policy Directive

AFSAS—Air Force Safety Automated System

AO—Airfield Operations

AOF/CC—Airfield Operations Flight Commander

CMA—Controlled Movement Area

DAF—Department of the Air Force

DAFI—Department of the Air Force Instruction

DAFVA—Department of the Air Force Visual Aid

DoD—Department of Defense

FAA—Federal Aviation Administration

FOD—Foreign Object Damage

HATR—Hazardous Air Traffic Report

MFR—Memorandum for Record

MICT—Management Internal Control Toolset

NVD—Night Vision Device

OPR—Office of Primary Responsibility

POV—Privately Owned Vehicle

RDS—Records Disposition Schedule

RIPWG—Runway Incursion Prevention Working Group

SAA—Senior Airfield Authority

SAC—Self-Assessment Communicator

UFC—Unified Facilities Criteria

WADPM—Wing or Garrison Airfield Driving Program Manager

Terms

Airfield—An area prepared for the accommodation (including any buildings, installations, and equipment) of landing and take-off of aircraft.

Airfield Driving Program Manager (ADPM)—An individual appointment by the unit commander to administer the organization's airfield driving program.

Airfield Driving Trainer—An individual appointment by the unit commander to provide airfield driving training.

Airfield Facilities—Includes: runways, taxiways, parking and servicing areas, Air Traffic Control facilities, Airfield Management, navigational aids, aircraft fire suppression and rescue services and airfield lighting systems.

Airfield Management (AM)—A function that conducts airfield inspections and checks for safety and compliance with planning and design criteria. Plans, organizes and directs airfield activities to include airfield construction and repairs, airfield driving program, snow and ice removal operations, or procures, maintains, and produces information on safe operation of aircraft through the national and international airspace system such as flight information publications, aeronautical charts and maps, Notice to Airmen, local airfield and navigational aid status, and weather information. Process domestic and international flight plans.

Airfield Manager (AFM)—Works directly for the AOF/CC and manages airfield management facilities to ensure effective support to the base flying mission and transient aircrews.

Airfield Operations Flight Commander (AOF/CC)—Responsible for the overall operation/services provided by the Airfield Operations Flight in support of the wing flying mission and in compliance with United States Air Force and Federal Aviation Administration guidelines.

Air Force Runway Safety Action Team—Composed of AFFSA and/or major or field command OPR for AO functional experts used to analyze, report and determine corrective actions required to reduce the number of controlled movement area violations on the airfield. Air Force Runway Safety Action Team functional experts evaluate all pertinent areas that are a part of, or affect, the negative trend or unsafe condition.

Air Force Safety Automated System (AFSAS)—is a web-enabled single integrated mishap and analysis reporting system for aviation, ground, weapons, space, human factors and nuclear mishaps.

Approach End of Runway—The first portion of the runway available for landing. If the runway threshold is displaced, use the displaced threshold latitude and longitude as the approach end of runway.

Controlled Movement Area (CMA)—As defined in Airfield Operation Instructions, any portion of the airfield requiring aircraft, vehicles and pedestrians to obtain specific air traffic control tower approval for access (normally via two-way radio contact with the air traffic control tower). Controlled movement areas include but are not limited to areas used for takeoff, landing and as required taxiing of aircraft. This definition is used in lieu of "movement area" as defined in the Federal Aviation Administration pilot controller glossary. Also called controlled movement area.

Controlled Movement Area Violation Event—An airfield infraction caused by aircraft, vehicles, or pedestrians entering the control movement area without specific air traffic control tower approval. This definition includes runway incursions and infractions caused by communication errors. Refer to DAFMAN 91-223 paragraph 9.1 for reportable hazardous air traffic report reporting procedures and for reportable controlled movement area violation events.

Departure End of Runway—The end of runway available for the ground run of an aircraft departure. The end of the runway that is opposite the landing threshold, sometimes referred to as the stop end of the runway.

Foreign Object Damage—Any damage to an aircraft, engine, aircraft system, component, tire, munitions, or support equipment caused by a foreign object(s) which may or may not degrade the required safety or operational characteristics of the aforementioned items.

Government Owned Vehicles—Vehicles that are owned or leased by the United States government.

Ground Vehicle Traffic Lane—A defined and marked lane on the flightline used for the movement of vehicle traffic.

Host Wing/Garrison Commander (or equivalent)—The individual with ultimate responsibility for operating the airfield.

Hot Spot—A location on an airfield (e.g., runway, taxiway) with a history or potential risk of collision or runway incursion, and where heightened attention by pilots, vehicle operators and pedestrians is necessary.

Light Gun—A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.

Major or Field Command—For the purpose of this publication, includes all United States Air Force Major Commands plus, the Air National Guard Readiness Center, Air Force Reserve Command, Direct Reporting Units, and Field Operating Agencies. Major or Field Command also refers to the OPR for AO in this instruction.

Mission Oriented Protective Posture—A flexible system of protection against chemical, biological, radiological, and nuclear contamination in which personnel are required to wear only that protective clothing and equipment appropriate to the threat level, work rate imposed by the mission, temperature, and humidity.

Parking Ramp/Apron—Areas where aircraft are parked, loaded and unloaded and serviced between flights. Vehicles and aircraft operate in close proximity in these areas, so it is vital to maintain a safe distance between the vehicle and aircraft. Always yield to aircraft and never drive under an aircraft or its wings. Slow speed and extreme caution are required in these areas.

Perimeter Road—A road around the runway perimeter designed to connect the access roads.

Privately Owned Vehicle—A vehicle that is owned or leased by a private party.

Protected Area—The protected area of a surface intended for landing or takeoff include the area inside the runway hold position marking. (e.g., hold line) on paved taxiways or ramps and the designated runway safety area.

Ramp—Either concrete or asphalt (depending on the weight of the aircraft and the sub-base of the ground beneath) used to park aircraft or equipment.

Restricted Area—An area on the airfield designated for the use by aircraft/equipment requiring security protection level. Marked with signs prior to entering, Red Lines indicate the boundaries.

Risk Management Assessment—A decision-making process to systematically evaluate possible courses of action, identify risks and benefits, and determine the best courses of action for any given situation.

Runway—A defined rectangular area on an airfield prepared for the landing and takeoff of aircraft.

Runway Hold line—A designated boundary intended to protect the runway environment. Found at the point a taxiway/runway intersect and runway/runway intersect.

Runway Incursion—Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. Runway incursions have the potential to result in aircraft endangerment and loss of life. While there are several factors involved in a runway incursion, the leading causes of these incidents result from failure to follow procedures, inadequate vehicle operator training, and loss of situational awareness. These are further classified into three operational categories:

Operational Error—A failure of the air traffic control system that results in loss of separation.

Pilot Deviation—The action of a pilot that results in the violation of air traffic control instructions, DAF instructions, DAF manuals or Federal Aviation regulations.

Vehicle/Pedestrian Deviation—Any entry or movement on the CMA by a vehicle (including aircraft operated by non-pilots) or pedestrian that has not been authorized by air traffic control.

Runway Incursion Prevention Working Group (RIPWG)—This group provides a forum for analyzing and discussing each runway incursion to determine corrective actions and strategies to prevent future occurrences.

Spot Check—A spot check is conducted randomly for the purpose of enforcement and compliance with airfield driving procedures. Spot checks include but are not limited to the accuracy and currency of the driver's Air Force Form 483 and the availability and currency of the local airfield diagram, Department of the Air Force Visual Aids (e.g., DAFVA 11-240, DAFVA 13-222).

Taxilane—Ramp space between rows of parked aircraft used to maneuver aircraft to and from parking spots and taxiways.

Taxiway—A paved surface for taxiing aircraft from parking ramp to runway.

Unit—For the purpose of this publication, the term unit is equivalent to a squadron, also known as the basic unit in the United States Air Force organizational structure. For the United States Space Force, the term unit is typically equivalent to a Delta. The United States Space Force has squadrons subordinate to Deltas.

END GLOSSARY

Attachment 2

RUNWAY INCURSION PREVENTION WORKING GROUP (RIPWG)

A2.1. Program Objectives. The main objective of a RIPWG is to analyze each runway incursion and corrective actions taken in an effort to prevent future occurrences.

A2.2. Program Scope. A RIPWG is used to evaluate the airfield driving operating procedures and/or standards and airfield configuration (to include signs, marking, lighting) to determine if corrective actions are needed. The RIPWG functional experts assess all pertinent areas that are a part of, or affect, the negative trend or unsafe condition.

A2.3. Attendees. The RIPWG includes Operations Support Squadron Commander, AOF/CC, AFM, wing or garrison ADPM, tower chief controller, wing safety, unit commanders, unit ADPMs and other organizational leadership as determined locally.

A2.4. RIPWG. The RIPWG will:

A2.4.1. Develop strategies to prevent the reoccurrence of runway incursions. **(T-3)**. Examples include but are not limited to:

A2.4.1.1. Increase or improve local training or testing materials.

A2.4.1.2. Implement mandatory briefings to all airfield drivers, aircrew and air traffic control personnel, as applicable.

A2.4.1.3. Limit runway crossings or limit crossings to certain taxiways and/or road intersections.

A2.4.1.4. Increase penalty for controlled movement area violations.

A2.4.1.5. Alter the shape or increase the size of the controlled movement area.

A2.4.2. Determine if additional signage, markings, and lighting are needed in high-risk areas. **(T-3). Note:** Coordinate with major or field command OPR for AO prior to implementing new procedures or purchasing airfield support systems such as signs, marking and lighting. Examples of additional signs, markings, and lighting projects include the following:

A2.4.2.1. Installing “Stop, Do Not Enter, Contact Air Traffic Control Tower” signs and markings at runway hold lines and roads leading to the runway.

A2.4.2.2. Increasing visibility of runway hold position markings by increasing the width of the yellow stripes from six to 12 inches. **Note:** This option requires coordination with civil engineer and wing safety and a work order request to change is implemented uniformly over the entire airfield.

A2.4.2.3. Painting runway hold position signs on pavement prior to the runway hold position markings. (See Federal Aviation Administration Advisory Circular 150/5340-1, *Standards for Airport Markings*). **Note:** This option requires coordination with civil engineer and wing safety and a work order request to change is implemented uniformly over the entire airfield.

A2.4.2.4. Painting Federal Aviation Administration enhanced taxiway centerline marking prior to the runway hold position markings. **Note:** This option requires coordination with civil engineer and wing safety and a work order request to change is implemented uniformly over the entire airfield.

A2.4.2.5. Installing runway guard lights if applicable.

A2.4.2.6. Installing runway status lights (normally associated with a Category II/Airport Surveillance Detection Equipment).

A2.4.2.7. Installing Location Signs.

A2.4.3. Consider procuring vehicle-tracking devices to include global position system, ground radar, or video surveillance. **(T-3). Note:** Coordinate with major or field command OPR for AO prior to the procurement and/or use of new systems or technology.

A2.4.4. Consider installation of additional FM radio repeaters for air traffic control and the base station or ramp net. **(T-3).**

A2.4.5. Ensure an airfield waiver is processed and approved for non-standard criteria or configuration. **(T-3).**

A2.4.6. Provide a summary of the RIPWG analysis and recommendations during the next Airfield Operations Board. **(T-3).**

A2.4.7. Publish minutes of the RIPWG and provide an informational copy to the major or field command OPR for AO within 30 calendar days. **(T-3).**

Attachment 3

AIRFIELD SIGNS, MARKING, AND LIGHTING

Figure A3.1. Airfield Signs, Marking, and Lighting Part 1.









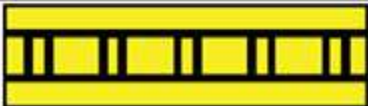



EXAMPLE	TYPE OF SIGN
	Mandatory: Hold position for taxiway/ runway intersection
	Mandatory: Holding position for runway/runway intersection
	Mandatory: Holding position for runway approach area
	Mandatory: Holding position for ILS critical area/precision obstacle free zone
	Mandatory: No entry
	Taxiway Location
	Runway Location
	Runway Safety Area / OFZ and Runway Approach Area Boundary
	ILS Critical Area/POFZ Boundary
	Direction: Taxiway
	Runway Exit
	Outbound Destination

Figure A3.2. Airfield Signs, Marking, and Lighting Part 2.


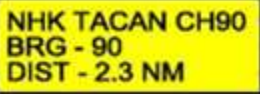


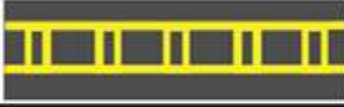




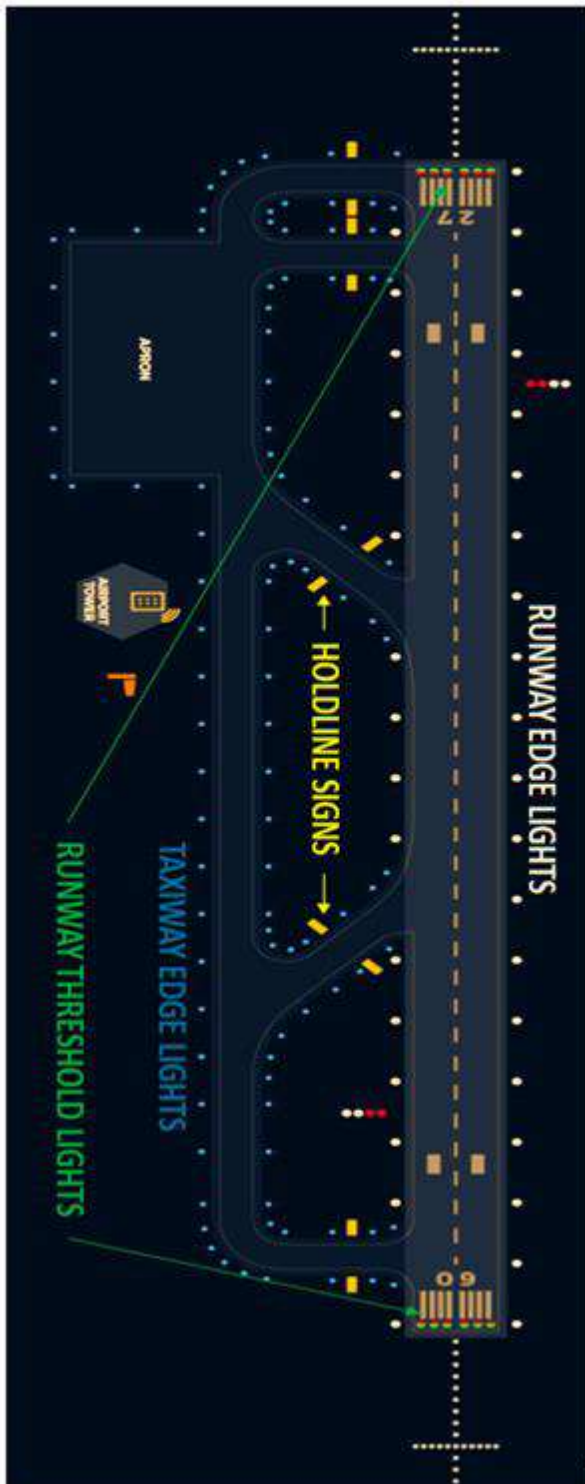
	Inbound Destination
	TACAN Checkpoint Sign
	Distance Remaining
EXAMPLE	TYPE OF MARKING
	Holding Position
	ILS Critical Area/POFZ Boundary
	Taxiway/Taxiway Holding Position
	Non-Movement Area Boundary
	Taxiway Edge
	Dashed Taxiway Edge

Figure A3.3. Airfield Signs, Marking, and Lighting Part 3.



Attachment 4

**UNIT AIRFIELD DRIVING PROGRAM MANAGER AND TRAINER(S)
APPOINTMENT LETTER**

Figure A4.1. Unit Airfield Driving Program Manager and Trainer(s) Appointment Letter.

				dd mm yy
MEMORANDUM FOR 432 OSS/OSAA				
FROM: 432 xxx/CC				
SUBJECT: Appointment of Unit Airfield Driving Program Manager (UADPM).				
1. The following individuals are appointed as the UADPM for the 432nd Operations Group personnel as coordinated with the 432 OSS. The UADPM has the authority to certify that personnel are qualified to drive on the airfield and will ensure completion and tracking of all airfield drivers training for unit assigned and TDY personnel.				
	NAME	OFFICE SYMBOL	DP	AF FORM 483 #
PRIMARY:	Taylor A. Anderson	432 OSS/OSAA	4-2780	9128-03
E-mail:	frs.last7.ctr@us.af.mil			
ALTERNATE:	Denessa E. Cano	432 OSS/OSAA	4-2465	7326-02
E-mail:	first.last@us.af.mil			
2. This letter supersedes all previous letters, same subject.				
				FIRST MI. LAST, Colonel, USAF Commander, 432nd Operations Group

Attachment 5

UNIT AIRFIELD DRIVING PROGRAM MANAGER TRAINING CHECKLIST

Table A5.1. Unit Airfield Driving Program Manager Training Checklist.

UNIT AIRFIELD DRIVING PROGRAM MANAGER CHECKLIST			
SECTION I TRAINEE INFORMATION (Completed by the wing or garrison airfield driving program manager)			
Name: (Last, First, MI)	Rank/Grade/Civilian Equivalent	Unit/Office Symbol or Company Name	Duty Phone
SECTION II QUALIFICATION TRAINING (Completed by trainee and wing or garrison airfield driving program manager).			
	Date Completed	Trainee Initials	WG ADPM
1. Unit Airfield Driving Program Manager (ADPM) duties and responsibilities.			
2. Appointment of unit trainers.			
3. Runway incursion prevention.			
4. Governing Directives:			
4.1. Air Force Manual 24-306, <i>Operation of Air Force Government Motor Vehicles</i> .			
4.2. AFMAN 91-203, <i>Air Force Occupational Safety Fire and Health Standards</i> , Chapter 24.			
4.3. Department of the Air Force Instruction 21-101, <i>Aircraft and Equipment Maintenance Management</i> , Chapter 11.			
5. Testing requirements to include testing security and compromise.			
6. Color vision testing requirements. See Department of the Air Force Manual 48-123, <i>Medical Examinations and Standards</i> for additional information.			
7. Airfield Driver's Training:			
7.1. Local Qualification.			
7.2. Refresher.			
8. Unit ADPM Continuity Binder.			
9. Reporting, Enforcement, and Violations Consequences.			
10. Vehicle Passes (privately owned and government leased).			
11. Controlled Movement Area (CMA) procedures and training for unit personnel.			
12. Temporarily assigned personnel and Non-based assigned contractors briefing and/or training requirements.			
13. Escort procedures.			
14. Procedures for issuing, revoking and reissuing an AF Form 483, <i>Certificate of Competency</i> .			
15. Participate with the unit ADPM on an actual training session and practical check ride.			
16. AF Form 483 Certificate #:			

SECTION III TRAINING CERTIFICATION (Completed by the unit airfield driving program manager and wing or garrison airfield driving program manager or designated representative).			
Unit Airfield Driving Program Manager			
I have received and completed all of the above training requirements and will comply with Department of the Air Force Instruction 13-213 and wing or base supplement.			
Name: (Last, First, MI):	Rank/Grade/Civilian Equivalent	Signature:	Date:
Wing or Garrison Airfield Driving Program Manager			
Name: (Last, First, MI):	Rank/Grade/Civilian Equivalent	Signature:	Date:
Note: A local form may be used as long as it includes all information listed above.			

Attachment 6

AIRFIELD MANAGEMENT QUALITY CONTROL MEASURES

A6.1. Airfield Management. Airfield Management should:

A6.1.1. Routinely monitor ramp net radio for proper terminology and phraseology and discipline.

A6.1.2. Conduct random spot checks for enforcement and compliance with **Chapter 3** of this publication and wing and base supplement.

A6.2. Spot Checks. At a minimum, a spot check includes the following:

A6.2.1. The availability and currency of the local airfield diagram.

A6.2.2. A check of the driver's Air Force Form 483 for accuracy and currency.

A6.2.3. The availability and currency of Air Force Visual Aids (e.g., DAFVA 11-240, DAFVA 13-222)

A6.3. Airfield Management. Airfield Management will:

A6.3.1. Report violations detected during spot checks to the wing or garrison ADPM. **(T-3)**.

A6.3.2. Document actions taken on the AF Form 3616 or electronic equivalent.

A6.4. Wing or garrison ADPM. Wing or garrison ADPM will:

A6.4.1. Report and document results of spot checks in the "status of airfield driving" section of Airfield Operations Board. **(T-3)**.

A6.4.2. Check each unit's airfield driving program for integrity and compliance. **(T-3)**. See **paragraph 2.7.22** for additional information.

A6.4.3. Provide results to the unit's commander in writing and brief at the next quarterly Airfield Operations Board. **(T-3)**.

Attachment 7

AIRFIELD DRIVING TRAINING DOCUMENTATION AND CERTIFICATION CHECKLIST

Table A7.1. Airfield Driving Training Documentation And Certification Checklist.

AIRFIELD DRIVING TRAINING DOCUMENTATION AND CERTIFICATION CHECKLIST			
SECTION I - TRAINEE INFORMATION (Completed by the Unit ADPM)			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Unit/Office Symbol or Company Name	Duty Phone
SECTION II - QUALIFICATION TRAINING (Completed by the Trainee and Unit Trainer)			
	Date	Trainee's Initials	Trainer's Initials
1. Trainee possesses a valid (List State of Issue) Driver's License (List restrictions).			
2. Trainee possesses a valid Government Driver's License.			
3. Airfield Driver Classroom Training (as determined locally)			
4. Airfield Driving Qualification Training Checklist/Curriculum. (Completion of this checklist).			
5. Local Airfield Familiarization. Training Outcome(s): Trainee must be familiar with knowledge of the local airfield environment.			
5.1. Non-Movement Area Boundary Marking as applicable.			
5.2. Non-Standard Airfield Markings as applicable.			
5.3. Aircraft Arresting Gear Markings as applicable.			
5.4. Locations of airfield Navigational Aids and Visual Approach Aids.			
5.5. Location of Restricted Area and Entry Control Points.			
5.6. Location of Free Zones as applicable.			
5.7. Location of the Fire Department, Air Traffic Control Tower (ATCT) and Airfield Management.			
5.8. Location/use of traffic control device as applicable.			
5.9. Hazardous Jet Blast locations on the airfield.			
5.10. Runway(s) configuration (e.g. dimensions, location, designation). Also, explain and define runway approach end and departure end.			
5.11. Taxiway configuration (e.g. dimensions, location, designation).			
5.12. Controlled Movement Area Boundaries.			
5.13. Congested Areas.			
5.14. Hot Spots as required locally.			
5.15. ATCT and vehicle blind spots.			
6. Local Vehicle Operator Requirements. Training Outcome(s): Trainee must be knowledgeable on local procedures and requirement for operating a vehicle on the airfield.			
6.1. Use of perimeter and infield roadways.			
6.2. Lateral distance requirements for mobile obstacles on an apron/ramp and taxiway.			

6.3. Speed limits for vehicles operating on an apron/ramp and taxiway.			
6.4. Procedures for reporting and removing FOD.			
6.5. Restricted visibility and/or night driving.			
6.6. Procedures for operating bicycles, tricycles, etc. on			
6.7. Use of traction control devices as applicable.			
6.8. Emergency Response Vehicle requirements.			
6.9. Vehicle Escort/Convoy driving procedures as applicable.			
7. Practical Day Airfield Familiarization Training. Training Outcome(s): Trainee must be knowledgeable of the airfield environment. At a minimum, the trainee must demonstrate the ability to operate a vehicle to and from their designated work areas.			
7.1. Practical Day Driving Check-ride			
8. Practical Night (as applicable) Airfield Familiarization Training. Training Outcome(s): Trainee must be knowledgeable of the airfield environment. At a minimum, the trainee must demonstrate the ability to operate a vehicle to and from their designated work areas.			
8.1. Practical Night Driving Check-ride (as applicable).			
9. Review Local AFI 13-213 supplement.			
10. USAF Airfield Driving CBT (Date Completed).			
11. Runway Incursion Prevention Training.			
12. Airfield Diagram/Layout Test [Score:]			
13. General Knowledge Test (written) [Score:]			
14. Runway Incursion Prevention Test [Score:]			
15. Communication Test [Score:]			
16. Demonstrate the ability to contact ATCT for approval to enter/exit the CMA . Note: Required for all personnel that require access on or across taxiways, helipad, and aprons located in the CMA.			
17. Demonstrate the ability to contact ATCT for approval to enter/exit the runway . Note: Required for all personnel that require access on or across taxiways, helipad and aprons located in the CMA.			
SECTION III - Color Vision Test for CMA drivers only. (Completed by Hospital/Medical Treatment Facility Optometry)			
Results: Pass / Fail (Circle one)			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
SECTION IV - TRAINER CERTIFICATION (Completed by Authorized Airfield Driving Trainer)			
I certify the trainee has received all required qualification training requirement annotated above.			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
I have received and completed all of the training requirement and will comply with my local base's Airfield Driving AFI 13- 213 Supplement instructions. I am also fully aware that no vehicle or pedestrian shall enter a runway or other controlled movement area without approval from the Air Traffic Control Tower (ATCT).			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:

SECTION VI - UNIT CERTIFICATION (Completed by Unit Commander or Unit ADPM)			
I certify that the above trainee has successfully completed all training requirements to operate a vehicle on airfield.			
Check all applicable restrictions and/or special access.			
Ramp Only	Daylight Only	CMA Authorized	Other (Specify):
Name: (Last, First, MI):		Rank, Civilian Grade or equivalent:	Signature: Date:
SECTION VII - AIRFIELD DRIVING AUTHORIZATION (Completed by the Wing ADPM or designated			
Approved		Disapproved	
Name: (Last, First, MI):		Rank, Civilian Grade or equivalent:	Signature: Date:
NOTE: A local form may be used as long as it includes all information listed above.			

Attachment 8

TEMPORARILY ASSIGNED PERSONNEL/NON-BASED ASSIGNED CONTRACTORS TRAINING CHECKLIST

Table A8.1. Temporarily Assigned Personnel/Non-Based Assigned Contractors Training Checklist.

TEMPORARILY ASSIGNED PERSONNEL/NON-BASED ASSIGNED CONTRACTORS TRAINING CHECKLIST			
SECTION I - TRAINEE INFORMATION (Completed by the Unit Airfield Driving Program Manager or Wing Airfield Driving Program Manager)			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Unit/Office Symbol or Company Name	Duty Phone
SECTION II - QUALIFICATION TRAINING (Completed by the Trainee, Unit Airfield Driving Program Manager or Designated Trainer)			
	Date Completed	Trainee's Initials	Trainer's Initials
1. Explain the difference between mandatory/informational local airfield signs.			
2. Explain the different types of airfield marking (i.e. runway, taxiway, apron/ramp). Provide examples of local airfield markings.			
3. Explain the different types of airfield lighting systems (i.e. runway, taxiway, apron/ramp). Provide examples of local airfield lighting.			
4. Identify the speed limits for general/special purpose vehicles operating on aircraft parking aprons/ramps and taxiways.			
5. Identify the procedures for vehicle operating in the immediate vicinity of base assigned and transient (if applicable) aircraft.			
6. Explain the requirements for parking and chocking vehicles and/or equipment on the airfield.			
7. Identify the lateral distance requirements for mobile obstacles on taxiways and aprons.			
8. Discuss Foreign Object Damage (FOD) control/prevention measures for the airfield.			
9. Identify methods/practices to prevent a runway incursion.			
10. Explain the different types of airfield violations and their consequences.			
11. Identify the proper radio terminology and phraseology.			
12. Provide a local Airfield Diagram.			
13. Identify all restricted areas and entry control points.			
14. Identify all Control Movement Area boundaries.			
15. Identify Free zones, when applicable.			
16. Practical airfield familiarization training. At a minimum, familiarize individual on route(s) to and from the designated work area.			
7. Explain procedures for Night Driving, Reduced visibility and Inclement weather, when applicable.			
18. Explain procedures for reporting an accident or vehicles maintenance problems.			
SECTION III - TRAINING CERTIFICATION (Completed by Trainee, Unit ADPM and Wing ADPM, as required)			
TRAINEE			
I have received and completed all of the above training requirements and will comply with Air Force Instruction 13-213 and (if applicable) wing/base supplement. I am also fully aware that no vehicle or pedestrian shall enter a runway or other controlled movement areas without approval from the Air Traffic Control Tower.			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:

DAFI13-213_CREECHAFBSUP 17 MAY 2023

UNIT ADPM			
I certify that the above individual has completed all training requirements outlined in Air Force Instruction 13-213 and (if applicable) wing/supplement. Check all applicable restrictions.			
Ramp Only	Daylight Hours	Other (Specify):	
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
WING AIRFIELD DRIVING PROGRAM MANAGER OR DESIGNATED REPRESENTATIVE (as required)			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
NOTE: A local form may be used as long as it includes all information listed above.			

Attachment 9

AIRFIELD DRIVING PROGRAM CONTINUITY BINDER

A9.1. TAB A. Unit Airfield Driving Program Manager appointment letter(s). At a minimum, the appointment letter must be signed by the current unit commander or equivalent and on file with the wing or garrison ADPM. **(T-3)**.

A9.2. TAB B. DAFI 13-213, wing or base supplement.

A9.3. TAB C. Annual program assessment results.

A9.4. TAB D. Unit airfield driving program manager training documentation.

A9.5. TAB E. Current list of units assigned airfield drivers. At a minimum, the list of airfield drivers includes the individual's full name, grade (or civilian equivalent), unit, Air Force Form 483 certificate number, restrictions (e.g., daytime or ramp only) and refresher training due date.

A9.6. TAB F. Airfield driving computer-based training, training curriculum, test and answer key.

A9.7. TAB G. Unit airfield driving requirements as applicable (e.g., fire trucks, fuel trucks, or k-loaders).

A9.8. TAB H. Airfield violations and corrective actions.

A9.9. TAB I. References (e.g., AFMAN 24-306, Section 12; AFMAN 91-203, Chapter 24; and DAFI 21-101, Chapter 11).

A9.10. TAB J. Miscellaneous information (e.g., Meeting Minutes, Digest Articles, RIPWG).

Attachment 10 (Added)

AIRFIELD DRIVING TRAINING DOCUMENTATION AND CERTIFICATION CHECKLIST

Table A10.1. (Added) Airfield Driving Training Documentation and Certification Checklist.

Airfield Driving Training Documentation and Certification Checklist			
Section I: Trainee Information (Completed by Unit ADPM)			
Name (Last, First, Middle)	Rank/Grade or	Unit/Office Symbol or Company Name	Phone Number
Section II: Qualification Training (Completed by Trainee and Unit Trainer)			
	Date Completed	Trainee Initials	Trainer's Initials
1. Trainee possesses a valid Driver's License			
State:	Restrictions:		
2. Trainee possesses a valid GOV Driver's License			
3. Afld Driving CBT Training	Score:		
4. Airfield Driver Training Classroom (local)			
5. Airfield Driving Qualification Training Checklist Curriculum (See Attachment A11.1)			
6. Practical Day Airfield Driver Familiarization Training (See Attachment A11.1, Item 4)			
7. Practical Night Airfield Driver Familiarization Training (See Attachment A11.1, Item 4)			
8. Practical Driving Test Includes day and night (as applicable)			
10. Tests			
10.1. Communications	Score:		
10.2. Airfield Diagram/Layout	Score:		
10.3. General Knowledge	Score:		
10.4. RWY Incursion Prevention	Score:		
Section III: Color Vision Test for CMA drivers only. (Completed by Hospital/Medical Treatment Facility Optometry)			
Check applicable:		<input type="checkbox"/> Normal Color Vision	
		<input type="checkbox"/> Color Blind/Deficient	
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date
Section IV: Trainer Certification (Completed by Authorized Airfield Driving Training Instructor)			
I certify the trainee has received all required qualification training requirements annotated above.			
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date
Section V: Trainee Acknowledgement (Completed by Trainee)			
I have received and completed all of the above training requirements and will comply with AFI13-213_CREECHAFBSUP. I am also fully aware that no vehicle or pedestrian shall enter a runway or other CMA (s) without approval from the ATCT.			

Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date
Section VI: Unit Certification (Completed by Unit Commander-or equivalent or Unit ADPM ~ if approved in writing)			
I certify that the above trainee has successfully completed all training requirements to operate a vehicle at Creech AFB, NV. Check all applicable restrictions and/or special access.			
<input type="checkbox"/> Ramp Only <input type="checkbox"/> Daylight Hours Only <input type="checkbox"/> CMA Access			
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date
Section VII: Airfield Driving Authorization (Completed by Wing ADPM or designated representative)			
<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved		AF IMT 483 Certificate Number	
		Restrictions:	
Stamp:			
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date

Attachment 11 (Added)

AIRFIELD DRIVING QUALIFICATION CURRICULUM TRAINING CHECKLIST

Table A11.1. (Added) Airfield Driving Qualification Curriculum Training Checklist

AIRFIELD DRIVING TRAINING DOCUMENTATION AND CERTIFICATION CHECKLIST (Curriculum)				
SECTION I - TRAINEE INFORMATION (Completed by the Unit ADPM)				
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Unit/Office Symbol or Company Name	Duty Phone	
SECTION II - QUALIFICATION TRAINING (Completed by the Trainee and Unit Trainer)				
	Date Completed	Trainee's Initials	Trainer's Initials	N/A
1. Definitions and terms. Training Outcomes: Trainee must be knowledgeable of the terms used on an airfield.				
1.1. Runway				
1.2. Controlled Movement Area (CMA)				
1.3. Controlled Movement Area Violation (CMAV)				
1.4. Runway Incursion				
1.5. Taxiway				
1.6. Ramp/Apron				
1.7. Foreign Object Damage (FOD) Prevention				
1.8. Overrun				
1.9. Taxilane				
1.10. Light Gun				
1.11. Jet Blast				
1.12. Vehicle Service Road				
1.13. Hot Cargo Area				
1.14. Arm/De-Arm Area				
1.15. Aircraft Arresting Gear				
1.16. ILS Critical Area				
1.17. Mandatory Sign				
1.18. Informational Sign				
1.19. Emergency Response Vehicle				
1.20. Circle of Safety				
1.21. Restricted Area				
1.22. Entry Control Point				
1.23. Fixed/Mobile Obstacle				
1.24. Airfield Management				
1.25. Air Traffic Control Tower (ATCT)				
2. Vehicle operator requirements. Training Outcome: Trainee must be knowledgeable on local procedures and requirements for operating a vehicle on the airfield				
2.1. Use of vehicle lighting (e.g. daytime running, rotating/IR beacons, hazard/emergency flashers)				
2.2. Procedure for reporting an accident or vehicle maintenance problems.				
2.3. Vehicle parking and chocking requirements				
2.4. Use of perimeter and infield roadways				

2.5. Lateral distance requirements for mobile obstacles on an apron/ramp and taxiway				
2.6. Speed limits for vehicles operating on an apron/ramp and taxiway				
2.7. Requirements for operating a vehicle within the immediate vicinity of aircraft				
2.8. Procedures for reporting and removing FOD				
2.9. Restricted visibility and/or night driving				
2.10. Procedures for operating of bicycles, tricycles, etc. on the airfield				
2.11. Use of traction control devices (as applicable)				
2.12. Emergency response vehicle requirements				
2.13. Vehicle escort/convoy driving procedures (as applicable)				
3. Aircraft Operations. Training Outcome: Trainee must be knowledgeable of hazards associated with aircraft				
3.1. Right of way				
3.2. Taxiing				
3.3. Jet blast safety requirements				
4. Practical Day and Night (as applicable) Airfield Familiarization Training. Training Outcome: Trainee must be knowledgeable of the airfield environment. At a minimum, the trainee must demonstrate the ability to operate a vehicle to and from their designated work areas.	DAY			
	NIGHT			
5. Local Airfield Basics. Training Outcome: Trainee must be knowledgeable of the airfield environment.				
5.1. Familiarize trainee with the following airfield lighting.				
5.1.1. Runway				
5.1.1.1. Edge Lights				
5.1.1.2. Approach Lights				
5.1.2. Taxiway				
5.1.2.1. Edge Lights				
5.1.2.2. Centerline Lights				
5.1.2.3. Guard Lights (as applicable)				
5.2. Familiarize trainee with the following airfield signage.				
5.2.1. Runway Hold Sign				
5.2.2. Taxiway Location Sign				
5.2.3. ILS Critical Area Sign				
5.2.4. Direction Sign				
5.2.5. Distance Remaining Sign				
5.3. Familiarize trainee with the following airfield markings				
5.3.1. Runway				
5.3.1.1. Centerline				
5.3.1.2. Edge				
5.3.1.3. Runway ID Markings				
5.3.1.4. Threshold Markings				
5.3.1.5. VFR Hold Line				
5.3.2. Vehicle Stop Bars				
5.3.3. Taxiways				
5.3.3.1. Centerline.				
5.3.3.2. Edge Markings				
5.3.4. ILS Critical Areas				
5.3.5. Non-Movement Area Boundary Marking				
5.3.6. Non Standard Airfield Markings				
5.3.7. Aircraft Arresting Gear Markings				

DAFI13-213_CREECHAFBSUP 17 MAY 2023

5.4. Familiarize trainee with the locations or airfield Navigational Aids and Visual Approach Aid.				
5.5. Familiarize trainee with the locations of Restricted Areas and Entry Control Points				
5.6. Familiarize trainee with the location of Free Zones				
5.7. Familiarize trainee with the reduced visibility/inclement weather driving techniques				
5.8. Familiarize trainee with the location of the Fire Department, Air Traffic Control Tower and Airfield Management				
5.9. Familiarize trainee with the location and use of traffic control devices				
5.10. Familiarize trainee with Jet Blast hazardous locations on the airfield				
5.11. Familiarize trainee with runway(s) configuration (e.g. dimensions, location, designation, etc.).				
5.12. Familiarize trainee with the taxiway configuration (e.g. dimensions, location, designation, etc.)				
5.13. Familiarize trainee with Controlled Movement Area Boundaries				
5.14. Familiarize trainee with Congested Areas				
5.15. Familiarize trainee with Hot Spots as required locally				
5.16. Identify Smoking Areas (as applicable)				
6. Communications. Training Outcome: Trainee must be knowledgeable of proper radio terminology and ATCT phraseology use on the airfield.				
6.1. Ground Vehicle Communications				
6.2. Procedural Words and Phrases				
6.3. Aviation Phonetic Alphabet				
6.4. Aviation Terminology				
6.5. Procedures for Contacting ATCT				
6.6. Light Gun Signals (Description of ATCT Light Gun Signals)				
6.7. ATCT and or vehicle blind spots				
7. Other				
7.1. Review DAFI13-213_CREECHAFBSUP, DAFI 13- 213, AFMAN 24-306, AFI 91-203				
7.2. Runway Incursion Prevention Training				
7.3. Demonstrate the ability to contact ATCT for approval to enter/exit the CMA. Note: Required for all personnel that require access on or across taxiways, helipads and aprons located in the CMA.				
7.4. Demonstrate the ability to contact ATCT for approval to enter/exit the runway. Note: Required for all personnel that require access on or across the runway				
SECTION III: TRAINEE CERTIFICATION (COMPLETED BY TRAINEE, UNIT ADPM, AND WING ADPM)				
I have received and completed all of the above training requirements and will comply with DAFI 13-213_CREECHAFBSUP. I am also fully aware that no vehicle or pedestrian shall enter a runway or other CMA (s) without approval from the ATCT.				
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date	
SECTION IV - TRAINER CERTIFICATION (Completed by Authorized Airfield Driving Trainer)				
I certify the trainee has received all required qualification training requirement annotated above.				
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date	

SECTION V UNIT CERTIFICATION (Completed by Unit Commander or Unit ADPM)			
I certify that the above trainee has successfully completed all training requirements to operate a vehicle at Creech AFB, NV. Check all applicable restrictions and/or special access.			
Check all applicable restrictions and/or special access.			
Ramp Only <input type="checkbox"/>	Daylight Only <input type="checkbox"/>	CMA Authorized <input type="checkbox"/>	Other (Specify):
Name (Last, First, Middle)	Rank/Grade or Equivalent	Signature	Date
SECTION VI - AIRFIELD DRIVING AUTHORIZATION (Completed by the Wing ADPM or designated			
Approved		Disapproved	AF Form 483#:
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:

Attachment 13 (Added)

SUSPENSION/REVOCAION OF AIRFIELD DRIVING PRIVILEGES

Figure A13.1. (Added) Suspension/Revocation of Airfield Driving Privileges.

DATE

MEMORANDUM FOR 432 OSS/OSAA

FROM: **(Requesting Unit)**

SUBJECT: Suspension / Revocation of Airfield Driver's License on **(Rank, Full Name, i.e., Amn Jon D. Drivefast)**

1. It has been brought to my attention that **(Rank, Full Name, i.e., Amn Jon D. Drivefast)** is without driving privileges **(on / off base or both)** effective **(DD MMM YY)** due to **(Nature and/or reason for suspension/revocation)**.

2. **(Rank & Last Name, i.e., Amn Drivefast)** will be without airfield driving privileges for **(exact amount of time / or "until date", DD MMM YY)**, as such, notification is being provided IAW AFI 13-213, *Airfield Driving*, and CAFBI 13-213_CAFBSUP1.

3. Any eligible reinstatement of airfield driving privileges will be provided in writing to your office. This will be accomplished especially if needed to perform mission essential duties, following the suspension / revocation of **(Rank & Last Name, i.e., Amn Drivefast's)** civilian driver's license **(and/or base driving privileges)**. The Unit ADPM will refer to AFI 31-204, *Air Force Motor Vehicle Traffic Supervision*, Chapter 2, AFI 13-213, and CAFBI 13-213_CAFBSUP1, for additional as required.

4. If you have any questions on this subject, contact my Unit ADPM at **(provide number and email)**.

SQUADRON COMMANDER, Lt Col, USAF
Commander

Attachment 14 (Added)

SAMPLE RECOMMENDATION FOR REINSTATEMENT OF AIRFIELD DRIVING PRIVILEGES

Figure A14.1. (Added-CAFB) Sample Recommendation for Reinstatement of Airfield Driving Privileges.

MEMORANDUM FOR 432 OSS/OSAA	
FROM: (Unit CC/Office Symbol)	
SUBJECT: Recommendation for Reinstatement of Airfield Driving Privileges	
1 IAW DAFI 13-213, Ch. 4, para, 4.31.1., _____ has completed airfield driving re- training and has met the requirements to request reinstatement of airfield driving privileges.	
2 Member has satisfied my requirements for re-training and has received my approval to seek reinstatement of airfield driving privileges.	
3 If you have any questions or concerns regarding this request, please feel free to contact XXXX XXXX	
	XXXX X. XXXXX, Rank, USAF Commander
1st Ind, 432 OSS/OSAA	Date
MEMORANDUM FOR 432 XX/CC	
Request for reinstatement of airfield driving privileges is/is not approved.	
	XXXX X. XXXXXX, XXXX, USAF Wing ADPM

Attachment 15 (Added)

VEHICLE CALL SIGNS

Table A15.1. (Added) Vehicle and/or Pedestrian Call Signs.

DUTY SECTION	CALL SIGN	DUTY SECTION	CALL SIGN
432 WG	HUNTER	NDI	X-RAY
432 MXG	MAINTENANCE	FUELS SYSTEMS REPAIR	VAPOR
432 AMXS	SNIPER	SECURITY FORCES	CREECH
TIGER AMU	TIGER	FIRE DEPARTMENT	CHIEF
RAVEN AMU	RAVEN		FIRE CONTROL
DEMON AMU	DEMON		CRASH
REAPER AMU	DEATH		MED
30 RS	BLACKBIRD		RESCUE
432 MXS	COUGAR		FIRE PREVENTION
432 OSS	SAMURAI		
11 RS	SNAKE EYES		TOWER
556 TES	JEDI	TRANSIENT ALERT	TA
	VADER		SWEEPER
	DARTH	AIRFIELD MANAGEMENT	AIRFIELD 1, 2 & 3
MXS UDM	PANTHER	FUELS (POL)	FUELS
MUNITIONS	AMMO	BARRIER MAINTENANCE	BARRIER
JT3	JTECH	QUALITY ASSURANCE	QA
Unit ADPM	TRAINER	STRUCTURES/SHEETMETAL	METALS

Attachment 16 (Added)

EXAMPLE POV AND GOVERNMENT LEASED VEHICLE PASS REQUEST

Figure A16.1. (Added) Example POV and Government Leased Vehicle Pass Request.

CAFB VEHICLE PASS REQUEST FORM		
POV PASS # _____ (AM USE ONLY)		
Start Date _____		Expiration Date _____
Driver Information		
Owner/User Name: _____		
Duty Phone: _____		
Civilian Driver's License#	State of Issue	Expiration Date
_____	_____	_____
Organization/Company: _____		
AF Form 483#: _____		
Vehicle Information:		
Make: _____	Model: _____	Year: _____
Color: _____	License Plate# _____	State: _____
Vehicle Insurance/Company Expiration Date: _____		
Area of Operation(s)/Location: _____		
Justification: _____		
_____		_____
Authorizing Name/Signature	Date	
**ALL VEHICLE PASSES MUST BE RETURNED TO AIRFIELD MANAGEMENT (BLDG 83) UPON EXPIRATION OR COMPLETION OF USE. INDIVIDUALS WITH OUTSTANDING PASSES WILL BE DENIED FURTHER ACCESS TO THE FLIGHTLINE. **		

Attachment 17 (Added)

AIRFIELD DIAGRAM

Figure A17.1. (Added) Airfield Diagram.

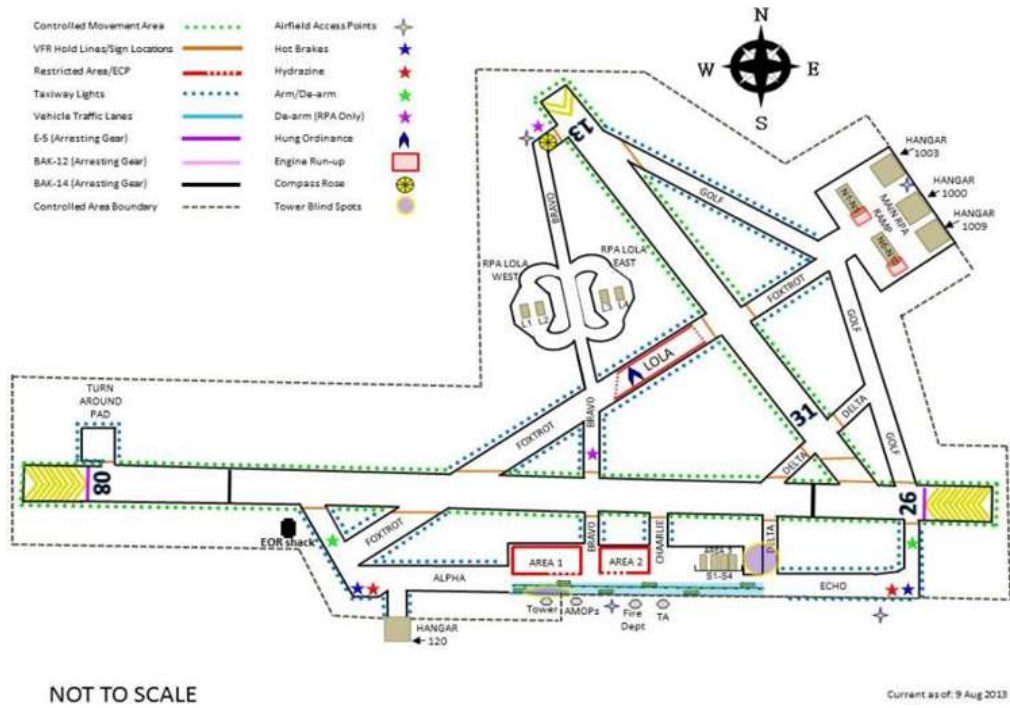


Figure A17.2. (Added-CAFB) Airfield Diagram Parking Areas.



Figure A17.3. (Added-CAFB) Airfield Diagram Live Ordnance Loading Area.

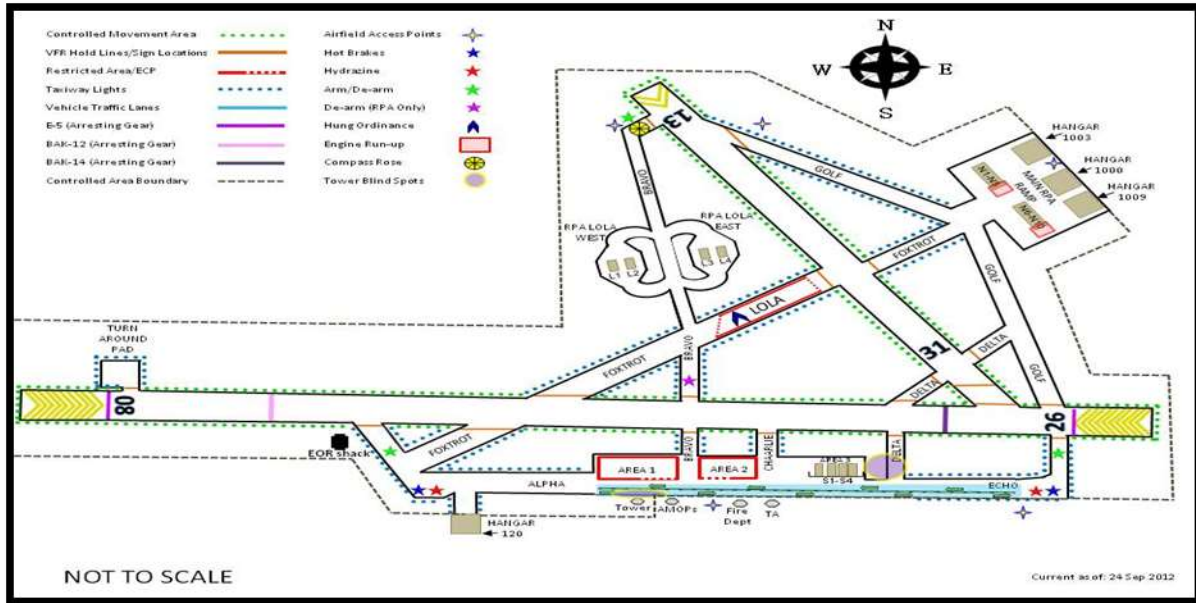


Figure A17.4. (Added-CAFB) Airfield Diagram Arm/Disarm Areas.

