

**BY ORDER OF THE COMMANDER  
DAVIS-MONTHAN AIR FORCE BASE**



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

**DAVIS-MONTHAN AIR FORCE BASE  
Supplement**

**28 JANUARY 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 February 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 Davis-Monthan Air Force Base (DMAFB) 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. 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. Contact supporting records managers as required. 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 Air Force.

### ***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 Davis-Monthan AFB (DMAFB) 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.

2.3.2.1. **(Added)** Mission Support Group Commander may reinstate an individual's airfield driving privileges in writing to perform mission essential duties following suspension or revocation of an individual's civilian driver's license and/or base driving privileges.

2.5.4.1. **(Added)** Limit unit airfield drivers to "Non-CMA" AF Form 483, *Certificate of Competency*, 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-assessment of a unit's Airfield Driving Program (ADP) no later than 30 days following receipt of an unsatisfactory rating. Subsequent assessments 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 AFM to establish contractor haul routes to/from work sites.

2.7.18.1. **(Added)** Unit list of airfield drivers will be tracked utilizing the Airfield Driving Training Program (ADTP) website: <https://webapp.amc.af.mil/ADTP>.

2.7.22.1. **(Added)** Annual program assessments will be completed in a three part format. **Part 1** will be validating the Unit ADPM MICT/SAC for program integrity and compliance with DAFI 13-213 and this supplement. **Part 2** will be assessing the unit's ADTP account for expired drivers, assigned restrictions, and assigned Unit ADPM permissions. **Part 3** will be an assessment of the Unit ADPM continuity binder to ensure integrity and compliance with the DAFI and this supplement.

2.7.23.1. **(Added)** Local airfield diagram/layout test will be administered via the online ADTP website: <https://webapp.amc.af.mil/ADTP>.

2.7.24.1. **(Added)** Written communication, general knowledge, and runway incursion tests will be administered via the online ADTP website: <https://webapp.amc.af.mil/ADTP>.

2.8.1.1. **(Added)** Receive Unit ADPM training from Wing ADPM prior to conducting or certifying unit airfield driving training.

2.8.4.1. **(Added)** Airfield driving training and certification checklist will be completed and documented via the online ADTP website: <https://webapp.amc.af.mil/ADTP>. Unit ADPMs will utilize DAFI 13-213, Attachment 7, to document training and certification. The Unit ADPM is not required to maintain a copy of the **Attachment 7** if the Unit ADPM or assigned trainer has certified the completion of the **Attachment 7** via the online ADTP website.

2.8.4.2. **(Added)** Review ADTP website at least monthly to determine progress of unit personnel in airfield driving training. Personnel who fail to complete training and certification

requirements within 60 calendar days will be dis-enrolled due to inactive training and the profile will be deleted in the ADTP website.

2.8.4.3. **(Added)** Enable the unit airfield driving test via online ADTP website for unit personnel in Step 3. Ensure personnel have completed all required training tasks prior to sending them to Step 3.

2.8.6.1. **(Added)** Assign unit personnel who are trained and certified to drive on the CMA restriction code “C – CMA” via online ADTP website. Assign unit personnel who are not trained to drive on the CMA restriction code “N – Non-CMA” via online ADTP website.

2.8.7.1. **(Added)** Assign unit personnel who are not trained or certified to drive on the airfield at night restriction code “D – Daylight Only” via online ADTP website.

2.8.12.1. **(Added)** Training forms, associated forms and listing of unit personnel authorized to drive on the airfield will be maintained via the online ADTP website.

2.8.14.1. **(Added)** Unit ADPM will document the results of the color vision test on the [Attachment 7](#), Airfield Driving Training and Certification Checklist, and file the checklist in TAB F of the Unit ADPM continuity binder. See [paragraph 3.4.3.1](#) for additional color vision testing requirements.

2.8.15.1. **(Added)** Conduct and document annual refresher training for unit personnel via the online ADTP website. Refresher training date will be documented on the back of the individual’s AF Form 483 once all required refresher training has been completed. Ensure unit personnel print an updated AF Form 483 via the online ADTP website. Airfield driving privileges will be suspended for all individuals who do not complete annual refresher training by their annual due date annotated on the AF Form 483.

2.8.15.2. **(Added)** Unlock refresher training on the ADTP website for unit personnel not within 30 days of expiration date to ensure the individual’s driving privileges do not expire during deployments or temporary duty assignments. NOTE: The Wing ADPM has the authority to delete online ADTP profiles of airfield drivers who have not completed annual refresher training no earlier than 30 days after the expiration date.

2.8.24.1. **(Added)** Unit ADPMs will conduct training and certification utilize training aids and tests provided by the Wing ADPM and available on the online ADTP website only. Units will not develop unit specific classroom/individual training for unit airfield drivers without the coordination and approval of the Wing ADPM.

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 Air Force visual aids are available on the online ADTP website.

2.10.5.1. **(Added)** Airfield drivers may contact 355 OSS/OSAA Airfield Management at 228-4315 to obtain current airfield closures/restrictions, construction activities, and other hazards.

2.11.8. **(Added)** Enables the wing airfield driving test for base personnel in Step 4. Signs AF Form 483s via the online ADTP website for base personnel who have successfully completed all

training requirements and passed the wing test. Provides ADTP oversight and assistance to Unit ADPMs and base personnel in airfield driving training.

2.14.8. **(Added)** The primary response location for all in-flight/ground emergencies and or other emergency situations will be Pit 32 (or in close proximity if an aircraft is parked on Pit 32) on the Transient Ramp. SFS personnel will respond/stage at the direction of the Incident Commander or senior SFS member. SFS personnel will standby until called upon by the Incident commander. If the emergency is on the runway, SFS personnel will standby until escorted by Fire and Emergency Services or Airfield Management personnel.

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 and or other emergency situations will be Pit 32 (or in close proximity if an aircraft is parked on Pit 32) on the Transient Ramp. MDG personnel will standby until called upon by the on-scene commander. If the emergency is on the runway, MDG personnel will standby until escorted by Fire and Emergency Services or Airfield Management personnel.

3.2.1.1. **(Added)** Airfield driving training and certification will be accomplished utilizing the Air Mobility Command Airfield Driving Training Program (ADTP) website located at <https://webapp.amc.af.mil/ADTP>. All training checklists and instructional products for airfield driving training and certification is available on the ADTP website or the 355 Wing Airfield Driving Program SharePoint site. The AFM, Wing ADPM, and designated AM representatives are responsible for approving AF Form 483s. Authority must not be delegated outside AM.

3.2.1.1.1. **(Added)** All personnel requiring airfield driving training will login to the ADTP website and enter their personal information into the database (Step 1).

3.2.1.1.1.1. **(Added)** For base assigned contractors who are unable to access the ADTP website due to being non-Common Access Card (CAC) holders, the Unit ADPM will complete an [Attachment 7](#), Airfield Driving Training and Certification checklist, the individual will be administered a wing airfield driving test by the Wing ADPM. The Unit ADPM will place the individual in the ADTP website under the application "Create Existing Licensee" once all training and testing requirements are completed.

3.2.1.1.1.2. **(Added)** Once an individual's profile has been created on the ADTP website, the individual will begin completing initial airfield driving training (Step 2). All training requirements are outlined on the ADTP website and completion must be certified by the Unit ADPM or an appointed trainer.

3.2.1.1.1.1. **(Added)** All training requirements are to be accomplished with 60 days or the individual's profile will be deleted from the ADTP website.

3.2.1.1.1.3. **(Added)** When all training requirements have been completed by the individual and the Unit ADPM or appointed trainer has certified the training completion, the individual will be moved to Step 3 to take the unit test.

3.2.1.1.1.4. **(Added)** The Unit ADPM will enable the unit test for individuals in Step 3. If the individual receives a passing score on the unit test they will be moved to Step 4 to take the wing test.

3.2.1.1.1.5. **(Added)** Airfield Management will enable the wing test for individuals in Step 4. The individual or the Unit ADPM will contact Airfield Management when ready to test. Once

the test is enabled, the individual has three days to test or the test will be disabled. If the test has not been taken within 30 days, the individual will be sent back to Step 3.

3.2.1.1.6. **(Added)** Airfield Management will approve the AF Form 483 via ADTP website when the individual has passed the wing test and completed all training requirements.

3.2.2.1. **(Added)** Conduct and document annual refresher training via online ADTP website. 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.

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 via the ADTP website. Training must cover vehicle operating principles as well as local airfield layout. Unit ADPMs or trainers will ensure special attention is placed on proper radio communication and runway hold markings for Instrument (INST) and Visual Flight Rules (VFR) procedures. Trainees must be familiar with operating procedures in the supplement prior to completing the day and night airfield orientation training.

3.2.4.2. **(Added)** Day/Night Airfield Orientation Training (Orientation/Practical): The practical airfield drivers training will involve taking the individual on the airfield to show them how to get to and from their work areas. In addition to general procedures in this supplement, emphasis will be placed on radio communication and vehicle operating procedures in the vicinity of aircraft and the controlled movement area.

3.2.4.2.1. **(Added)** At a minimum, trainees must be able to:

3.2.4.2.1.1. **(Added)** Identify mandatory and informational signs and runway hold position markings.

3.2.4.2.1.2. **(Added)** Demonstrate the ability to request access into the CMA using proper phraseology.

3.2.4.2.1.3. **(Added)** Demonstrate the ability to request access onto, across, and off the runway using proper radio phraseology.

3.2.4.2.1.4. **(Added)** Demonstrate the ability to identify airfield lights and signs during hours of darkness and low visibility.

3.2.4.3. **(Added)** Airfield Diagram: Trainees must be familiar with the location of the runway, taxiways, aprons, perimeter road, flight line road, airfield access points, and restricted areas.

3.3.1.1.3.1. **(Added)** Test results will be documented on the ADTP website.

3.3.1.5.5.1. **(Added)** Trainers will certify the completion of the practical driving check-ride on the ADTP website under the individual's training requirements.

3.3.2.1.1. **(Added)** First failure: Individual will complete a test review with the Unit ADPM via ADTP website and review training materials. Retesting will occur no earlier than 24-hours following subsequent test failure. A review statement will be placed in the individual's ADTP comment section.

3.3.2.2.1. **(Added)** Second failure: The Unit ADPMs will conduct remedial training with the individual, placing emphasis on those areas the individual failed to comprehend during initial and subsequent retraining. Retesting will occur no earlier than 48-hours following subsequent

test failure. The Unit ADPM will add a review statement in the individual's ADTP comment section.

3.3.2.3.1. **(Added)** Third failure: Unit Commander approval to retest is required or determine member is not eligible to drive on the airfield. If the Unit Commander approves retest, the Unit ADPM will re-accomplish classroom training before rescheduling the individual to retake the wing test. Scheduling for wing testing will occur no earlier than 72-hours following third test failure. A commander approval and review statement will be placed in the individual's ADTP comment section.

3.3.2.5.1. **(Added)** Fourth failure: The Wing ADPM will remove the individual's profile from the online ADTP website, and the individual will be required to re-accomplish initial airfield driving training. Scheduling for wing testing will occur no earlier than 30 days following the third test failure and will require approval from member's unit commander.

3.4.3.1. **(Added)** 355 MDG and 355 OSS Airfield Management conducts color vision testing. Color vision testing will be certified utilizing [Attachment 7](#).

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 and the helipad located near the north end of the West Ramp. Personnel requiring access to the CMA will complete additional CMA training via the ADTP website and have an AF Form 483 with assigned restriction code "C – CMA". Personnel not trained and certified to operate in the CMA are prohibited from entering without a qualified escort.

4.2.5.1. **(Added)** Personnel operating in the CMA are prohibited from wearing hearing protection unless utilizing earmuff-style hearing protection with ear buds or built-in speakers capable of monitoring the Tower Net.

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

4.4.7. **(Added)** Airfield Driving Visual Aids are available for printing via the online ADTP website.

4.5.1.1. **(Added)** Runway holding position signs are located on Taxiway A-1, A-2, A-3, A-4, A-5, A-6, A-7, Taxiway F, and on the West Ramp near the helicopter pad.

4.6.4.1. **(Added)** Implement the 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 Foxtrot. Vehicles will contact ATCT for permission onto the CMA prior to proceeding past the instrument hold line.

4.8.7.1. **(Added)** Airfield or Perimeter Road speed limit is 15 miles per hour or as posted.

4.8.12.1. **(Added)** Yield the right-of-way to all emergency response vehicle 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 25 miles per hour. Exception: Taxiway B, Taxiway C, and Taxiway E speed limit is 15 miles per hour.

4.9.4.1. **(Added)** When encountering a taxiing fighter aircraft or helicopter on taxiway Alpha, the vehicle operator will proceed to the far edge of the pavement surface to one of the extended

shoulder locations, stop the vehicle and wait for the aircraft to pass. These extended shoulder locations allow for additional wingtip clearance from taxiing fighter/helicopter aircraft. Exit the taxiway at the nearest intersection when encountering a taxiing cargo or heavy/wide-body aircraft (any aircraft larger than an A-10). If there are no pavement surfaces to exit on, quickly exit the pavement in a suitable grass or unpaved area. All vehicles exiting the paved surface to a grass or unpaved surface must complete a roll-over FOD check immediately upon returning to the paved surface.

4.9.5.1. **(Added)** Vehicles will not be left unattended on runways, taxiways, aprons, or any other aircraft movement areas. 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 Motorpool.

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

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.

4.11.4.1. **(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.

4.13.1.1. **(Added)** If significant FOD is found on the airfield, notify 355 OSS Airfield Management via radio or DSN: 228-4315 to coordinate inspection of the area and contact sweeper.

4.18.1. **(Added)** Personnel operating vehicles on Test Cell Road solely to access the Engine Test Cell facility do not require airfield driving training or possess an AF Form 483. Individuals who do not possess an AF Form 483 are not allowed to drive on any other portion of the airfield.

4.20.2.1. **(Added)** For the purpose of this supplement, Fire and Emergency Services, 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 senior fire officer (SFO) or Incident Commander (IC), 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 Pit 32 (or in close proximity if an aircraft is parked on Pit 32) on the Transient Ramp.

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

4.22.4. **(Added)** Procedures for Airfield Driving During Blackout Conditions. All drivers will be trained by the Unit ADPM or an appointed trainer on driving with Night Vision Devices (NVD) as required and will have the training annotated on the backside of their AF Form 483 stating "NVD Operations Qualified".

4.22.5. **(Added)** NVD annual refresher training must be completed every 12 months. Review NVD operational procedures and receive a check ride performed by a NVD certified trainer.

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.

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)** Report all vehicle accidents to 355 OSS/OSAA Airfield Management and 355 SFS.

4.28.1.2. **(Added)** Personnel TDY to Davis-Monthan 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.

4.28.1.3. **(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 through 355 CES/CEOHP 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 355 CES/CEOHP. The “Temporary” AF Form 483s will remain valid for the duration of the project.

4.28.2.1.2.1. **(Added)** Unit ADPMs will issue “Temporary” AF Form 483s via the online ADTP website. The “Temporary” AF Form 483 will assign restriction code “N – Non-CMA” unless otherwise approved by the AFM or Wing ADPM.

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 Davis-Monthan 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 via the online ADTP website. Airfield Management will approve temporary POV pass requests via the online ADTP website. Temporary POV passes for contractors and non-base assigned personnel will be managed by Airfield Management.

4.29.1.2. **(Added)** Annual 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.

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.

4.30.2.5. **(Added)** Suspend the individual's airfield driving privileges via the online ADTP website.

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.

4.31.2.1.1. **(Added)** AM will reinstate the individual's airfield driving privileges via the online ADTP website once the Wing ADPM has approved reinstatement.

4.32.1.1. **(Added)** AM will suspend the individual's airfield driving privileges via the online ADTP website.

4.32.1.2. **(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.

4.34.9.1. **(Added)** The ATCT has visual blind spots at the following locations: under the sunshades, Taxiway E, and the North Ramp. Vehicle operators must pay special attention to aircraft traffic while operating in those areas.

4.34.15.1. **(Added)** Davis-Monthan airfield has one Hot Spot located on Taxiway D and the North entrance to the CBP apron. Vehicle operators must yield to arriving and departing helicopter traffic when operating in those areas.

5.1.1.1. **(Added)** Personnel operating a vehicle in the CMA will utilize the “Tower Net” on the LMR or mounted radio to make transmissions to ATCT (call sign: DM Tower).

5.1.4.1. **(Added)** ATCT does not normally provide aircraft position advisories to ground vehicles on the taxiways or aprons. They may make a general announcement by vehicle type, location and direction if they observe a dangerous situation. All vehicle operators will remain alert to the Tower Net frequency when operating on Taxiway A, and A1 through A7.

JOSEPH C. TURNHAM, Colonel, USAF  
355th Wing Commander

**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

AFI 13-204v2, *Airfield Operations Standardization and Evaluations*, 31 August 2010

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

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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

**AFSA**—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 Commander

**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

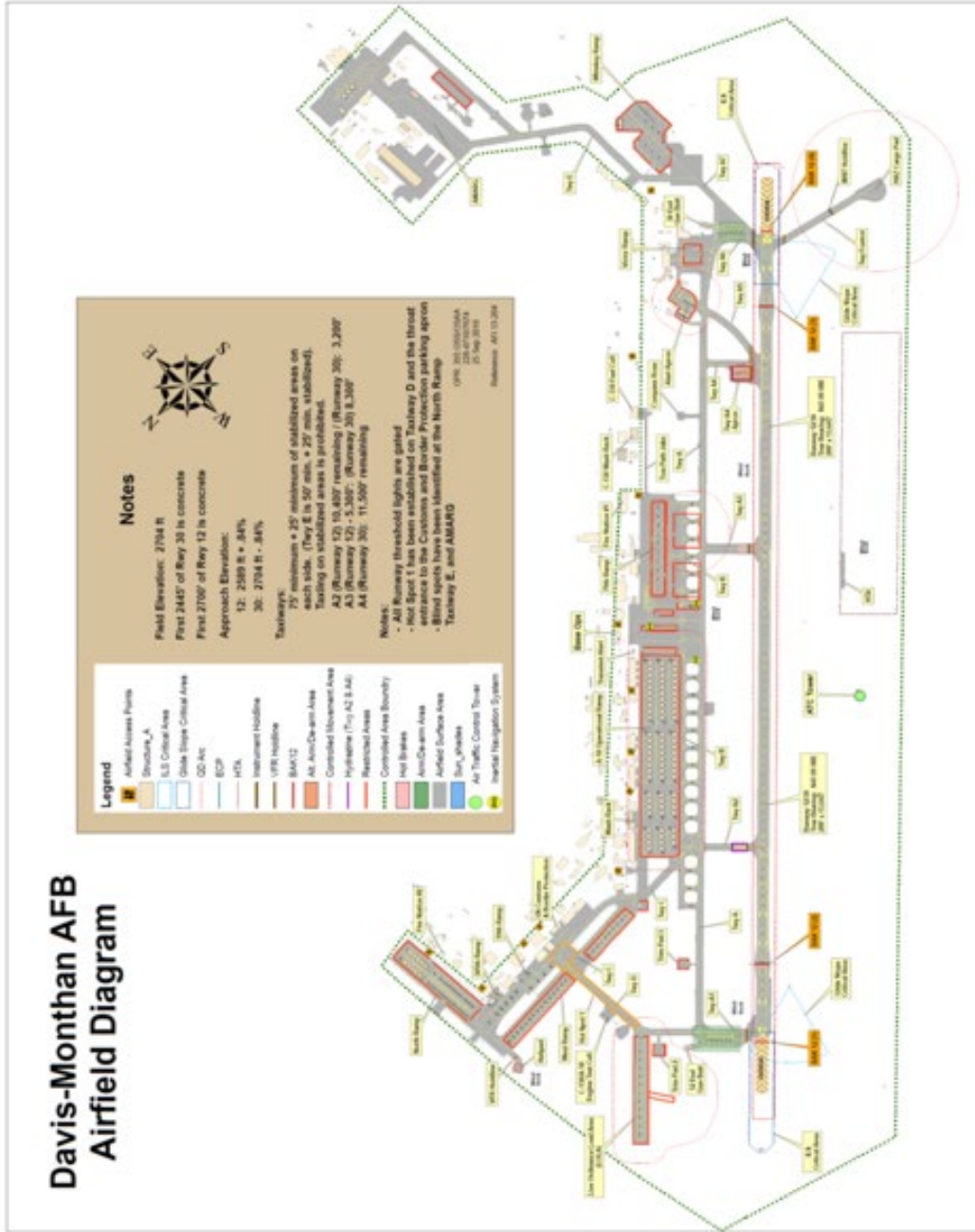
**RIPWG**—Runway Incursion Prevention Working Group

**SAC**—Self-Assessment Communicator

**UFC**—Unified Facilities Criteria

Attachment 10 (Added)

FIGURE A10.1. AIRFIELD DIAGRAM. (ADDED)



## Attachment 11 (Added)

## AIRFIELD VEHICLE CALL SIGNS

Table A11.1. Davis-Monthan Airfield Vehicle Call Signs. (Added)

| Call Sign   | Assigned Agency                              | Call Sign                     | Assigned Agency                           |
|-------------|--|-------------------------------|---|
| LIGHTNING-1 | 355 WG/CC                                    | AIRFIELD-4                    | 355 OSS/Airfield Management Operations    |
| LIGHTNING-2 | 335 WG/CV                                    | BULLDOG-1                     | 354 FS/CC                                 |
| THUNDER-1   | 335 OG/CC                                    | DRAGON-1                      | 357 FS/CC                                 |
| THUNDER-2   | 355 OG/CD                                    | DM-5                          | 355 MXG/CC                                |
| FIREBIRD-1  | 355 OSS/CC                                   | DM-6                          | 355 MXG/CD                                |
| FIREBIRD-2  | 355 OSS/DO                                   | LOGGIE-1                      | 355 LRS/CC                                |
| OPS-1       | 355 OSS/AOF/CC                               | MOBILE MAINTENANCE            | 355 LRS/LGRDA                             |
| OPS-2       | 355 OSS/AOF/DO                               | CHIEF-1                       | 355 CES/CEF (Fire and Emergency Services) |
| AIRFIELD-1  | 355 OSS/Airfield Management Operations (AFM) | CHIEF-2                       | 355 CES/CEF (Fire and Emergency Services) |
| AIRFIELD 2  | 355 OSS/Airfield Management Operations       | CRASH (Assigned Truck Number) | 355 CES/CEF (Fire and Emergency Services) |
| AIRFIELD-3  | 355 OSS/Airfield Management                  | SWEEPER (Assigned Number)     | 355 CES                                   |

Table A11.2. Davis-Monthan Airfield Vehicle Call Signs. (Added)

|   |  |   |  |
|---|--|---|--|
| <b>FP-1<br/>FP-2</b>  | <b>27 SOCES/CEF</b>                                  | <b>RESCUE</b><br>(assigned truck)         | <b>355 CES/CEF</b><br><b>(Fire and</b>               |
| <b>AMMO</b><br>(Assigned<br>Number)                                       | <b>355 MXS/AMMO</b>                                  | <b>UNIT</b><br>(Assigned Truck<br>Number) | <b>355 CES/CEF</b><br><b>(Fire and<br/>Emergency</b> |
| <b>DIRT BOYZ</b><br>(Assigned)  | <b>355 CES</b>                                       | <b>DEFENDER</b><br>(Assigned Number)      | <b>Security Forces</b>                               |
| <b>PAVEMENT</b><br>(Assigned)   | <b>355 CES</b>                                       | <b>POLICE</b><br>(Assigned Number)        | <b>Security Forces</b>                               |
| <b>GROUND<br/>SAFETY<br/>WEAPON</b>                                       | <b>355 WG/SE</b>                                     | <b>SURVEY</b><br>(Assigned Number)        | <b>355 CES</b><br>(Contractor/CES)                   |
| <b>RECOVERY</b>   | <b>355 EMS</b>                                       | <b>CONTRACTOR</b><br>(Assigned Number)    | <b>355 CES</b><br><b>(Project)</b>                   |
| <b>TENDER-9</b>   | <b>355 CES/CEF</b><br><b>(Fire and<br/>Emergency</b> | <b>CM 1</b>                               | <b>Civil Engineering</b>                             |
| <b>FUELS-1</b>  | <b>355 LRS/LGRDA</b>                                 | <b>MOWER</b><br>(Assigned Number)         | <b>Civil Engineering</b><br>(Contractor)             |
| <b>HAZMAT</b><br>(Assigned)   | <b>Civil Engineering</b>                             | <b>QA-1</b>                               | <b>355 MXG/QA</b>                                    |
| <b>TRANSIENT<br/>ALERT</b>  | <b>355 MSG</b>                                       | <b>FOD-1</b>                              | <b>355 WG FOD<br/>MANAGER</b>                        |
| <b>RAWS</b><br>(Assigned)   | <b>Airfield Systems</b>                              | <b>BARRIER</b><br>(Assigned Number)       | <b>Civil Engineering</b><br>(Barrier Maintenance)    |
| <b>MOC</b>  | <b>355 MOF</b>                                       |   |  |
| <b>BUG-1<br/>BUG-2</b>  | <b>355 CES<br/>ENTOMOLOGY</b>                        |   |  |
| <b>MEDIC</b><br>(Assigned<br>Number)                                      | <b>355 MDG</b>                                       |   |  |
| <b>Note: All vehicle Call Signs will have a number associated with it</b> |  |   |  |

## Attachment 12 (Added)

**RECOMMENDATION FOR REINSTATEMENT OF AIRFIELD DRIVING  
PRIVILEGES – SAMPLE MEMORANDUM FOR RECORD**

**A12.1. Recommendation for Reinstatement of Airfield Driving Privileges – Sample  
Memorandum for Record (Added)**

MEMORANDUM FOR 355 OSS/OSAA

FROM: (Unit ADPM or CC/Office Symbol)

SUBJECT: Recommendation for Reinstatement of Airfield Driving Privileges

1. IAW DAFI 13-213 DAVISMONTHANSUP, paragraph 2.5.5.1., has completed airfield driving re-training and has met the requirements to request reinstatement of airfield driving privileges.
2. The 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 XXXXX, XXXXXXXX at XXX-XXXX.

(FULL NAME), Rank, USAF  
Unit ADPM/Unit Commander

1st Ind.

MEMORANDUM FOR (Unit Commander)

FROM: 355 OSS/OSAA

SUBJECT: Reinstatement of Airfield Driving Privileges

1. Request for reinstatement of airfield driving privileges is/is not approved.

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

Attachment 13 (Added)

PRIVATELY OWNED VEHICLE (POV) PASS REQUEST

A13.1. POV Pass Request (Added)

MEMORANDUM FOR 355 OSS/OSAA

FROM: (Unit Commander Office Symbol)

SUBJECT: Airfield Authorization for POV

1. The following information pertains to the use and control of airfield POV passes on Davis-Monthan AFB airfield:

a. Owner/User: \_\_\_\_\_ Organization: \_\_\_\_\_ Duty Phone: \_\_\_\_\_

b. Vehicle Make/Model: \_\_\_\_\_ Year/Color: \_\_\_\_\_ License/State: \_\_\_\_\_

c. Airfield Management Pass/Permit # \_\_\_\_\_

d. Area of Operation(s)/Location: \_\_\_\_\_

e. Justification: \_\_\_\_\_

f. Effective Dates: \_\_\_\_\_ to \_\_\_\_\_

2. The attached airfield pass should be placed on the driver's side of the windshield when the vehicle is being operated on the airfield.

3. If you need to extend the time of your airfield pass, make sure you accomplish it prior to the current expiration date. To have your pass extended, you must come to Airfield Management during normal duty hours 0730-1630. If you fail to extend your pass before the expiration, your permit will no longer be valid.

4. Each individual driver must read and sign in the space provided. Your signature indicates you have read and understand all airfield driving rules and policies.

\_\_\_\_\_

Owner Signature

\_\_\_\_\_

Squadron/CC, 355 CES Rep, or Contractor Rep Signature

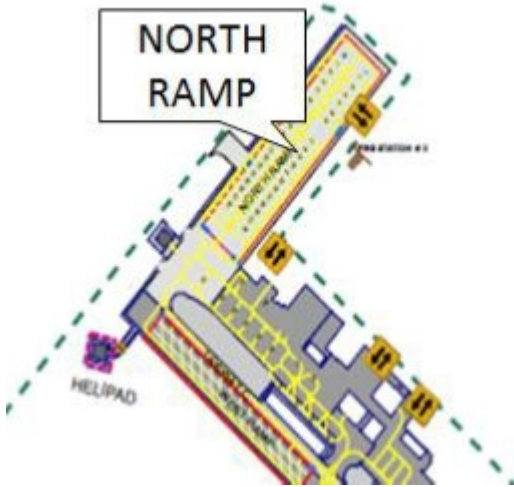
\_\_\_\_\_

Airfield Management Designated Representative Signature

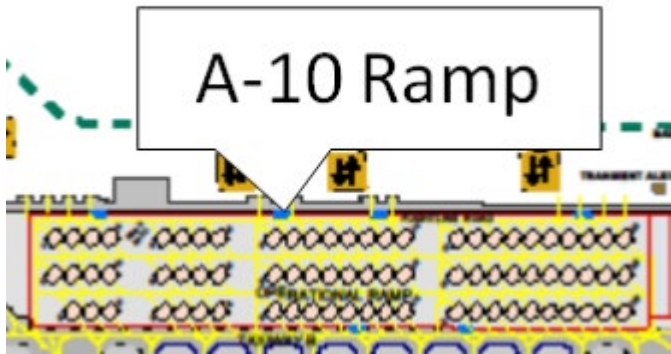
Attachment 14 (Added)

AIR TRAFFIC CONTROL TOWER BLIND SPOTS

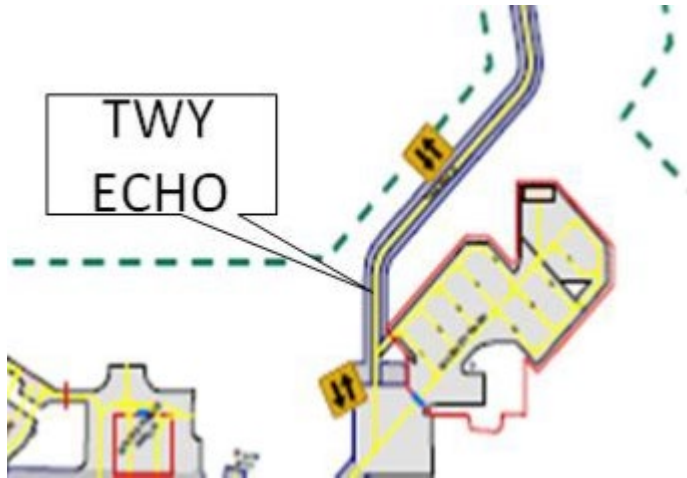
A14.1. North Ramp (Added)



A14.2. A-10 Parking Ramp (Added)



A14.3. Taxiway Echo (Added)



**Attachment 15 (Added)**

**AIRFIELD HOT SPOT**

**A15.1. Taxiway Delta and CBP Parking Apron (Added)**

