

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

**ELLSWORTH AIR FORCE BASE
INSTRUCTION 31-218**



27 FEBRUARY 2025

Security

**MOTOR VEHICLE TRAFFIC
SUPERVISION**

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This instruction implements Air Force Instruction (AFI) 31-218, Motor Vehicle Traffic Supervision. It assigns responsibilities and establishes procedures for motor vehicle traffic and organizations located within the legal boundaries of Ellsworth AFB. It assigns responsibilities and establishes procedures for motor vehicle traffic supervision on Ellsworth AFB. This includes, but is not limited to, granting, suspending, or revoking the privilege to operate a privately owned vehicle (POV); registration of POVs; administration of vehicle registration and driver performance records; driver improvement programs; police traffic supervision; and off-installation traffic activities. Violations may result in administrative disciplinary action without regard to otherwise applicable criminal or civil sanctions for violations of related laws. This instruction requires the collection and maintenance of information protected by the Privacy Act of 1974 authorized by 50 United States Code 797. The authority to collect and or maintain the records prescribed in this publication are Title 10 United States Code, Section 8013 and Department of Defense Instruction (DoDI) 5505.17, Collection, Maintenance, Use and Dissemination of Personally Identifiable Information and Law Enforcement Information by DoD Law Enforcement Activities. Ensure that all records created because of processes prescribed in this publication are maintained and are disposed of in accordance with the Air Force Records Disposition Schedule (RDS). Contact supporting records managers as required. Send comments and suggested changes to this supplement on AF Form 847, Recommendation for Change of Publication, to 28 Security Forces Squadron Plans (28 SFS/S-5P), 2740 Eaker Drive, Suite 324, Ellsworth AFB SD 57706-4829.

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Chapter 1

MOTOR VEHICLE TRAFFIC SUPERVISION PROGRAM

1.1. Program Management. This instruction establishes policy, responsibilities, and procedures for motor vehicle traffic supervision on Ellsworth AFB. This instruction provides further specific guidance derived from AFI 31-218(I), DAFI 31-101, Integrated Defense (ID), DODIO-2000.16V1_AFI10-245-O_AFGSCSUP, Antiterrorism (AT) Program Implementation and South Dakota Codified Law (SDCL). These documents must be used together to implement the Ellsworth AFB Motor Vehicle Traffic Supervision program. By virtue of the Assimilative Crimes Act (18 U.S.C. 13), the text and provisions of SDCL, Title 32 are adopted as federal law. The Installation Traffic Code consists of the text and provisions of SDCL Title 32, as amended and preceded by the provisions set forth in this instruction. In cases of disagreement, the provisions of this attachment shall take precedent over the text and provisions of SDCL Title 32.

1.2. Responsibilities. The 28th Security Forces Squadron Commander (28 SFS/CC) will act as the installation Defense Force Commander (DFC). The DFC is the 28th Bomb Wing Commander's (28 BW/CC) principal advisor on issues pertaining to the lawful movement of personnel and traffic. The DFC exercises staff responsibility for directing, and controlling traffic, and enforcing installation rules pertaining to traffic control and developed procedures for the sharing and exchanging of information with civil authorities. The DFC assists traffic engineers by performing traffic control studies to gather information on traffic problems and usage patterns.

1.3. Delegation of Authority. The 28th Bomb Wing Commander may delegate authority under this instruction to the 28th Bomb Wing Vice Commander (28 BW/CV), Mission Support Commanders, or other group commanders as appropriate provided the individual does not occupy a position such as law enforcement which would constitute a conflict of interest. Installation commanders shall coordinate their letters of delegation through the installation Staff Judge Advocate (SJA). The Installation Traffic Review Officer is the 28th Mission Support Group Commander (28 MSG/CC) with 28 MSG Deputy Commander (28 MSG/CD) as the alternate.

Chapter 2

DRIVING PRIVILEGES

2.1. Requirements for Driving Privileges.

2.1.1. Driving a Government Owned Vehicle (GOV), or Privately Owned Vehicle (POV), on Ellsworth AFB is a privilege granted by the 28 BW/CC. Persons who accept the privilege must:

2.1.1.1. Lawfully be licensed to operate motor vehicles in appropriate classifications and not be under suspension or revocation in any state or other Department of Defense (DoD) installation.

2.1.1.2. Comply with laws and instructions governing motor vehicle operations on Ellsworth AFB.

2.1.1.3. Comply with installation registration requirements in [chapter 3](#) of this instruction.

2.1.1.4. Possess, while operating a motor vehicle, and produce on request by personnel so duly authorized in the performance of official duties (i.e. Security Forces (SF), SF Augmentees, Department of the Air Force (DAF) guards/police, Wing Safety, etc.), the following:

2.1.1.4.1. Proof of vehicle ownership or current state registration as required by the issuing state.

2.1.1.4.2. A current, valid state, international driver's license and/or OF 346 (U.S. Government Motor Vehicle Operator's Identification Card), as applicable to the class vehicle to be operated, supported by a Department of Defense (DD) Form 2 ACT (Armed Forces of the United States Geneva Convention), Common Access Card (CAC), or other appropriate identification for non-DoD civilians.

2.1.1.4.3. Valid proof of current vehicle insurance. Proof of insurance consists of an insurance card, or other documents issued by the insurance company, that has a policy effective date and an expiration date.

2.1.1.4.4. Current regulatory permits or other pertinent documents relative to shipping and transportation of special cargo.

2.1.1.4.5. Documents that establish identification and status of cargo or occupants, when appropriate.

2.1.1.4.6. Operators of Government motor vehicles must have current proof of authorization to operate the vehicle (e.g. AF Form 2293, US Air Force Motor Vehicle Operator Identification Card).

2.1.1.4.7. All vehicles must be physically controlled by a human driver. Self-navigating or self-driving vehicles are not authorized on Ellsworth AFB.

2.2. Stopping and Inspecting Personnel or Vehicles.

2.2.1. Security Forces may stop vehicles on Ellsworth AFB based on 28 BW/CC or designated representative authority. The following principles govern the stopping of motor vehicles:

2.2.1.1. DAFI 31-101 and DODIO-2000.16V1_AFI10-245-O_AFGSCSUP local command instructions and policies established by the 28 BW/CC or designated representative detailing stop, inspection, search, and impoundment of motor vehicles on Ellsworth AFB installation entry gates and restricted areas.

2.2.1.2. On-base traffic stops and inspections (other than at entry gates and restricted areas) of vehicles is authorized when there is a reasonable suspicion of criminal activity or a violation of a traffic regulation.

2.2.1.3. At the time of stop, the driver and occupants may be required to display all pertinent documents as listed in AFI 31-218(I), para 2-2.c.(1)–(7).

2.2.1.4. Authorization to Suspend/Cancel Random Installation Entry/Exit Vehicle Checks (RIEVC). Authorization to suspend and/or cancel the checks is delegated to the on-duty Security Forces Flight Sergeant or higher authority and documented in the Security Forces blotter. The on-duty Flight Sergeant or higher authority may suspend or cancel the RIEVC when exigent circumstances or mission requirements dictate.

2.3. Implied Consent to Blood, Breath or Urine Tests.

2.3.1. Persons who drive on Ellsworth AFB shall be deemed to have voluntarily given their consent to evidential tests for alcohol or other drug content of their blood, breath, or urine when lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or in physical control of a motor vehicle on Ellsworth AFB to determine the influence of intoxicants.

2.3.2. Failure to consent will result in revocation of driving privileges.

2.3.3. Newly assigned personnel will be briefed on implied consent during installation newcomers' briefings (Right Start) and/or during unit in processing of newly assigned personnel.

2.4. Implied Consent to Vehicle Impoundment.

2.4.1. Any person granted the privilege to operate or register a motor vehicle on Ellsworth AFB shall be deemed to have given his or her consent for the removal and temporary impoundment of the POV when: it is parked illegally for 72 hours or other situations as listed in AFI 31-218(I), para 2-3..

2.4.2. Abandonment of personal property will be viewed as a personnel management issue and all unit commanders will be diligent in deterring occurrences. Commanders may include the consequences when personal property is abandoned during familiarization and indoctrination training into units. Additionally, units must establish measures to ensure personal effects are cleared prior to personnel departing on permanent change-of-station orders.

2.5. Suspension or Revocation of Driving Privileges. The Installation Traffic Review Officer may for cause, or any lawful reason, administratively suspend, revoke, restore, grant limited driving privileges or preside over traffic hearings on the installation. The suspension or revocation of installation driving privileges or POV registrations, for lawful reasons unrelated to traffic violations or safe vehicle operation, is not limited or restricted by this instruction. Driver suspension and revocation procedures have been coordinated with the local SJA. These policies are made known to the public through this instruction.

2.5.1. Suspension.

2.5.1.1. The Installation Traffic Review Officer may suspend or revoke driving privileges for serious or non-moving violations or when lesser measures fail to improve a driver's performance. Non-moving violations include defective or unsafe vehicles, unauthorized repair, failure to register, unauthorized modification, prohibited parking, and any other violation of South Dakota Codified Law Title 32 as amended by this publication which relates to violations involving vehicles not set in motion. These policies are made known to the public through this supplement.

2.5.1.2. On duty Security Forces personnel will issue immediate suspension of driving privileges letter to personnel charged with intoxicated driving offenses prior to releasing offenders. If charged by civil law enforcement, offender will report to Base Defense Operations Center (BDOC) accompanied by the First Sergeant (CCF), or supervisor the next calendar day to sign immediate suspension of driving privileges letter.

2.5.1.3. 28th Security Forces Reports and Administration (28 SFS/S5R) will issue final suspension and revocation actions, including notification to offender and his/her unit or organization. For military family members and other dependents of Regular Air Force (RegAF) personnel, the sponsoring unit will be notified.

2.5.1.4. The Installation Traffic Review Officer may suspend driving privileges for serious violations or when lesser measures fail to improve a driver's performance. The Installation Traffic Review Officer may also suspend or revoke licenses for up to twelve months if a driver continually violates installation parking standards, or habitually violates other standards considered non-moving in nature indicated in [Table 5.3](#). The Installation Traffic Review Officer also has discretionary authority and may withdraw anyone's authorization to operate a government or privately owned motor vehicle on Ellsworth AFB at any time.

2.5.1.5. The Installation Traffic Review Officer will immediately suspend installation GOV or POV driving privileges pending resolution of an intoxicated driving incident which involves RegAF military personnel, their family members, retired members of the military service, and DoD civilian personnel uniformly. This applies regardless of the geographic location of an intoxicated driving incident. The Installation Traffic Review Officer may only suspend privileges of non-DoD affiliated civilians for incidents occurring on Ellsworth AFB or in the areas subject to their military traffic jurisdiction. After a review of available evidence, suspend driver's privileges pending resolution of the intoxicated driving incident under the circumstances per AFI 31-218(I), para 2-4.a.(3)(a)(b)(c)(d) or as outlined below:

2.5.1.5.1. Operating a motor vehicle with a Blood Alcohol Concentration (BAC) level standard of .08 or higher for persons 21 years of age or older.

2.5.1.5.2. Personnel under the age of 21 operating a motor vehicle with a BAC or Breath Alcohol Concentration (BrAC) level standard of .02 or higher (SDCL 32.23.21.), where the legal alcohol consumption age is 21.

2.5.1.5.3. Refusal to take or complete a lawfully requested chemical test to determine BAC or BrAC for alcohol or other drugs.

2.5.1.5.4. On an arrest report or other official documentation of the circumstances of an apprehension for intoxicated driving.

2.5.2. Revocation.

2.5.2.1. The Installation Traffic Review Officer will immediately revoke driving privileges for a period of no less than one year in the following circumstances:

2.5.2.1.1. When a serious incident involving a motor vehicle occurs and the Installation Traffic Review Officer determines immediate revocation of driving privileges is required to preserve public safety or the good order and discipline of military personnel.

2.5.2.1.2. A person is lawfully detained for intoxicated driving and refuses to submit to or complete tests to measure blood alcohol or drug content as required by the law of the jurisdiction, installation traffic code, or this instruction.

2.5.2.1.3. A conviction for intoxicated driving, non-judicial punishment for intoxicated driving, or a military or civilian administrative action resulting in the suspension or revocation of a driver's license for intoxicated driving. Official documentation is required as the basis for this type of revocation action.

2.5.2.2. The DFC has directed 28 SFS/S5R to forward revocation, suspension, and driving records to gaining commanders. Personnel who transferred from other Air Force installations whose driving privileges were suspended or revoked will be notified in writing that they will remain under suspension or revocation for at least the original specified period. Revocation or suspension will also continue for the specified period for personnel in a temporary duty (TDY) status to another installation.

2.5.2.3. Multiple suspensions/revocations run consecutively on Ellsworth AFB.

2.5.2.4. After coordination with the SJA, unit commanders will direct drug and alcohol testing within 24 hours of suspected alcohol related motor vehicle/traffic accidents, incidents of misconduct, episodes of aberrant or bizarre behavior, or where there is reasonable suspicion of drug use and the member refuses to provide consent for testing. Commanders are also encouraged to ensure Blood Alcohol Tests (BAT) are taken as soon after the incident as possible to determine the level and intensity of alcohol involvement.

2.5.2.5. When temporary suspensions are followed by revocations, compute the revocation period from the original suspension date, exclusive of any period during which full driving privileges were restored pending resolution of charges.

2.5.2.6. The DFC has directed 28 SFS/S5R to forward revocation, suspension, and driving records to gaining commanders and to initiate appropriate staff action when receiving similar records from losing commanders of inbound personnel.

2.5.2.7. 28 SFS/S5R will forward the driving records of Permanent Change of Station active-duty military members to the gaining installation utilizing Air Force Justice Information System (AFJIS) via Military Personnel Data System (MilPDS).

2.5.2.8. Traffic points will be assessed for moving violations according to AFI 31-218(I), Chapter 5 or as provided in this instruction.

2.5.3. Individuals who have had limited driving privileges granted by the installation commander must have a copy of the granting memorandum immediately available when operating a motor vehicle on base.

2.6. Reciprocal Procedures. The Installation Traffic Review Officer will honor revocations or suspensions issued by other installation commanders regardless of service component affiliation. Revocations or suspensions remain in effect during reassignment unless the issuing authority terminates the revocation or suspension before reassignment. Anyone reassigned to Ellsworth AFB with revoked or suspended driving privileges may petition the Installation Traffic Review Officer for partial or limited driving privileges.

2.7. Administrative Due Process for Suspensions and Revocations.

2.7.1. Written notification of suspension or revocation actions will be served to the individual. The Installation Traffic Review Officer determines when a suspension or revocation takes effect once making or attempting this written notice. Only in unusual circumstances will verbal notifications be made. Coordinate this notification with the base legal office.

2.7.2. Except for incidents outlined in paragraphs **2.5.2.1 through 2.5.2.1.3** of this instruction, do not suspend or revoke a person's driving privileges until they are notified (or reasonable attempts made) and offered an administrative hearing. For offenses outlined in paragraphs **2.5.2.1 through 2.5.2.1.3** of this instruction, the Installation Traffic Review Officer will authorize an immediate preliminary suspension based on reliable evidence. Such evidence can include witness statements, a military or civilian police report, chemical test results, and a refusal to complete chemical testing, video tapes, written statements, field sobriety test results, or other evidence.

2.7.3. The required period for staying a suspension or revocation action after receiving a request for an administrative hearing is ten days.

2.7.4. The Installation Traffic Review Officer must conduct evidence reviews as soon as possible, but no later than three duty days following final assembly of evidence.

2.7.5. For active-duty military personnel, send a written notice of preliminary suspension for intoxicated driving to their commander or reasonable equivalent. For non-installation, non-DoD affiliated civilians, present the written notice of preliminary suspension for intoxicated driving either in person (preferred) or by certified mail. If the person is employed on the installation, send the notice to their commander or reasonable equivalent.

2.7.6. Advise the individual of the following in the preliminary suspension notification for intoxicated driving:

2.7.6.1. Suspension can be made a revocation under the authority of paragraph **2.5.2.1.1 through 2.5.2.1.3** of this instruction.

2.7.6.2. The right to request restoration of driving privileges pending investigation or resolution of the incident (direct request letters to the Installation Traffic Review Officer).

2.7.6.3. The right of military personnel to present evidence and witnesses and be represented by a civilian counsel (at their own expense) or assigned military counsel. Commanders determine the availability of specific (by name) military counsel requests.

2.7.6.4. The right of DoD civilian employees to have a personal representative present at the administrative hearing in accordance with applicable laws and instructions.

2.7.6.5. Amount of time the individual must respond and request the administrative hearing before the preliminary suspension or revocation becomes permanent.

2.7.6.6. Direction to sign the acknowledgment of receipt and to return the signed letter to the address shown in the letter.

2.7.6.7. Requested hearings must take place within fourteen calendar days from date of receipt of notice of suspension or revocation. A preliminary suspension for intoxicated driving remains in effect until the installation commander makes a final decision. However, if no decision is made within the fourteen-day period, restore full driving privileges until the accused is notified of the final hearing results.

2.7.6.8. If the affected person requests that the hearing be continued to a date beyond the fourteen-day period, the suspension or revocation will become effective immediately on receipt of notice that the request for continuance has been granted and remain in force pending a hearing at a scheduled hearing date. If written notification cannot be verified, either through a return receipt for mail or delivery through command channels, the hearing authority will determine the effective date on a case-by-case basis.

2.7.6.9. If driving privileges are temporarily restored (for family hardship) pending resolution of charges, the period of revocation (after final authority determination) will still total the mandatory twelve months. The final date of the revocation will be adjusted to account for the period when the violator's privileges were temporarily restored, as this period does not count towards the revocation time.

2.7.7. Hearings for intoxicated driving will cover only the pertinent issues of whether: 1) The law enforcement official had reasonable grounds to believe the person was driving or was in physical control of a motor vehicle while under the influence of alcohol or other drugs; 2) The person was lawfully cited or apprehended for an intoxicated driving offense; 3) The person was asked to submit to a test for alcohol or other drug content of blood, breath, or urine and was informed of the consequences for refusing to take or complete such a test; 4) The person refused to submit to the test for alcohol, breath, or urine; failed to complete the test; submitted to the test and the result exceeded the amount of allowed blood alcohol content; results indicate the presence of other drugs for an on-installation apprehension or in violation of state laws for an off-installation apprehension; and 5) The testing methods used were valid and reliable, and the results accurately recorded and evaluated.

2.7.8. For revocation actions under [paragraph 2.5.3](#) for intoxicated driving, the revocation is mandatory on conviction or other findings that confirm the charge.

2.7.8.1. Revocations are effective as of the date of conviction or other findings that confirm the charges. Test refusal revocations will be in addition to any other revocation incurred during a hearing. Hearing authority will determine if revocations for multiple offenses will run consecutively or concurrently taking into consideration if offenses occurred on same occasion or different times, dates. The exception is that test refusal will be one-year automatic revocation in addition to any other suspension.

2.7.8.2. The notice that revocation is automatic may be placed in the suspension letter. If it does not appear in the suspension letter, a separate letter must be sent, and revocation is not effective until receipt of the written notice.

2.7.8.3. Revocations cancel any full or restricted driving privileges that may have been restored during suspension and the resolution of the charges. Requests for restoration of full driving privileges are not authorized.

2.7.8.4. Revocation is effective the date of the letter in instances where reasonable attempts are made, but fail, to notify the individual. Document the attempts to notify the individual of the revocation and file the documentation within the case file.

2.7.8.5. AFJIS will be utilized to maintain infractions by individuals on Ellsworth AFB.

2.7.9. Reinstatement of driving privileges shall be automatic, provided all revocations applicable have expired, proper proof of completion of Substance Abuse Counseling has been provided, and reinstatement requirements of individual's home State and/or the State the individual may have been suspended in, have been met. 28 SFS/S5R will verify completion. The suspension or revocation will be extended until such time as the requirements have been completed if not prior to the planned reinstatement date.

2.7.10. Locally produced forms used for traffic management will be coordinated with the installation SJA and forms and records managers prior to use to ensure forms and records management requirements are met.

2.8. Alcohol and Drug Abuse Programs.

2.8.1. Unit commanders will refer military personnel involved in any intoxicated (drug or alcohol) motor vehicle incident to the Substance Abuse Office, Drug and Alcohol Control for evaluation within seven duty days of incident or for behavior indicative of alcohol or drug abuse or continued display of inability to drive a motor vehicle safely because of alcohol or drug abuse IAW AFI 44-121, Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program, and local policies.

2.8.2. The Ellsworth AFB Substance Abuse Program or Remedial Driver's Program must be completed prior to reinstatement of either full or limited driving privileges. 28 SFS/S5R will verify completion. If the Ellsworth AFB Substance Abuse Program or Remedial Driver's Program are not completed prior to the planned reinstatement date, the suspension or revocation period will be extended until such time as the programs are completed.

2.8.3. After coordination with the SJA, unit commanders will direct drug and alcohol testing within 24 hours of suspected alcohol related motor vehicle/traffic incidents of misconduct, episodes of aberrant or bizarre behavior, or where there is reasonable suspicion of drug use and the member refuses to provide consent for testing. Commanders are also encouraged to ensure a BAT is taken as soon after the incident as possible to determine the level and intensity of alcohol involvement.

2.8.4. 28 SFS/S5R will forward a copy of all reports on military/DoD personnel apprehended for intoxicated driving or alcohol related incidents to the installation alcohol and drug abuse facility.

2.9. Restoration of Driving Privileges upon Acquittal of Intoxicated Driving.

2.9.1. When an official report or finding determines lack of guilt (not guilty) or when charges are dismissed or reduced to an offense not amounting to intoxicated driving, vacate the suspension of driving privileges except when:

2.9.1.1. The preliminary suspension was based on refusal to take a BAC test.

2.9.1.2. The preliminary suspension resulted from a valid BAC test (unless disposition of the charges was based on invalidity of the BAC test). In the case of a valid BAC test, the suspension will continue, pending completion of a hearing. In such instances, the individual will be notified in writing that the suspension will continue and of the opportunity to request a hearing within fourteen calendar days.

2.9.1.2.1. At the hearing, the arrest report, the commander's report of official disposition, information presented by the individual, and such other information as the hearing officer may deem appropriate will be considered.

2.9.1.2.2. If the hearing officer determines by preponderance of evidence that the individual was engaged in intoxicated driving, the revocation will be for 1 year from the date of the original preliminary suspension.

2.9.1.3. The person was driving or in physical control of a motor vehicle while under a preliminary suspension or revocation.

2.9.1.4. An administrative determination has been made by the State licensing authority to suspend or revoke driving privileges.

2.9.1.5. The individual has failed to complete a formally directed substance abuse or remedial driver's program.

2.10. Restricted or Limited Driving Privileges or Probation.

2.10.1. Unless prohibited by higher authority or other publications, the Installation Traffic Review Officer may authorize restricted or limited driving privileges to those whose authority to drive on military installations are suspended or revoked by a military service authority. The individual's driving credentials (state, international, etc.) must still be valid. Requests for restricted or limited on base driving privileges will be coordinated with the installation SJA.

2.10.2. The burden of proof for reinstatement of driving privileges lies with the person applying for restricted or limited driving privileges. Reinstatement is not available for BAC or BrAC test refusals.

2.10.3. Granting restricted or limited driving privileges is on a case-by-case basis provided the person's state driver's license or right to operate motor vehicles remains valid to accommodate any of the following reasons: mission requirements; unusual personal or family hardships; delays exceeding 90 days, not attributed to the person concerned, in the formal disposition of an apprehension or charges that are the basis for any type of suspension or revocation.

2.10.4. The terms and limitations on a restricted driving privilege (for example, authorization to drive to and from place of employment or duty, or selected installation facilities such as hospital, commissary, and or other facilities) will be specified in writing and provided to the individual concerned. Persons found in violation of the restricted privilege are subject to revocation action as prescribed in [paragraph 2.5.2](#).

2.10.5. The conditions and terms of probation will be specified in writing and provided to the individual concerned. The original suspension or revocation term in its entirety may be activated to commence from the date of the violation of probation. In addition, separate action may be initiated based on the commission of any traffic, criminal, or military offense that constitutes a probation violation.

2.10.6. If the Installation Traffic Review Officer authorizes restricted driving privileges, the individual will be issued an AF Form 75, Visitor/Vehicle Pass, over stamped with the word "RESTRICTED." The individual must present a copy of the letter of authorization for restricted or limited driving privileges upon request. (Note): Defense Biometric Identification System (DBIDS) handheld scanner will display either "Suspended" or "Revoked." Security Forces or DoD police need to check either the "Remarks" section in the scanner or the current Suspension/Revocation/Barment Worksheet (SRBW) roster.

2.10.7. Any DoD employees and contractors, who can demonstrate that suspension or revocation of installation driving privileges would constructively remove them from employment, may be given a limiting suspension/revocation that restricts driving on the installation or activity to the most direct route to and from their respective work sites (see 5 USC 2302(b)(10)). This is not to be construed as limiting the commander from suspension or revocation of on-duty driving privileges or seizure of AF Form 2293, even if this action would constructively remove a person from employment in those instances in which the person's duty requires driving from place to place on the installation.

2.10.8. Once approved or disapproved by the Installation Traffic Review Officer, 28 SFS/S5R will notify the requestor's commander via telephone or e-mail within one duty day. A copy of the request package will be forwarded to the requestor's commander. The original request package will be maintained by 28 SFS/S5R and will be used to update the installation suspension/revocation listing/DBIDS as necessary.

Figure 2.1. Sample Application for Restricted or Limited Driving Privileges.

(Organization Letterhead)		(Date)
MEMORANDUM FOR (Unit Commander) FROM:		
(Requestor's Identifying Data)		
SUBJECT: Application for Restricted or Limited Driving Privileges		
 1. State request identified in subject line (i.e., Requesting Full or Restricted or Limited Driving Privileges, etc.)		
 2. Explain why driving privileges were suspended or revoked.		
 3. Provide justification for the request.		
 4. Provide a completion date for state or installation approved alcohol or drug rehabilitation.		
 5. I certify that my state driver's license is and remains valid and is not under suspension or revocation by a state or federal license issuing authority. Further, I understand that if limited or restricted driving privileges are granted, a violation of the limitations or restrictions will subject me to an additional period of driving privilege suspension or revocation.		
		(Requestor's Signature Block)
 (Date)		
1st Ind, (Unit Commander)		
TO: 28 SFS/S-5R		
 (Recommend approval/disapproval)		

(Unit Commander's Signature Block)

2.10.9. The request will contain, as a minimum, a memorandum from the requestor addressed to the requestor's commander and 28 SFS/S5R, in turn. As a minimum, the memorandum will contain the requestor's commander's approval or disapproval in the form of an endorsement, the reason the requestor's driving privileges were suspended or revoked the reason and justification for the request, the date a state or installation approved alcohol or drug rehabilitation program was completed, and the following certification statement: "I certify that my state driver's license is and remains valid and is not under suspension or revocation by a state or federal license issuing authority. Further, I understand that if limited or restricted driving privileges are granted, a violation of the limitations or restrictions will subject me to an additional period of driving privilege suspension or revocation."

2.10.9.1. 28 SFS/S5R, for coordination and attachment of all applicable case files and driving records.

2.10.9.2. DFC, for coordination and comments.

2.10.9.3. 28 MSG/CD, for coordination and comments as necessary

2.10.9.4. 28 MSG/CC, for approval or disapproval and comments as necessary.

2.10.10. Once approved or disapproved by the Installation Traffic Review Officer, 28 SFS/S5R will notify the requestor's commander via telephone or e-mail within one duty day. A copy of the request package will be forwarded to the requestor's commander. The original request package will be maintained by 28 SFS/S5R and will be used to update the installation suspension/ revocation listing as necessary.

2.11. Extensions of Suspensions and Revocations.

2.11.1. Increase by two years the suspension or revocation period when someone is discovered driving in violation of their original suspension or revocation. The unit or the Installation Traffic Review Officer may also take administrative or disciplinary action.

2.11.2. Extend the suspension or revocation of installation driving privileges until the offender completes an approved drug or alcohol program, or other programs deemed necessary by the Installation Traffic Review Officer or local authorities.

2.12. Reciprocal State–Military Action.

2.12.1. Commanders will recognize the interests of civilian police/local/State/Federal government agencies in matters concerning traffic supervision, administration, and driver licensing. Statutory authority may exist within some States for reciprocal suspension and revocation of driving privileges. The BW/CC honors the reciprocal authority and Security Forces will pursue reciprocity with state licensing authorities as well as maintains agreements between installations and civilian police/local/State/Federal government agencies up to and including reciprocal reporting of suspension and revocation of driving privileges. Upon receipt of written or other official law enforcement communication relative to the suspension/revocation of driving privileges, the receiving installation will terminate driving privileges as if violations occurred within its own jurisdiction.

2.12.2. When imposing a suspension or revocation for an off–installation offense, the effective date will be the same as civil disposition, or the date that State or host nation driving privileges are suspended or revoked. This effective date can be retroactive.

2.12.3. If statutory authority does not exist within the State for formal military reciprocity, the following procedures will be adopted:

2.12.3.1. When such authority suspends or revokes a license, automatically terminate the individual's installation GOV and POV driving privileges. Take only comparable military administrative actions (suspensions, revocation, or point assessment) for those off-base violations reported by local, state authorities.

Chapter 3

MOTOR VEHICLE REGISTRATION

3.1. General.

3.1.1. The 28 BW/CC is responsible for ensuring the controlled entry of all vehicles entering Ellsworth AFB and may extend or deny the privilege of operating a motor vehicle on Ellsworth AFB to anyone deemed appropriate.

3.1.2. Title 32, South Dakota Codified Laws, in conjunction with and as amended by this instruction, governs motor vehicle operations on Ellsworth AFB, and all areas under its jurisdiction. The Installation Traffic Code is provided as [Attachment 3](#) to this publication.

3.1.3. Personnel seeking to operate their POVs on Ellsworth AFB will comply with the requirements listed below:

3.1.3.1. Possess a valid, current state or international driver's license (within appropriate classification), supported by DD Form 2 series (CAC), or other appropriate identification for DoD civilians, contractors, and retirees.

3.1.3.2. Possess a certificate of current state registration as required by the state in which the vehicle is registered.

3.1.3.3. Possess minimum requirements of current automobile insurance laws or regulations of the state in which the vehicle is registered.

3.1.3.4. Other vehicle registration systems of nonmilitary and non-DoD tenant activities located on Ellsworth AFB must comply with the requirements of the host/tenant agreement.

3.2. Motorcycles, Motor Scooters, Mopeds, Three Wheeled Vehicles and Special Purpose Vehicles.

3.2.1. All military personnel must accomplish DoD-specified motorcycle training before they operate motorcycles on or off Ellsworth AFB, on or off duty. Operators must have a Motorcycle Safety Foundation (MSF) completion certificate. A Motorcycle Safety Foundation completion certificate will be provided after the operator completes the following motorcycle training required by AFI 91-207, The US Air Force Traffic Safety Program; the motorcycle riding course, riding street skills course IV A or experienced rider course IV B.

3.2.1.1. All persons must have a current valid state motorcycle license, and valid current vehicle insurance in compliance with state requirements immediately available to permanently register (upon request) or operate a motorcycle on Ellsworth AFB.

3.2.1.2. Operators of mopeds (defined as a motorized vehicle with two wheels that doesn't exceed 50 cc engine sizes and does not travel over 30 mph) must possess a valid, current state driver's license (need not be motorcycle endorsed). Vehicle with two or three wheels with engine size over 50 cc must have valid, current state driver's license with motorcycle endorsement.

3.2.2. Unqualified persons are prohibited from operating motorcycles on base with the following exception: motorcycle operators with a valid state motorcycle license and current insurance may be granted a 72-hour temporary registration (prior to completing the DoD-specified training) as long as they are scheduled to attend the training class within that 72-hour period. The temporary registration is strictly for the purpose of allowing members to get their motorcycles to the training location on the day of training. Use AF Form 75 to temporarily register motorcycles on Ellsworth AFB until the MSF course is successfully completed. (Refer to the Visitor Control Center for AF FM 75 processing).

3.2.3. Visiting civilian motorcycle, motor scooter, moped or three wheeled vehicle riders to Ellsworth AFB must comply with all state licensing and insurance requirements. Visitors must also comply with personal protective requirements as prescribed in AFI 91-207 and paragraphs A3.11.1. through A3.11.1.4.7. of this publication unless waived by the 28 BW/CC or designated representative for specified Ellsworth AFB functions or events.

3.2.4. Personnel operating an All-Terrain Vehicle (ATV) on Ellsworth AFB must complete a certified ATV rider's course. ATV operators must have the ATV Safety Institute Riders Course completion card.

3.2.4.1. Personnel operating a privately owned Utility Task Vehicle (UTV) or side-by-sides on any roadway, parking lot, etc. must drive in accordance with privately owned vehicle regulations and South Dakota vehicle regulations which include, but not limited to:

3.2.4.1.1. Headlights, rear and break lights, horn, rear view mirror, restraint system, licensed in SD, etc.

3.2.4.1.2. Personnel who operate UTVs or side-by-sides off roadways and on trails must have a risk management evaluation.

3.2.5. Motorcycles, motor scooters, mopeds, UTVs, or ATVs will not be loaned to unqualified military personnel. The owner is responsible for ensuring operators possess required training certificates or safety course completion card. Owner will be cited for failure to ensure course completion.

3.2.6. Ellsworth military personnel must have a valid MSF course completion card immediately available when operating a motorcycle on base. Unqualified active-duty military personnel are prohibited from operating motorcycles on or off base. Unqualified DoD civilians are prohibited from operating motorcycles on base. Personnel operating an ATV on an installation must complete a certified ATV rider's course and maintain the ATV Safety Institute Riders Course completion card on their person while operating an ATV.

3.3. AF Form 75, Visitor/Vehicle Pass.

3.3.1. The DBIDS generated vehicle/visitor passes, or the AF Form 75 are methods to control and identify personnel and vehicles on a temporary basis. They are issued to Ellsworth AFB visitors who do not have the authorized credentials needed for unescorted or unchecked entry to the base. The 28 BW/CC determines the use of DBIDS generated vehicle/visitor pass and the AF Form 75 on Ellsworth AFB and, if used, to what degree and to whom issued. Issue other access credentials when a pass is needed for longer than one year. (NOTE: If AF Form 75 are used for controlled entry, they must be monitored and controlled.)

3.3.2. Expired temporary passes (AF Form 75) must be destroyed. Security Forces personnel or the visitor may accomplish this.

3.3.3. Individuals who have had their on-base driving privileges suspended or revoked will immediately remove military installation registration decals from their vehicle(s). Apply these same procedures for registrants whose driver's license has been suspended or revoked by the issuing authority. Removed base registration decals will be turned in to Ellsworth AFB Visitor Control Center (VCC) to be forwarded to originating registration office.

3.4. Handicapped Person Identification. Local and state-issued handicap decals, placards, signs, etc. will be honored on Ellsworth AFB. Locally devised decals will contain an issue and expiration date and be issued and display of local and state-issued handicap decals, placards, signs, etc. will comply with issuing local and state statutes. Note: SD VA vehicle disabled plates are a handicap equivalent identifier, and bearers are authorized handicap parking without a handicap decal/sign/placard.

3.5. Rental Vehicles. Rental vehicles will be treated as government vehicles when being used for official business by military or DoD personnel. For base entry, driver identification will be checked, and if all is in order, the vehicle may proceed in the same manner as a marked government vehicle.

3.6. Horses. The use of Horses, or any other animal, are not authorized as a means of transportation on Ellsworth AFB.

Chapter 4

TRAFFIC SUPERVISION

4.1. Installation Traffic Codes.

4.1.1. Restraint Systems.

4.1.1.1. Any operator of any passenger vehicle transporting any child under the age of 5 years old and/or weighs under 45 pounds shall properly secure the child in a child passenger restraint system according to its manufacturer's instructions. The child restraint system shall meet Department of Transportation Motor Vehicle Safety Standard 213 as in effect January 1, 1981.

4.1.1.2. Vehicle operators are responsible for ensuring all vehicle occupants wear/utilize required restraint devices.

4.1.1.3. Operators and passengers of all vehicles operated on Ellsworth AFB must wear restraint systems. In addition, operators and passengers of GOVs must wear restraint systems when driving or riding off the installation as well.

4.1.1.4. All Air Force and reserve component members on active duty must wear restraint systems while driving or riding in a POV whether on or off Ellsworth AFB.

4.1.1.5. Operators using vehicles equipped with air bags must still wear the manufacturer's primary restraint system (seat belts).

4.1.1.6. Cars manufactured after model year 1966 require a manufacturer-approved restraint system meeting federal traffic safety standards.

4.1.1.7. Safety personnel may stop vehicles to conduct seatbelt surveys with the approval of the Installation Traffic Review Officer.

4.1.2. The 28 BW/CC has established traffic codes for operation of motor vehicles on Ellsworth AFB. The Ellsworth AFB Traffic Code contains the base rules of the road and, to the degree possible, conforms to the code of the state of South Dakota. The 28 BW/CC has developed the traffic code and ensures it meets all local and legal requirements and the standards published in the following:

4.1.2.1. Title 32, South Dakota Codified Laws, as amended by the Installation Traffic Code, governs motor vehicle operations on Ellsworth AFB and all areas under its jurisdiction. The Installation Traffic Code is provided as [Attachment 3](#) to this publication.

4.1.2.2. Applicable portions of the Uniform Vehicle Code and Model Traffic Ordinance published by the National Committee on Uniform Traffic Laws and Ordinances, which is contained in 23, CFR 1204.

4.1.2.3. DoDI 6055.04, DoD Motor Vehicle and Traffic Safety Program.

4.1.2.4. The National Highway Safety Program Standards, as published in 23, CFR 1230.

4.1.2.5. The Chief of Airfield Management will provide program oversight for flight line vehicle operations IAW DAFI 13-213, Airfield Driving.

4.1.3. The installation traffic code contains policy and procedures for the towing, searching, impounding, and inventorying of vehicles and contains the following:

- 4.1.3.1. Violations and conditions to tow or impound a vehicle.
- 4.1.3.2. Procedures to notify the vehicle owner.
- 4.1.3.3. Procedures for towing, storing, and protecting impounded vehicles.
- 4.1.3.4. Procedures for disposing of vehicles after lawful impoundment.

4.1.4. Where applicable, installation traffic codes must supplement the various basic provisions contained in the subparagraphs below:

4.1.4.1. Motorcycles and mopeds. Operators must comply with special requirements when driving motorcycles, mopeds, or other open two, three, and four-wheel vehicles powered by a motorcycle-type engine. (Refer to AFI 91-207 for helmet, eye, and clothing safety requirements).

4.1.4.2. Headphones and earphones. The wearing of headphones and earphones is prohibited while driving a motor vehicle on base. This does not negate wearing of hearing protection when conditions and good judgment dictate its use such as when driving in noise hazard areas. This restriction does not apply to intercom systems worn by motorcycle operators and their passengers.

4.1.5. Take only administrative actions (reprimand, assessment of points, loss of installation driving privileges, etc.) for off-installation violations of the installation traffic code.

4.1.6. At bases with concurrent or exclusive federal jurisdiction, make violations of state traffic codes applicable to base driving records when those violations are included in that state's criminal offense code. This provision is covered under the authority of Title 18 United States Code 13 (USC).

4.1.7. Department of Defense Directive (DoDD) 5525.04, Enforcement of State Traffic Laws on DoD Installations, adopts the vehicular and pedestrian traffic laws of states where traffic law violations are not considered criminal offenses and cannot be assimilated under 18 USC. It makes these laws applicable to military installations having concurrent or exclusive federal jurisdiction. It also delegates authority to installation commanders to establish additional vehicular and pedestrian traffic rules and regulations for their installations.

4.1.8. Take only administrative actions in states where you cannot assimilate violations of traffic laws under either Title 18 USC 13 or DoDD 5525.04. Generally, this applies to installations under part or full proprietary jurisdiction.

4.1.9. Vehicle operators will turn on headlights from sunset to sunrise; during fog, smoke, or rain when windshield wipers are activated; and at any other time when persons and vehicles cannot be seen clearly. Points are assessed as operating an unsafe vehicle as per Tables [5.2](#) and [5.3](#) of this instruction.

4.1.10. Radar Detection Devices: The use of radar or laser detection or jamming devices to indicate the presence of speed recording instruments or to transmit simulated erroneous speeds is prohibited on Air Force Installations.

4.1.11. Off-road vehicles usage: The term "off-road vehicle" refers to any self-propelled vehicle that is not required to meet state licensing requirements. If state or local law has not established a minimum age, personnel must be at least 16 years of age to operate off-road vehicles (ORVs). Individuals under 16 years of age may operate ORVs only under adult supervision, unless prohibited by state or local laws. All-terrain vehicles to include go-carts and gopeds (electric motors) are restricted on any roadway, parking lot, or sidewalk (see paragraph A3.9.4. of this Instruction).

4.1.12. The use of Government Motor Vehicles, Other (GVO), self-propelled assets providing a basic transportation capability (i.e. golf carts, all-terrain vehicles, quad-runners, etc.) not meeting specifications of 49 CFR 571.500 FMVSS are prohibited on any roadway, parking lot, or sidewalk, except in established work areas designated by the Installation Traffic Review Officer. Personnel will wear appropriate Personnel Protective Equipment while operating GVOs.

4.1.13. All personnel who bicycle, roller blade, in-line-skate, skateboard, roller blade, or use gopeds on Ellsworth AFB will wear approved protective helmets. Helmets will meet American National Standards Institute or Snell Memorial Foundation criteria. Use of knee pads, elbow pads, and wrist guards are also recommended.

4.1.14. The use of coaster-wheeled conveyance (defined as any form of object propelled afoot to include, but not limited to, in-line skates, roller skates, scooters, or skateboards) are restricted on any roadway, parking lot, or sidewalk, except in established areas designated by the Installation Traffic Review Officer. In addition to an approved helmet, the wear of elbow pads, kneepads, and wrist guards is required for participants utilizing dedicated skate parks, arenas, or related facilities on Ellsworth AFB.

4.2. Traffic Accident Investigation.

4.2.1. Minor Vehicle Accident. Per AFI 31-115, Law and Order Operations, no incident report required, except for situations involving criminal component (e.g., leaving scene of accident with property damage, accident after crime etc.), accidents resulting in medical treatment on/from scene, and if the accident involves a Government Owned Vehicle.

4.2.2. Major Vehicle Accident. The 28 BW/CC has deemed a major accident as any accident involving a fatality, injury, and vehicle or property damage above \$10,000.00 and will be investigated by a trained Security Forces accident investigator. If a trained accident investigator is not available, the on-duty Flight Sergeant may assign accident investigation duties to any on duty Security Forces member who has the necessary technical expertise and on-the-job training to perform the accident investigation. (NOTE: The investigation of major accidents will be accomplished by a graduate of a formal course of instruction such as L3AZR3P072 005, Traffic Management and Accident Investigation.)

4.2.2.1. An AF Form 1315, Accident Report is necessary to provide a proper explanation or when the accident is of such complex nature. A detailed accident investigation will include, but is not limited to, field sketches, scale diagrams (if death or serious bodily harm), and an accident narrative.

4.2.2.2. Once the AF Form 1315 is completed it will be uploaded into the system of record, Air Force Justice Information System (AFJIS), with a specific case number designated by AFJIS. All other documents, photos and information pertinent to the accident will also be uploaded into AFJIS.

4.2.2.3. Security Forces personnel will conduct detailed investigations of accidents described below:

4.2.2.4. Any POV or GOV accident on the installation involving a fatality, personal injury, or when a POV is inoperable because of an accident.

4.2.2.5. Injury is defined as any one of the following caused or aggravated by a motor vehicle accident:

4.2.2.6. Any condition requiring medical attention.

4.2.2.7. Complaint or report of pain or injury regardless, if medical attention is sought.

4.2.2.8. Any visible physical injury. This includes bruises, contusions, cuts, scrapes, compression, or any other visible damage to the body.

4.3. Traffic Accident Investigation Reports.

4.3.1. Off-base accidents will be reported to Security Forces if they involve injuries to military personnel or damage to military property. Security Forces BDOC will use locally devised notification matrix and/or checklist to ensure notification of appropriate base and civilian agencies.

4.3.2. BDOC will act as the focal point for gathering off-base accident information of military affiliated personnel operating government owned, rented, or leased vehicles. Record the information in the Security Forces blotter along with the associated case number from the investigating police agency. When possible, 28 SFS/S5R will, obtain copies of major accident reports prepared by investigating civilian police agencies to accompany off- base accident reporting information.

4.3.3. Security Forces will respond to all on-base vehicle accidents (unless local conditions prohibit) to determine if it qualifies as a major accident as well as accomplish the following:

4.3.3.1. Render first aid and arrange for medical assistance.

4.3.3.2. Protect personal property.

4.3.3.3. Normalize traffic.

4.3.3.4. Identify witnesses and personnel involved.

4.3.3.5. Conduct a formal investigation (if required).

4.3.3.6. The DFC determines when and if minor vehicle accidents require an investigation or Security Forces response; however, this may be delegated to the on- duty Security Forces Flight Sergeant by the DFC.

4.3.4. Security Forces personnel will gather data required to be documented in the Security Forces Blotter. Citations will be issued when there is probable cause to believe a violation of the Installation Traffic Code exists or has occurred. Parties involved in a minor vehicle accident may be directed to report to BDOC to file a report.

4.3.4.1. On duty Security Forces investigator(s) will record major accidents via the AF Form 1315 as well as AFJIS.

4.3.4.2. When recording the accident in the Security Forces blotter, accident information will include the accident type, time, date, location, name(s) of vehicle operator(s), unit (or address when civilian not affiliated with military), vehicle description, and license number(s)/plate. Also, include a summary of any damage and circumstances behind or causing the accident as well as any traffic citations issued. (Note: Information will only be released according to Air Force policy, the Privacy Act, and the Freedom of Information Act.)

4.3.5. The investigation by Security Forces/AFOSI of any traffic accident takes precedence over any other types of investigations relating to the accident. This precludes the loss of any potential evidence that may later have to be introduced in any criminal/judicial proceedings.

4.3.6. The driver of any vehicle involved in an accident on Ellsworth AFB must immediately notify BDOC at 385-4001.

4.3.7. The driver of any government owned, rented, or leased vehicles for official business vehicle involved in an off-base accident must immediately notify the local civilian law enforcement agency having jurisdiction, the law enforcement office of the nearest military installation and BDOC at 385-4001 immediately upon return to Ellsworth AFB.

4.3.8. Drivers or owners of POVs will be required to fill out and sign an AF Form 1168, Statement of Suspect/Witness/Complainant to BDOC immediately after an accident.

4.4. Use of Traffic Accident Investigation Report Data.

4.4.1. Analyze data derived from traffic accident investigations to determine accident causes. When frequent accidents occur in one area, analyze location conditions, type of accidents, and other factors in an attempt to isolate causes. Except for privacy act information, make accident data and trend analysis available to agencies requesting the data for reporting and analytical purposes. Except for requests filed under the Freedom of Information Act, the DFC determines the agencies cleared to receive accident and incident data.

4.4.2. Security Forces personnel who prepare traffic accident investigation reports will indicate if a seat restraint was used at the time of the accident, and where applicable, if air bags deployed.

4.4.3. When accidents warrant, the Installation Traffic Review Officer may establish a traffic accident review board. The board will consist of Security Forces, traffic engineer, safety, medical, and legal personnel. The board will determine principal factors leading to the accident and recommend measures to reduce the number and severity of accidents on and off the installation and participate in traffic control studies designed to obtain information on traffic problems and usage patterns. (Traffic Safety Coordinating Groups will be used.)

4.4.4. Data will be shared with the installation legal, engineer, safety, and transportation officers. The data will be used to inform and educate drivers and to conduct traffic engineering studies.

4.5. Traffic Violation Reports.

4.5.1. Ellsworth AFB does not use DD Form 1805, United States District Court Violation Notice, for moving or parking violations. All traffic violations on Ellsworth AFB will be documented on a DD Form 1408, Armed Forces Traffic Ticket.

4.5.2. DD Form 1408. This form is issued to an individual who has committed a moving or non-moving traffic offense. All violations will be listed on the same DD Form 1408 that were identified during each traffic stop or officer interaction. Ensure this form is entirely completed legibly and accurately.

4.5.3. The 28 BW/CC delegates the disposing of traffic violation cases through administrative or judicial action consistent with this instruction, the Uniform Code of Military Justice (UCMJ) and Federal law to the MSG/CC.

4.5.4. Only Security Forces personnel may issue the DD Form 1408 for all traffic violations. The DFC determines who is authorized to and what training they must complete to issue the DD Form 1408; 28th Security Forces Training (28 SFS/S3T) will maintain training documentation; 28 SFS/S5R will process the DD Form 1408 after issue.

4.5.5. The following statement must be annotated on the back of the pink and yellow copies of the DD Form 1408: "If you wish to rebut this citation, report to Security Forces Administration and Reports Branch (SFAR/S-5R), Bldg #4400 within 5 duty days. If you do not notify 28 SFS/S-5R of rebuttal request, it is assumed you do not wish to rebut this citation. Please notify your commander or First Sergeant within 24 hours or next duty day of this citation."

4.5.5.1. The pink copy is provided to the violator with reporting instructions and rebuttal instructions.

4.5.6. When a DD Form 1408 is issued, notification of the violation (either by use of the DD Form 1408 or locally generated form), will be forwarded through command channels via email to: the member's unit commander; to the unit commander of the military family member's sponsor; or to the unit commander for which a civilian is employed by.

4.5.6.1. Previous traffic violations committed by the offender and points assessed may be indicated.

4.5.7. DD Form 1408 white and yellow copies will be forwarded to 28 SFS/S5R through the reviewing authority as directed by the DFC.

4.5.7.1. When the white and yellow copy is received, review it for action taken; moving or non-moving violation and any points assessed; ensure the information was entered correctly into AFJIS by Security Forces member who issued DD Form 1408. Once AFJIS information is confirmed correct, the white and yellow copies are filed IAW records disposition.

4.5.7.2. If the 1408 was issued as part of a traffic accident report, ensure the report and traffic ticket are processed in AFJIS together. The incident report and ticket are kept together in the incident case file.

4.6. Installation Traffic Plan.

4.6.1. The goal of enforcement of the installation traffic code is to motivate drivers to operate vehicles safely within traffic laws and regulations and maintain an effective and efficient flow of traffic. Effective enforcement emphasizes voluntary compliance by drivers and is further achieved by the following actions:

4.6.1.1. Publishing a realistic traffic code well known by all personnel.

4.6.1.2. Adopting standard signs, markings, and signals in accordance with National Highway Safety Program Standards (NHSPS) and the Manual on Uniform Traffic Control Devices for Streets and Highways.

4.6.1.3. Conducting formal traffic engineering studies and traffic engineering measures, including traffic control devices applied to reduce the number and severity of traffic accidents

4.6.1.4. Ensuring enforcement personnel establish courteous, personal contact with drivers and act promptly when driving behavior is improper or a defective vehicle is observed in operation.

4.6.1.5. Maintaining an aggressive program to detect and apprehend persons who drive while privileges are suspended or revoked.

4.6.1.6. Using sound discretion and judgment in deciding when to apprehend, issue citations, or warn the offender.

4.6.2. Selective enforcement will be used when practical. Selective enforcement deters traffic violations and reduces accidents by the presence or suggested presence of Security Forces personnel at places where violations, congestion, or accidents frequently occur. Selective enforcement applies proper enforcement measures to traffic congestion and focuses on selected time periods, conditions, and violations that cause accidents. Security Forces personnel use selective enforcement because that practice is the most effective use of resources.

4.6.3. The Installation Traffic Review Officer will formally evaluate traffic enforcement on a regular basis. That evaluation will examine procedures to determine if the following elements of the program are effective in reducing traffic accidents and deaths:

4.6.3.1. Selective enforcement measures.

4.6.3.2. Suspension and revocation actions.

4.6.3.3. Chemical breath-testing programs.

4.6.4. Selective enforcement will be determined by the DFC. 28 SFS/S5R will establish procedures to evaluate traffic violations and vehicle accidents. Results of analysis will be provided to the Base Traffic Board, Wing Safety, and Security Forces patrols.

4.6.5. The base traffic engineer is responsible for developing a traffic circulation plan that provides for the safest and most efficient use of primary and secondary roads. The engineer directs, develops, and staffs the base traffic circulation plan. The traffic circulation plan is developed jointly by the DFC, 28th Civil Engineer Squadron (28 CES), Wing Safety, and other concerned staff agencies. Highway engineering representatives from adjacent civil communities must be consulted to ensure the installation plan is compatible with the current and future circulation plan of the community. As a minimum, Ellsworth AFB Base Traffic Plan considers the following:

4.6.5.1. Normal and peak load routing based on traffic control studies.

4.6.5.2. Effective control of traffic, using planned traffic flow patterns which include measures for special events and adverse road conditions.

4.6.5.3. Point control at congested locations by law enforcement personnel or designated traffic directors or wardens, including trained school-crossing guards.

4.6.5.4. Use of traffic control signs and devices.

4.6.5.5. Efficient use of available parking facilities.

4.6.5.6. Efficient use of mass transportation.

4.6.5.7. The 28 BW/CC or designated representative will appoint a primary and alternate base traffic engineer. The engineer directs, develops, and staffs the base traffic circulation plan. This is normally a civil engineering responsibility and those considered for the position shall have an infrastructure planning and engineering background.

4.6.6. Traffic control studies provide factual data on existing roads, traffic density and flow patterns, and points of congestion. The DFC and traffic engineer usually conduct coordinated traffic control studies to obtain the data. Accurate data helps determine major and minor routes, locations for traffic control devices, and special conditions requiring engineering or enforcement services.

4.7. Parking.

4.7.1. Reserved Parking. Reserved parking is a part of facility design coordination. On the advice of the installation traffic engineer, Installation Traffic Review Officer determines reserved parking policy for the installations. The number of available spaces, facility design and layout, traffic flow, and number of vehicles using facilities help to determine the number and location of reserved parking spaces. Although enforcement of reserved parking violations is a Security Forces function, the designation of such parking is not. Any additional allocations or changes to reserved parking at any facility must be requested by the facility manager by submitting a service/work order request through TRIRIGA to the 28th Civil Engineering Squadron.

4.7.2. Distinctive emblems, decals, stickers, etc., are used to control parking space assignments and to indicate authorized use of the parking slot. The installation traffic engineer manages the issue and control of the identification media discussed above for the installation commander.

4.7.3. Ellsworth AFB does not utilize Unit Parking Wardens or Facility Managers to monitor and cite parking violators.

4.7.4. Ellsworth AFB does not utilize the “Denver Boot” parking violation enforcement device.

4.7.5. Reserved parking facilities shall be designated as parking by permit or numerically by category of eligible parkers. Designation of parking spaces by name, grade, rank, or title must be avoided due to force protection concerns. Refer to installation Force Protection Conditions (FPCON) measures on when to sanitize reserved parking signs.

4.7.5.1. Handicap parking is regulated under the Uniform Federal Accessibility Standards and applies to all Air Force installations.

4.7.5.2. Dorm, Facility, or Squadron parking lots will not be used as storage lots for unregistered or uninsured vehicles, motorcycles, ATVs, Recreational Vehicles and Trailers or like equipment. Violators will be subject to provisions set forth in [Chapter 6](#) of this document.

4.8. Blood Alcohol Concentration Standards.

4.8.1. The 0.08 threshold delineates impaired from intoxicated for personnel over 21 years of age.

4.8.1.1. The 0.02 threshold delineates intoxication for personnel under the age of 21.

4.8.2. If the percentage is 0.08 or more or if tests reflect the presence of illegal drugs, the person is considered to have been driving under the influence of intoxicants.

4.8.3. If the percentage of alcohol in the person’s blood is less than 0.08 percent, presume the person is not under the influence of alcohol.

4.8.4. Percentages in paragraphs [4.8.1](#) through [4.8.2](#) are percent of weight by volume of alcohol in the blood based on grams of alcohol per 100 milliliters of blood.

4.8.5. Uniformly apply administrative revocation of driving privileges and other enforcement measures to offenders driving under the influence of alcohol or drugs.

4.9. Off-Installation Traffic Activities. Unit commanders will be notified when personnel under their authority are involved in serious off-base incidents (i.e. major accidents, driving under the influence (DUI), Hit and Run, etc.). Procedures have been established to process reports received from civil authorities on serious traffic violations, accidents, and intoxicated driving incidents involving persons subject to this regulation. The exchange of information is limited to Air Force military personnel. Security Forces will not collect and use data concerning civilian employees, family members, and contract personnel except as allowed by State and Federal laws.

4.10. Speed Measuring Devices.

4.10.1. Speed-measuring devices will be used in traffic control studies and enforcement programs. Signs are posted adjacent to installation entry points to indicate speed-measuring devices are being used.

4.10.2. Training and certification standards. Personnel selected as operators of traffic radar must meet training and certification requirements prescribed by the State of South Dakota. 28 SFS/S3T ensures operators of speed-measuring devices satisfactorily complete the South Dakota State RADAR/LIDAR Operator’s Course and is documented in their training records. RADAR/LIDAR operators must be re-certified every two years.

4.10.3. The objective of the traffic radar operator training is to improve the effectiveness of speed enforcement through the proper and efficient use of speed-measurement radar. On successful completion of training, the course graduate must be able to:

4.10.3.1. Describe the association between excessive speed and accidents, deaths, and injuries, and describe the traffic safety benefits of effective speed control.

4.10.3.2. Describe the basic principles of radar speed measurement.

4.10.3.3. Identify and describe the policies and procedures affecting radar speed measurement and speed enforcement.

4.10.3.4. Identify the specific radar instrument used and describe the instrument's major components and functions.

4.10.3.5. Demonstrate basic skills in checking calibration and operating the specific radar instrument.

4.10.3.6. Demonstrate basic skills in preparing and presenting records and courtroom testimony relating to radar speed measurement and enforcement.

4.10.4. Notwithstanding the above information, the DFC may establish local training and certification programs for operators of speed-measuring devices. Qualification and training standards must be established to ensure admissibility of evidence and considered reliable by both military and civil authorities. This requirement applies to courts-martial, non-judicial proceedings, and civilian courts used to prosecute civilian offenders. Coordination between the military staff judge advocate and attorney general (or equivalent) is necessary.

4.11. Traffic Law Enforcement Principles.

4.11.1. Traffic law enforcement will motivate drivers to operate vehicles safely within traffic laws and regulations and maintain an effective and efficient flow of traffic. Effective enforcement shall emphasize selective enforcement and voluntary compliance by drivers. The following programs have been developed to reach these goals:

4.11.1.1. Publish a realistic traffic code well known by all personnel through this instruction.

4.11.1.2. Adopting standard signs, markings, and signals in accordance with National Highway Safety Program Standards and the Manual on Uniform Traffic Control Devices for Streets and Highways.

4.11.2. Enforcement activities against intoxicated driving will include:

4.11.2.1. Detecting, apprehending, and testing persons suspected of driving under the influence of alcohol or drugs.

4.11.2.2. Training law enforcement personnel in special enforcement standards, detection techniques, and equipment standards unique to your location and jurisdiction.

4.11.2.3. Enforcing state blood-alcohol concentration standards.

4.11.2.4. Denying installation driving privileges to those whose use of alcohol or drugs prevents their safe operation of a motor vehicle.

4.12. Training Standards and Procedures for Processing Drunk Drivers.

4.12.1. As a minimum, the DFC will ensure Security Forces personnel are trained to do the following:

4.12.1.1. Recognize signs of alcohol and other drug impairment in persons operating motor vehicles.

4.12.1.2. Prepare DD Form 1920, Alcohol Incident Report.

4.12.1.3. Perform the three field tests of the improved sobriety testing techniques (e.g. one leg stand, the walk and turn, and the horizontal gaze nystagmus).

4.12.1.4. Determine when a person appears intoxicated but is physically or mentally ill and requires prompt medical attention.

4.12.1.5. Document all driving while intoxicated offenses using AF Form 3545A, Incident Report or equivalent AFJIS report, to ensure accurate reporting under the Defense Incident-Based Reporting System.

4.12.2. The DFC will ensure that operators of breath-testing devices:

4.12.2.1. Are chosen for integrity, maturity, and sound judgment.

4.12.2.2. Meet certification requirements of the State of South Dakota.

4.12.2.3. Operators must maintain proficiency through refresher training every 18 months or as required by the State.

4.12.2.4. Use only breath-testing devices listed on the approved National Highway Traffic Safety Administration (NHTSA) conforming products list published in the Federal Register. Ensure only trained personnel administer tests.

4.13. Chemical Testing Policies and Procedures.

4.13.1. Results of chemical testing are valid under this instruction only under the following circumstances:

4.13.1.1. Blood testing will be used to determine alcohol intoxication on Ellsworth AFB.

4.13.1.2. Portable breath tests (PBT) are administered by trained personnel.

4.13.2. The following procedures apply for use of the PBT device by Security Forces personnel:

4.13.2.1. Understand the operation of breath-testing devices.

4.13.2.2. Are chosen for integrity, maturity, and sound judgment.

4.13.2.3. Meet installation and, if possible, state certification standards.

4.13.2.4. Use only breath-testing devices listed on the approved NHTSA conforming products list published in the Federal Register. Ensure only trained personnel administer tests as specified in [paragraph 4.13](#) and adhere to the procedures described in paragraphs [4.14](#) and [4.15](#) relating to voluntary and involuntary testing.

4.13.2.5. PBT devices will be used during the initial traffic stop after other field sobriety testing techniques have been completed (e.g. one leg stand, the walk and turn, and the horizontal gaze nystagmus.)

4.13.3. Non-portable breath-testing devices are not utilized on Ellsworth AFB.

4.13.4. Chemical tests of personnel involved in fatal accidents. Installation medical authorities will immediately notify the 28 BW/CC or designated representative, the DFC, and OSI of:

4.13.4.1. The death of any person involved in a motor vehicle accident.

4.13.4.2. The circumstances surrounding such an accident, based on information available at the time of admission or receipt of the body of the victim.

4.13.4.3. Medical authorities will examine the bodies of those persons killed in a motor vehicle accident to include drivers, passengers, and pedestrians subject to military jurisdiction. They will also examine the bodies of dependents, who are 16 years of age or older, if the sponsors give their consent. Tests for the presence and concentration of alcohol or other drugs in the person's blood, bodily fluids, or tissues will be made as soon as possible and where practical within 8 hours of death. The test results will be included in the medical reports.

4.13.4.4. As provided by law and medical conditions permitting, a blood or breath sample will be obtained from any surviving operator whose vehicle is involved in a fatal accident.

4.14. Detection, Apprehension, and Testing of Intoxicated Drivers.

4.14.1. Detection of drivers under the influence of alcohol or other drugs typically derived from observing unusual or abnormal driving behavior. Drivers showing such behavior will be stopped immediately. When Security Forces reasonably concludes that the individual driving or in control of the vehicle is impaired, field sobriety tests will be conducted on the driver. The DD Form 1920 is used in examining, interpreting, and recording results of such tests. Use standardized field sobriety tests as sanctioned by the NHTSA and screening breath-testing devices to conduct field sobriety tests.

4.14.2. Security Forces will document all driving while intoxicated offenses using AF Form 3545A, Incident Report or equivalent AFJIS report, to ensure accurate reporting under the Defense Incident-Based Reporting Systems (DIBRS). DIBRS reports to the Federal Bureau of Investigation's National Incident-Based Reporting System (NIBRS).

4.15. Voluntary Breath and Bodily Fluid Testing based on Implied Consent.

4.15.1. Implied consent policy is explained in [paragraph 2.3](#).

4.15.2. Tests may be administered only if the following conditions are met:

4.15.2.1. The person was lawfully stopped while driving, operating, or in actual physical control of a motor vehicle on the installation.

4.15.2.2. Reasonable suspicion exists to believe that the person was driving under the influence of alcohol or drugs.

4.15.2.3. A request was made to the person to consent to the tests combined with a warning that failure to voluntarily submit to or complete a chemical test of bodily fluids or breath will result in the revocation of driving privileges.

4.15.3. As stated in paragraphs [4.15.1](#) and [4.15.2](#), above, Security Forces personnel relying on implied consent will warn the person that driving privileges will be revoked if the person fails to voluntarily submit to or complete a requested chemical test. The person does not have the right to have an attorney present before stating whether he or she will submit to a test, or during the actual test. However, this does not mean the person can be questioned during the testing in violation of Article 31 or Miranda rights. Testing will follow policies and procedures in [paragraph 4.12](#), above. The results of chemical tests conducted under the implied consent provisions of this regulation may be used as evidence in courts-martial, non-judicial proceedings under UCMJ, Art. 15, administrative actions, and civilian courts.

4.15.4. Special rules exist for persons who have hemophilia, other blood-clotting disorders, or any medical or surgical disorder being treated with an anticoagulant may refuse a blood extraction test without penalty; however, they must have a medical provider validate the documentation of disorder. These persons:

4.15.4.1. May refuse a blood extraction test without penalty.

4.15.4.2. Will not be administered a blood extraction test to determine alcohol or other drug concentration or presence under this regulation.

4.15.4.3. May be given breath or urine tests, or both.

4.15.5. If a person suspected of intoxicated driving refuses to submit to a chemical test, a test will not be administered except as specified in [paragraph 4.16](#), below.

4.16. Involuntary Extraction of Bodily Fluids in Traffic Cases.

4.16.1. The procedures outlined herein pertain only to the investigation of individuals stopped, apprehended, or cited on Ellsworth AFB for any offense related to driving a motor vehicle and for whom probable cause exists to believe that such individual is intoxicated. Extractions of body fluids in furtherance of other kinds of investigations are governed by the Manual for Courts-Martial, United States, Military Rule of Evidence 315 (2002), and regulatory rules concerning requesting and granting authorizations for searches. Air Force policy on nonconsensual extraction of blood samples is further addressed in AFI 44-102.

4.16.2. Involuntary bodily fluid extraction must be based on valid search and seizure authorization. An individual subject to the UCMJ who does not consent to chemical testing, as described above, may nonetheless be subjected to an involuntary extraction of bodily fluids, including blood and urine, only in accordance with the following procedures:

4.16.2.1. An individual subject to the UCMJ who was driving a motor vehicle and suspected of being under the influence of an intoxicant may be subjected to a nonconsensual bodily fluid extraction to test for the presence of intoxicants only when there is a probable cause to believe that such an individual was driving or in control of a vehicle while under the influence of an intoxicant.

4.16.2.2. A search authorization by an appropriate commander or military magistrate obtained pursuant to the Manual for Courts-Martial, United States, Military Rule of Evidence 315 (2002), is required prior to such nonconsensual extraction.

4.16.2.3. A search authorization is not required under such circumstances when there is a clear indication that evidence of intoxication will be found and there is reason to believe that the delay necessary to obtain a search authorization would result in the loss or destruction of the evidence sought.

4.16.2.4. Because warrantless searches are subject to scrutiny by the courts, obtaining an authorization is highly preferred. Warrantless searches generally will be conducted only after coordination with the staff judge advocate and attempts to obtain authorization from an appropriate official prove unsuccessful due to the unavailability of a commander or military magistrate.

4.16.2.5. If authorization from the military magistrate or commander proves unsuccessful due to the unavailability of such officials, the commander of a medical facility is empowered by the Manual for Courts–Martial, United States, Military Rule of Evidence 315 (2002), to authorize such extraction from an individual located in the facility at the time the authorization is sought.

4.16.2.6. Before authorizing the involuntary extraction, the commander of the medical facility will, if circumstances permit, coordinate with the staff judge advocate or legal officer.

4.16.2.7. The medical facility commander authorizing the extraction under the Manual for Courts–Martial, United States, Military Rule of Evidence 315 (2002), need not be on duty as the attending physician at the facility where the extraction is to be performed, and the actual extraction may be accomplished by other qualified medical personnel.

4.16.2.8. The authorizing official may consider his or her own observations of the individual in determining probable cause.

4.16.3. Authorization for the nonconsensual extraction of blood samples for evidentiary purposes by qualified medical personnel is independent of, and not limited by, provisions defining medical care, such as the provision for nonconsensual medical care pursuant to AFI 44-102, Medical Care Management, section IV. Extraction of blood will be accomplished by qualified medical personnel (see the Manual for Courts–Martial, United States, Military Rule of Evidence 312(g)).

4.16.3.1. In performing this duty, medical personnel are expected to use only that amount of force that is reasonable and necessary to administer the extraction.

4.16.3.2. Any force necessary to overcome an individual's resistance to the extraction normally will be provided by Security Forces personnel or by personnel acting under orders from the member's unit commander.

4.16.3.3. Life endangering force will not be used to effect nonconsensual extractions.

4.16.3.4. Security Forces and medical personnel will keep in mind the possibility that the individual may require medical attention for possible disease or injury.

4.16.4. Nonconsensual extractions of blood will be done in a manner that will not interfere with or delay proper medical attention. Medical personnel will determine the priority to be given involuntary blood extractions when other medical treatment is required.

4.17. Testing at the Request of the Apprehended Person.

4.17.1. A person subject to tests under [paragraph 2.3](#) may request that an additional test be done privately. The person may choose a doctor, qualified technician, chemist, registered nurse, or other qualified person to do the test. The person must pay the cost of the test. The test must be a chemical test approved by the State of South Dakota. All tests will be completed as soon as possible, with any delay being noted on the results.

4.17.2. If the person requests this test, the suspect is responsible for making all arrangements. If the suspect fails to or cannot obtain any additional test, the results of the tests that were done at the direction of a law enforcement official are not invalid and may still be used to support actions under separate Air Force policy.

4.18. Compliance with State Laws.

4.18.1. All government vehicle operators will comply with State and local traffic laws when operating Government motor vehicles.

4.18.2. 28th Logistics Readiness Squadron (28 LRS) will coordinate with the proper civil law enforcement agency before moving Government vehicles that exceed legal limits or regulations or that may subject highway users to unusual hazards.

4.18.3. 28th Security Forces Squadron (28 SFS) will maintain liaison with civil enforcement agencies and encourage the following:

4.18.3.1. Release of a government vehicle operator to military authorities unless one of the conditions exists:

4.18.3.2. The offense warrants detention.

4.18.3.3. The person's condition is such that further operation of a motor vehicle could result in injury to the person or others.

4.18.3.4. Prompt notice to military authorities when military personnel or drivers of government motor vehicles have:

4.18.3.5. Committed serious violations of civil traffic laws.

4.18.3.6. Been involved in traffic accidents.

4.18.3.7. Prompt notice of actions by a State to suspend, revoke, or restrict the State driver's license (vehicle operation privilege) of persons who:

4.18.3.8. Operate government motor vehicles.

4.18.3.9. Operate a POV on Ellsworth AFB regularly.

Chapter 5

DRIVING RECORDS AND THE TRAFFIC POINT SYSTEM

5.1. Driving Records.

5.1.1. Use AFJIS to record vehicle traffic accidents, moving and parking violations, suspension or revocation actions, and traffic point assessments involving military and DoD civilian personnel, their family members, and other personnel operating motor vehicles on a military installation. In filling out the form, use the following codes in the “accident classification” block:

5.1.1.1. Identify individuals who are principals in a motor vehicle accident as “S” subject or “V” victim. Identify accidents appropriately with “MVA” minor vehicle accident; (MJVA) major vehicle accident; “NLD” no liability determined; “PD” property damage; “PI” personal injury; “G” government; “P” private; “V” vehicle; and “FO” fixed object.

5.1.2. **Table 5.1.** prescribes mandatory minimum or maximum suspension or revocation periods to ensure uniformity. Traffic points are not assessed for suspension or revocation actions.

Table 5.1. Suspension or Revocation Periods of Driving Privileges.

Violation	Consequence
- Driving while driver’s license or installation driving privileges are under suspension or revocation.	A 2–year revocation is mandatory on determination of facts by installation commander.
- Refusal to submit to or failure to complete chemical tests (implied consent).	A 1–year revocation is mandatory on determination of facts by installation commander.
- Manslaughter (or negligent homicide by vehicle) resulting from the operation of a motor vehicle. - 21 years of age or older: Driving or being in actual physical control of a motor vehicle while under the influence of intoxicating liquor (0.08% or greater on DoD installations; (violation of civil law off post). - Reckless Driving - Under the age of 21: Driving or being in actual physical control of a motor vehicle while under the influence of intoxicating liquor (0.02% or greater on DoD installations; (violation of civil law off post). - Driving a motor vehicle while under the influence of any narcotic, or while under the influence of any other drug (including alcohol) to the degree rendered incapable of safe vehicle operation. - Use of a motor vehicle in the commission of a felony. - Leaving the scene of an accident involving death or personal injury (hit and run). - Perjury or making a false statement or affidavit under	A 1–year revocation is mandatory on conviction.
	A 1–year revocation is mandatory on

oath to responsible officials relating to the ownership or operation of motor vehicles. - Unauthorized use of a motor vehicle belonging to another, when the act does not amount to a felony.	conviction.
- Mental or physical impairment (not including alcohol or other drug use) to the degree rendered incompetent to drive. - Commission of an offense in another State which, if committed on the installation, would be grounds for suspension or revocation. - Permitting an unlawful or fraudulent use of an official driver's license. - Conviction of fleeing, or attempting to elude, a police officer. Conviction of racing on the highway.	Suspension for a period of 6 months or less or revocation for a period not to exceed 1 year is discretionary.
- Receiving a second 1-year suspension or revocation of driving privileges within 5 years.	- Two-year revocation is mandatory on determination of the facts by installation commander or designee. - Loss of AF 2293 for minimum of 6 months is discretionary.
- Driving or permitting the operation of an uninsured vehicle.	- One-year revocation is mandatory on determination of the installation commander or designee.
- Second noncompliance with restraint or safety device requirements within 12 consecutive months. - Second noncompliance with motorcycle driving privilege requirements within 12 consecutive months.	- Suspension for a period of not less than 30 days but not greater than 6 months is mandatory.
Notes: 1. When imposing a suspension or revocation because of an off-installation offense, the effective date will be the same as the date of civil conviction, or the date that State driving privileges are suspended or revoked. This effective date can be retroactive. 2. No points are assessed for revocation or suspension actions. Except for implied consent violations, revocations must be based on a conviction by a civilian court or courts-martial, non-judicial punishment under UCMJ, Art.15, or a separate hearing as addressed in this regulation. If revocation for implied consent is combined with another revocation, such as one year for intoxicated driving, revocations run consecutively (total of twenty-four months). The installation commander's policy is applied systematically and not on a case-by-case basis.	

5.2. Point System Procedures.

5.2.1. Reports of moving traffic violations recorded on DD Form 1408 will serve as a basis for determining point assessment. Substantiated reports of moving traffic violations made via incident or complaint reports may serve as the basis for determining point assessment.

5.2.2. The Installation Traffic Review Officer may suspend or revoke driving privileges as provided by this instruction regardless of whether these improvement measures identified in AFI 31-218(I) are accomplished.

5.2.3. On receipt of DD Form 1408 or other military law enforcement report of a moving violation, the unit commander will conduct an inquiry. The unit commander will take or recommend proper disciplinary or administrative action. If a case involves judicial or non-judicial actions, the final report of action taken will not be forwarded until final adjudication.

5.2.4. Upon receipt of the report of violation via DD Form 1408, 28 SFS/S5R will assess the number of points appropriate for the offense and record the traffic points or the suspension or revocation of driving privileges on the person's driving record. (Note: Except as specified otherwise in this and other DoD or Air Force instruction, points will not be assessed or driving privileges suspended or revoked when the report of action taken indicates that neither disciplinary nor administrative action was taken.)

5.2.5. The Installation Traffic Review Officer may require the following driver improvement measures as appropriate:

5.2.5.1. Advisory letter through the unit commander or supervisor to any person who has acquired six traffic points within a 6-month period.

5.2.5.2. Counseling or driver improvement interview, by the unit commander, of any person who has acquired more than 6 but less than 12 traffic points within a 6-month period. This counseling or interview must produce recommendations to improve driver performance.

5.2.5.3. Referral for medical evaluation when a driver, based on reasonable belief, appears to have mental or physical limits that have had or may have an adverse effect on driving performance.

5.2.5.4. Attending a remedial driver training to improve driving performance.

5.2.5.5. Referral to an alcohol or drug treatment or rehabilitation facility for evaluation, counseling, or treatment. This action is required for active military personnel in all cases in which alcohol or other drugs are a contributing factor to a traffic citation, incident, or accident.

5.2.6. Persons whose driving privileges are suspended or revoked (for one violation or an accumulation of 12 traffic points within 12 consecutive months, or 18 traffic points within 24 consecutive months) will be notified in writing through official channels. Except for the mandatory minimum or maximum suspension or revocation periods prescribed by [Table 5.1](#), the Installation Commander will establish periods of suspension or revocation. Any revocation based on traffic points must be no less than 6 months. A longer period may be imposed based on a person's overall driving record considering the frequency, flagrancy, severity of moving violations, and the response to previous driver improvement measures. In all cases, military members must successfully complete a prescribed course in remedial driver training before driving privileges are reinstated. Suspension of driving privileges for a period of less than 6 months does not constitute authority to remove accumulated traffic points from the AFJIS.

5.2.7. Points assessed against a person will remain in effect for point accumulation purposes for 24 consecutive months. The review of driver records to delete traffic points will be done routinely during records update while recording new offenses and forwarding records to new duty stations. Completion of a revocation based on points requires removal from the driver record of all points assessed before the revocation. (AFJIS accomplishes this action automatically).

5.2.8. Removal of points does not authorize removal of driving record entries for moving violations, chargeable accidents, suspensions, or revocations. Record entries will remain posted on individual driving records for the period indicated below:

5.2.8.1. Chargeable nonfatal traffic accidents or moving violations—3 years.

5.2.8.2. Non-mandatory suspensions or revocations—5 years.

5.2.8.3. Mandatory revocations—7 years.

5.3. Disposition of Driving Records.

5.3.1. Follow AFI 33-322, Records Management and Information Governance Program, to maintain and destroy records of military personnel released from active duty. Driving records remain active in the case of immediate reenlistment, change of officer component, or military and civilian retirement or when continued access to an installation is authorized. Retain or destroy according to AFI 33-322 records on civilian personnel who are terminating on-base employment.

5.3.2. If persons being transferred to a new installation have valid points or other entries on the driving records, 28 SFS/S5R will forward the driving records of Permanent Change of Station military members to the gaining installation utilizing the AFJIS via MilPDS.

5.3.2.1. Personnel who transferred from other installations whose driving privileges were suspended or revoked will be notified in writing that they will remain under suspension or revocation for at least the original specified period. Revocation or suspension shall continue for the specified period for personnel in a TDY status to another installation. Individuals who have had limited driving privileges granted by the Installation Traffic Review Officer must have a copy of the granting memorandum immediately available when operating a motor vehicle on base.

5.3.3. Driving records of military personnel being discharged or released from active duty will be retained on file for 2 years and then destroyed.

5.3.4. Driving records of civilian personnel terminating employment will be retained on file for 2 years and then destroyed.

5.3.5. Driving records of military family members containing point assessments or other entries will be forwarded to the sponsor's gaining installation in the same manner as for sponsor.

5.3.6. Driving records of retirees electing to retain installation driving privileges will be retained. Points accumulated or entries on the driver record regarding suspensions, revocations, moving violations, or chargeable accidents will not be deleted from driver records except per [paragraph 5.2.8](#), above.

5.4. The Traffic Point System. The traffic point system provides a uniform administrative device to impartially judge driving performance of motor vehicle operators on the installation. This system is not a disciplinary measure or a substitute for punitive action. Further, this system is not intended to interfere in any way with the reasonable exercise of the installation commander's, or designee's, prerogative to issue, suspend, revoke, deny, or reinstate installation driving privileges. (Note: The DFC will advise the installation commander, through SJA, when action being taken by the reviewing authority appears to be inadequate or excessive.)

5.5. Point System Application.

5.5.1. The point system application, using the DD Form 1408 (traffic citation), applies to all personnel operating GOV's on and off Ellsworth AFB; dependents, civilian employees, and all other individuals subject to this instruction operating POVs on Ellsworth AFB. Unless an individual submits a rebuttal, assess points according to the Tables 5.2 and 5.3 also assess points to individuals found guilty by a military or civilian court.

5.5.2. A DD Form 1408 may be contested by contacting 28 SFS/S5R in person within five duty days of the issue date on the citation. 28 SFS/S5R will provide instructions on rebuttal process.

5.5.3. Rebuttal citation letters will be limited to one page in length and must be endorsed by the unit commander with a recommendation that no administrative action be taken. Traffic Citation Rebuttal packages will be routed through the Installation Traffic Review Officer for final resolution.

Table 5.2. Point Assessment for Moving Traffic Violations (See Notes #1 and #2).

Violation	Points Assessed
Careless driving (without due caution; at a speed or manner as to endanger any person or property, not amounting to reckless driving).	6
Owner knowingly and willfully permitting a physically impaired person to operate the owner's motor vehicle.	6
Fleeing the scene (hit and run) – property damage only.	6
Speed contests.	6
Speed too fast for conditions.	2
Speed too slow for traffic conditions, and/or impeding the flow of traffic, causing potential safety hazard.	2
Failure of operator or occupants to use available restraint system devices while moving (operator assessed points)	4
Failure to properly restrain children in a child restraint system while moving (see para 4.1.1.1.). See note #4 .	4
1 to 10 miles per hour over posted speed limit.	3
Over 10 but not more than 15 miles per hour above posted speed limit. See note #6	4
Over 15 but not more than 20 miles per hour above posted speed limit. See note #6	5
Over 20 miles per hour above posted speed limit. See note #6	6
Following too close.	4
Failure to yield right of way to emergency vehicle.	4
Failure to stop for school bus or school-crossing signals.	4

Failure to obey traffic signals or traffic instructions of an enforcement officer; any official regulatory traffic sign or device requiring a full stop or yield of right of way; denying entry; or requiring direction of traffic.	4
Failure to yield to pedestrians in designated walkway/crosswalk. See note #5	3
Improper passing.	4
Failure to yield (no official sign involved).	4
Improper turning movements (no official sign involved).	3
Wearing of headphones/earphones while driving motorized vehicle	3
Failure to wear an approved helmet while operating or riding on a motorcycle, MOPED, or a three or four-wheel vehicle powered by a motorcycle-like engine.	3
Improper overtaking.	3
Operating a radar detection device to indicate the presence of speed recording instruments or to transmit simulated erroneous speed (prohibited on DoD installations) See note #5	3
Other moving violations (involving driver behavior only).	3
Vehicle operators will turn on headlights from sunset to sunrise; during fog, smoke, or rain when windshield wipers are activated; and at any other time when persons and vehicles cannot be seen clearly.	2
Operating an unsafe vehicle. See note #3.	2
Driver involved in accident is deemed responsible. See note #6.	1

Notes:

1. When two or more moving violations are committed on a single occasion, assess the points for the offense having the greater value.
2. When a moving and non-moving violation(s) are committed on a single occasion, assess the points for the offense having the greater value.
3. This measure will be used for other than minor vehicle safety defects or when a driver or registrant fails to correct a minor defect (for example, a burned-out headlight not replaced within the grace period on a warning ticket).
4. Applies to not using or improper use of a child restraint device, i.e., car seat, infant carrier, booster seat, belt/strap modification (when required by manufacturer) etc. Assess 4 points when no restraint system of any kind is used.
5. When violation occurs within an active school zone add 1 point to point assessment.
6. When the driver involved in accident is deemed responsible, 1 point will be added to the total point assessment.

Table 5.3. Point Assessment for Non-Moving Violations (See Notes #1 and #2).

Violation	Points Assessed
Unattended Child under 10 years of age left in vehicle. Animals are included if a danger exists to the animal. See note #5.	6
Improper Registration. (Fraudulent Tags)	4
Improper Registration. (Expired or Unregistered)	3
Proof of Insurance/Registration	2
Misuse of handicap decal. See note #3.	3
Illegally parked in designated handicap area (no decal, license, or placard displayed).	3
Unattended Vehicle (While running)	3
Abandoned Vehicle	3
Improper Parking. See notes #4 and #6.	2
Driver's License (Expired or Not on person)	2
Notes: 1. When two or more non-moving violations are committed on a single occasion, assess the points for the offense having the greater value. 2. When a moving and non-moving violation(s) are committed on a single occasion, assess the points for the offense having the greater value. 3. When a vehicle has a handicap decal displayed, but no occupant is, the decal or placard registrant, and is not dropping off or picking up the handicapped registrant. Also includes parking in an area designated for "Van" access only, and handicap registrant has parked another vehicle class instead. 4. When designated in local parking plan (i.e. double parked, parked in reserved parking, against the flow of traffic and those areas designated for emergency vehicles). 5. When an AF Form 3545A will also be accomplished. (Example: if children or animals were left in dangerous conditions in vehicle, i.e., in hot weather where interior temperatures may reach dangerous levels, keys left accessible to children, or where conditions are deemed hazardous by a reasonable person). Revocation of driving privileges for one year will be considered by the commander. 6. Emergency vehicles are authorized to park in any area deemed necessary to affect a response.	

Chapter 6

IMPOUNDING PRIVATELY OWNED VEHICLES

6.1. General. This chapter provides the standards and procedures for Security Forces personnel when towing, inventorying, searching, impounding, and disposing of POVs. This policy is based on the interests of the Air Force in crime prevention, traffic safety, and the orderly flow of vehicle traffic movement as well as the vehicle owner's constitutional rights to due process, freedom from unreasonable search and seizure, and freedom from deprivation of private property.

6.2. Standards for Impoundment.

6.2.1. The on-duty SF Supervisor will determine if the vehicle will be driven or moved without owner's consent if the owner cannot be contacted, or the owner refuses and conditions in AFI 31-218(I) are present.

6.2.2. Abandoned vehicle defined: any vehicle that is illegally parked, unlicensed, unregistered, or derelict, whose owner cannot be contacted or who fails to move such a vehicle within 72 hours after it is cited for abandonment or illegal parking.

6.2.3. POVs will not be impounded unless the vehicles clearly interfere with ongoing operations or movement of traffic, threaten public safety or convenience, are involved in criminal activity, contain evidence of criminal activity, or are stolen or abandoned. The impoundment of a POV would be inappropriate when the following reasonable alternatives to impoundment exist:

6.2.3.1. Attempts must be made to locate the owner of the POV and have the vehicle removed.

6.2.3.2. The vehicle may be moved a short distance to a legal parking area and temporarily secured until the owner is found.

6.2.3.3. Another responsible person may be allowed to drive or tow the POV with permission from the owner, operator, or person empowered to control the vehicle. In this case, the owner, operator, or person empowered to control the vehicle will be informed that law enforcement personnel are not responsible for safeguarding the POV.

6.2.4. Impounding of POVs is justified when any of the following conditions exist:

6.2.4.1. The POV is illegally parked:

6.2.4.1.1. On a street or bridge, in a tunnel, or is double parked, and interferes with the orderly flow of traffic.

6.2.4.1.2. On a sidewalk, within an intersection, on a crosswalk, on a railroad track, in a fire lane, or is blocking a driveway, so that the vehicle interferes with operations or creates a safety hazard to other roadway users or the public. An example would be a vehicle parked within 15 feet of a fire hydrant or blocking a properly marked driveway of a fire station or aircraft-alert crew facility.

6.2.4.1.3. When blocking an emergency exit door of any public place (installation theater, club, dining hall, hospital, and other facility).

6.2.4.1.4. In a "tow-away" zone that is so marked with proper signs.

6.2.4.2. The POV interferes with:

6.2.4.2.1. Street cleaning or snow removal operations and attempts to contact the owner have been unsuccessful.

6.2.4.2.2. Emergency operations during a natural disaster or fire or must be removed from the disaster area during cleanup operations.

6.2.4.3. The POV has been used in a crime or contains evidence of criminal activity.

6.2.4.4. The owner or person in charge has been apprehended and is unable or unwilling to arrange for custody or removal.

6.2.4.5. The POV is mechanically defective and is a menace to others using the public roadways.

6.2.4.6. The POV is disabled by a traffic incident and the operator is either unavailable or physically incapable of having the vehicle towed to a place of safety for storage or safekeeping.

6.2.4.7. Security Forces personnel reasonably believe the vehicle is abandoned.

6.2.5. The on-duty Security Forces Flight Sergeant will determine if the vehicle will be driven or moved without owner's consent if the owner cannot be contacted, or the owner refuses and conditions listed above are present.

6.3. Procedures for Impoundment.

6.3.1. At times, civilian law enforcement or civilian government agencies will request the Air Force to impound an on-base vehicle for reasons not related to military issues. Staff such requests through the Staff Judge Advocate and DFC. When appropriate, comply and support such requests and impound the vehicle for a reasonable period. Release the vehicle if civil authorities do not take custody of the vehicle within a reasonable period as determined by the 28 BW/CC or designated representative.

6.3.2. Unattended privately owned vehicles.

6.3.2.1. The DD Form 2504, Abandoned Vehicle Notice will be conspicuously placed on POVs considered unattended. This action will be documented by an entry in the Security Forces blotter.

6.3.2.2. The owner will be allowed 3 days from the date the POV is tagged to remove the vehicle before impoundment action is initiated. If the vehicle has not been removed after 3 days, it will be removed by 28 LRS or a contracted wrecker service. If a contracted wrecker Service is used, a DD Form 2505, Abandoned Vehicle Removal Authorization will be completed and issued to the contractor by Security Forces personnel.

6.3.2.3. After the vehicle has been removed, Security Forces will complete DD Form 2506, Vehicle Impoundment Report as a record of the actions taken.

6.3.2.3.1. An inventory listing personal property will be done to protect the owner, Security Forces, the towing contractor, and the Installation Commander.

6.3.2.3.2. The contents of a closed container such as a suitcase inside the vehicle need not be inventoried. Such articles will be opened only if necessary to identify the owner of the vehicle or if the container might contain explosives or otherwise present a danger to the public. Merely listing the container and sealing it with security tape will suffice.

6.3.2.3.3. Personal property must be placed in a secure area for safekeeping.

6.3.2.4. The DD Form 2507, Notice of Vehicle Impoundment will be forwarded by certified mail to the address of the last known owner of the vehicle to advise the owner of the impoundment action, and to request information concerning the owner's intentions pertaining to the disposition of the vehicle.

6.3.3. Stolen privately owned vehicles or vehicles involved in criminal activity.

6.3.3.1. When the POV is to be held for evidentiary purposes, the vehicle will remain in the custody of the Air Force until law enforcement purposes are served.

6.3.3.2. Recovered stolen POVs will be released to the registered owner, unless held for evidentiary purposes, or to the law enforcement agency reporting the vehicle stolen, as appropriate.

6.3.3.3. A POV held on request of other authorities will be retained in the custody of the Air Force until the vehicle can be released to such authorities.

6.4. Disposition of Vehicles after Impoundment.

6.4.1. Once the vehicle becomes the lawful possession of the Air Force, process the vehicle as abandoned property in accordance with local procedures. Unless otherwise directed, the 28 BW/CC or designated representative has considerable latitude in determining the best use for, or disposal of, abandoned property. Scrap, auction, or use to support Services activities are potential options. Consider local, or state requirements. If vehicles are process through Defense Reutilization and Marketing Office (DRMO), follow applicable DRMO and DoD directives.

6.4.2. If the vehicle is unclaimed after 120 days from the date notification was mailed to the last known owner or the owner released the vehicle by properly completing DD Form 2505, the vehicle will be disposed of by one of the following procedures:

6.4.2.1. Release to the lien holder, if known.

6.4.2.2. Process as abandoned property in accordance with DoDM 4160.21, Defense Materiel Disposition: Disposal Guidance and Procedures.

6.4.2.2.1. Property may not be disposed of until diligent effort has been made to find the owner; or the heirs, next of kin, or legal representative of the owner.

6.4.2.2.2. The diligent effort to find one of those mentioned in paragraph

6.4.2.2.3. Above, shall begin no later than 7 days after the date on which the property comes into custody or control of Security Forces.

6.4.2.2.4. The period for which this effort is continued may not exceed 45 days.

6.4.2.2.5. If the owner or those mentioned in [paragraph 6.4.2.2.1](#), above, are determined, but not found, the property may not be disposed of until the expiration of 45 days after the date when notice, giving the time and place of the intended sale or other disposition, has been sent by certified or registered mail to that person at his or her last known address.

6.4.2.2.6. When diligent effort to determine those mentioned above is unsuccessful, the property may be disposed of without delay, except that if it has a fair market value of more than \$500, the law enforcement official may not dispose of the property until 45 days after the date it is received at the storage point.

6.4.3. All contracts for the disposal of abandoned vehicles must comply with 10 USC 2575 Disposition of Unclaimed Property.

6.4.4. If vehicles are processed through DRMO, follow applicable DRMO and DoD directives.

6.5. Towing and Storage.

6.5.1. Impounded POVs may be towed and stored by either the government or a contracted wrecker service depending on availability of towing services and the 28 BW/CC's guidance.

6.5.2. The 28 BW/CC has designated an enclosed area on Ellsworth AFB that can be secured by lock and key for an impound lot to be used by the military or civilian wrecker Service. An approved impoundment area belonging to the contracted wrecker service may also be used provided the area assures adequate accountability and security of towed vehicles. One set of keys to the enclosed area will be maintained by the 28 SFS.

6.5.2.1. The installation impoundment lot for vehicles impounded by Security Forces personnel is adjacent to the north-west corner of the 28th Force Support Squadron (28 FSS) RV storage lot, which is located in the northern portion of Ellsworth AFB. Vehicles parked on roadways in violation of the Ellsworth AFB Snow and Ice Control Plan will not be impounded but towed to an area designated by 28 LRS or contracted tow service. Owners are liable for any expenses.

6.5.3. Temporary impoundment and towing of POVs for violations of the installation traffic code or involvement in criminal activities will be accomplished under the supervision of Security Forces personnel.

6.6. Search Incident to Impoundment Based on Criminal Activity.

6.6.1. Search of a POV in conjunction with impoundment based on criminal activity will likely occur in one of the following general situations:

6.6.1.1. The owner or operator is not present. This situation could arise during traffic and crime-related impoundments and abandoned vehicle seizures. A property search related to an investigation of criminal activity must not be conducted without search authority unless the item to be seized is in plain view or is readily discernible on the outside as evidence of criminal activity. When in doubt, proper search authority will be obtained before searching.

6.6.1.2. The owner or operator is present. This situation can occur during either a traffic or criminal incident, or if the operator is apprehended for a crime or serious traffic violation and sufficient probable cause exists to seize the vehicle. This situation could also arise during cases of intoxicated driving or traffic accidents in which the operator is present but incapacitated or otherwise unable to make adequate arrangements to safeguard the vehicle. If danger exists to the police or public or if there is risk of loss or destruction of evidence, an investigative type of search of the vehicle may be conducted without search authority.

DEREK C. OAKLEY, Colonel, USAF
Commander, 28th Bomb Wing

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

AFI 31-115, *Law and Order Operations*, 18 Aug 2020

AFI 31-218(I), *Motor Vehicle Traffic Supervision*, 24 Jul 2017 AFI 31-101, *Integrated Defense (FOUO)*, 5 Jul 2017

AFI 31-118, *Security Forces Standards and Procedures*, 13 Nov 2022

AFI 33-322, *Records Management and Information Governance Program*, 28 Jul 2021

AFI 44-102, *Medical Care Management*, 22 Apr 2020

AFI 44-121, *Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program*, 18 Jul 2018

AFI 51-206, *Use of Magistrate Judges for Trial of Misdemeanors Committed by Civilians*, 31 Aug 2018

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

AFMAN 32-1017, *DoD Transportation Engineering Program*, 11 Dec 2017

DAFI 13-213, *Airfield Driving*, 04 Feb 2020

DAFI 31-101, *Integrated Defense (ID)*, 25 Mar 2020

DoDD 5525.04, *Enforcement of State Traffic Laws on DoD Installations*, 30 Sep 2020 DoDI 6055.04, *DoD Traffic Safety Program*, 20 Apr 2009

DoDIO-2000.16V1_AFI10-245-O_AFGSCSUP, *Antiterrorism (AT)Program Implementation*, 08 Mar 2018

DoDM 4160.21, *Defense Materiel Disposition: Disposal Guidance and Procedures*, 31 Aug 2022

Title 10, U.S.C. § 2575, *Disposition of Unclaimed Property*

Title 10 U.S.C. §, *Section 8013*

EAFB *Integrated Defense Plan*, 9 Mar 2022

Adopted Forms

AF Form 75, *Visitor/Vehicle Pass*

AF Form 332, *Base Civil Engineer Work Request*

AF Form 1168, *Statement of Suspect/Witness/Complainant*

AF Form 1315, *Accident Report*

AF Form 1768, *Staff Summary Sheet*

AF Form 2219M, *Registered Vehicle Expiration*

AF Form 2293, *US Air Force Motor Vehicle Operator Identification Card*

AF Form 3545A, *Incident Report*

DAF Form 847, *Recommendation for Change of Publication*
CVB Form 1805, *United States District Court Violation Notice*
DD Form 1408, *Armed Forces Traffic Ticket*
DD Form 1920, *Alcohol Influence Report*
DD Form 2504 *Abandoned Vehicle Notice*
DD Form 2505 *Abandoned vehicle removal authorization*
DD Form 2506 *Vehicle Impoundment Report*
DD Form 2507, *Notice of Vehicle Impoundment*

Abbreviations and Acronyms

28BW/CC—28th Bomb Wing Commander
28BW/CV—28th Bomb Wing Vice Commander
28 CES—28th Civil Engineer Squadron
28CES/CEH—28th Civil Engineer Housing Office
28 FSS—28th Force Support Squadron
28LRS—28th Logistics Readiness Squadron
28MSG/CC—28th Mission Support Group Commander
28MSG/CD—28th Mission Support Group Deputy Commander
28 OG/CC—28th Operations Group Commander
28SFS—28th Security Forces Squadron
28SFS/CC—28th Security Forces Squadron Commander
28 SFS/S3T—28th Security Forces Training
28SFS/S—5P—28th Security Forces Plans
28SFS/S5R—28th Security Forces Reports and Administration
AF—Air Force
AFB—Air Force Base
AFI—Air Force Instruction
AFJIS—Air Force Justice Information System
AFMAN—Air Force Manual
ANSI—American National Standards Institute
ATV—All-Terrain Vehicle
BAC—Blood Alcohol Concentration
BAT—Blood Alcohol Tests

BDOC—Base Defense Operations Center
BrAC—Breath Alcohol Concentration
CAC—Common Access Card
CCF—First Sergeant
DAF—Department of the Air Force
DBIDS—Defense Biometric Identification System
DD—Department of Defense
DFC—Defense Force Commander
DIBRS—Defense Incident-Based Reporting System
DoD—Department of Defense
DoDD—Department of Defense Directive
DRMO—Defense Reutilization and Marketing Office
DUI—Driving under the influence
FAMCAMP—Family Camping
FPCON—Force Protection Conditions
GOV—Government Owned Vehicle
GVO—Government Motor Vehicles, Other
MilPDS—Military Personnel Data System
MJVA—Major Vehicle Accident
MSF—Motorcycle Safety Foundation
MVA—Motor Vehicle Accident
NHSPS—National Highway Safety Program Standards
NHTSA—National Highway Traffic Safety Administration
NIBRS—National Incident Based Reporting System/
ORV—Off Road Vehicle
PBT—Portable Breath Test
POV—Privately Owned Vehicle
RDS—Records Disposition Schedule
RIEVC—Random Installation Entry/Exit Vehicle Checks
SDCL—South Dakota Codified Law
SF—Security Forces
SFAR/S-5R—Security Forces Administration and Reports Branch

SJA—Staff Judge Advocate

SRBW—Suspension/Revocation/Barment Worksheet

TDY—temporary duty

UCMJ—Uniform Code of Military Conduct

U.S.C. §—United States Code

UTV—Utility Task Vehicle

VCC—Visitor Control Center

Attachment 2

WAIVERS TO AFI 31-218(I)

Figure A2.1. Waivers to AFI31-218(I).

REPLY TO
ATTENTION OF:DEPARTMENT OF THE ARMY
Office of the Provost Marshal General
2800 Army Pentagon
Washington, D.C. 20310-2800

DAPM-MPP-LE

MEMORANDUM FOR HEADQUARTERS, UNITED STATES AIR FORCE SECURITY FORCES
COMMAND, 1517 BILLY MITCHELL BOULEVARD, LACKLAND AIR FORCE BASE, TX 78236SUBJECT: Change of Policy to Army Regulation 190-5/OPNAV 11200.5D/AFI 31-218, Motor
Vehicle Traffic Supervision

1. Reference memorandum, Chief of Staff, United States Air Force, 2 Apr 07, SAB.
2. Effective 1 Apr 07 the Air Force Chief of Staff directed that vehicle registration via DD Form 2220 was no longer required on Air Force Bases.
3. This memorandum provides revised policy guidance to AR 190-5 by waiving vehicle registration requirements for personnel on Air Force Bases in accordance with the memorandum referenced.
4. Air Force personnel are still required to abide by the vehicle registration requirements of other service installations and activities to include Joint Bases.
5. Point of contact for this action is MAJ Randy Mullican at (703) 614-5052, or e-mail randy.mullican@us.army.mil.

A handwritten signature in black ink, reading "Charles A. Tennison", is positioned above the printed name and title.

CHARLES A. TENNISON
Colonel, MP
Chief, MP Policy Division

Attachment 3

INSTALLATION TRAFFIC CODE

A3.1. The Installation Traffic Review Officer has established the following standards as the Ellsworth AFB Installation Traffic Code. The Installation Traffic Code meets all local and legal requirements, and the standards published in the following: Assimilative Crimes Act (18 U.S.C. 13), the text and provisions of South Dakota Codified Laws (SDCL), Title 32 are adopted as federal law. The Installation Traffic Code consists of the text and provisions of SDCL Title 32, as amended and preceded by the provisions set forth in this attachment. In cases of disagreement, the provisions of this attachment shall take precedent over the text and provisions of SDCL Title 32, National Highway Safety Program Standards, as published in 23 C.F.R. § 1230, applicable portions of the Uniform Vehicle Code and Model Traffic Ordinance published by the National Committee on Uniform Traffic Laws and Ordinances, which is contained in 23 C.F.R. § 1204, and DoDI 6055.04.

A3.2. Authority of Security Forces and Fire Officials.

A3.2.1. Security Forces personnel and other persons assigned by the DFC are authorized to enforce the Installation Traffic Code.

A3.2.2. Security Forces personnel and other persons assigned by the DFC are authorized to direct traffic by voice, hand, or other means of signal.

A3.2.3. Fire Department/Medical officials are authorized to direct traffic at the scene of a fire response.

A3.3. Obedience to Security Forces and Fire Officials. No person will willfully or negligently fail or refuse to obey the lawful order or direction of Security Forces or Fire Department officials performing their official duties. Persons who violate this provision shall have four points assessed to their driving record in accordance with AFI 31-218(I), Table 5.2..

A3.4. Emergency Vehicle Operations.

A3.4.1. Emergency vehicle defined: Ambulances, Security Forces, Fire, Explosive Ordnance Disposal, Disaster Response, and command vehicles operated by the 28 BW/CC, 28 BW/CV, 28th Operations Group Commander (28 OG/CC), 28 MSG/CC, 28 OG Supervisor of Flying, and volunteer fire fighter POV identified by license plate/blue lights are considered emergency vehicles.

A3.4.2. Authority to disregard traffic regulations. The driver of an authorized emergency vehicle may disregard traffic regulations when responding to an emergency call, or when in the pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm, in-flight emergency, or other emergency. The driver may only disregard traffic regulations only when necessary and when the driver has ensured other vehicle operators have yielded the right of way. Under this provision, the driver may:

A3.4.2.1. Park or stand, regardless of the restrictions in this code.

A3.4.2.2. Proceed past a red or stop signal or stop sign, only after ensuring, not assuming, the right of way.

A3.4.2.3. Disregard regulations governing direction of movement or turning in a specified direction.

A3.4.2.4. Exceed posted speed limits, but only when the response can be completed safely and does not place other vehicle operators, bystanders, or other pedestrians at increased risk of injury or harm. Posted speed limits may only be exceeded by a maximum of 10 miles per hour (five miles per hour in military family housing/child development/teen center areas) unless waived by the vehicle operator's shift supervisor or higher authority (i.e. on-duty Security Forces Flight Sergeant, on-duty Fire Chief, etc.)

A3.4.3. Use of Required Emergency Equipment. Exemptions granted to an authorized emergency vehicle by this code apply only if the vehicle operator sounds an audible signal by siren or horn (except Security Forces personnel conducting a silent response) and activates at least one amber, red beacon light or is an authorized emergency vehicle operated by Security Forces personnel measuring the speed of another vehicle.

A3.4.4. Pursuit Driving. Detailed rationale and procedures to be followed by Security Forces personnel engaging in vehicle pursuit are contained in AFI 31-118, Security Forces Standards and Procedures.

A3.4.5. Duty of Operator to Use Care – Liability for Recklessness. The provisions of this section do not relieve drivers of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the drivers from the consequences of their reckless disregard for the safety of others.

A3.4.6. Emergency Response Notification Requirement. The dispatching control center must notify the Security Forces BDOC of all emergency vehicle responses.

A3.5. Installation Driving Privileges. This instruction will be used to determine requirements for installation driving privileges, stopping and inspecting personnel or vehicles, implied consent to tests designed to measure levels of intoxication, implied consent to impoundment, suspension and revocation of installation driving privileges, administrative due process for suspension or revocation of installation driving privileges, alcohol and drug abuse programs, restoration of installation driving privileges upon acquittal, restricted or limited installation driving privileges or probation, extensions of suspensions or revocations of installation driving privileges, and reciprocal state and military notification and action.

A3.6. Traffic Point Assessment. Traffic points will be assessed for moving violations according to AFI 31-218(I), Chapter 5, or as provided for in this publication. Only administrative actions (reprimand, assessment of points, loss of on base driving privileges, or other actions) will be initiated against military members for off base violations of the installation traffic code.

A3.7. Intoxicated and Impaired Driver Enforcement.

A3.7.1. In areas of exclusive federal jurisdiction, Security Forces personnel will apprehend or detain and process all persons suspected of intoxicated or impaired driving on Ellsworth AFB.

A3.7.2. In areas of proprietary jurisdiction, all civilians, family members and other dependents of military personnel, and retired military personnel suspected of intoxicated or impaired driving will be detained at the scene by Security Forces personnel pending the arrival of civilian law enforcement authorities who will process these offenders. Military personnel will be apprehended and processed by Security Forces personnel.

A3.8. Restraint Systems.

A3.8.1. Operators and passengers of all vehicles (excluding motor-driven cycles/vehicles manufactured prior to 1966) operated on Ellsworth AFB must wear restraint systems. In addition, operators and passengers of POVs/GOVs who are either active duty or reserve component members on active duty must wear restraint systems when driving or riding off the installation as well. Enforcement of restraint system requirements is not a secondary violation on Ellsworth AFB.

A3.8.1.1. Cars manufactured after model year of 1966 require a manufacture approved restraint system meeting federal traffic safety standards.

A3.8.2. Vehicle operators are required to restrain children who are under five years of age and under forty-five pounds by securing the child in a restraint system. The child passenger restraint system shall meet Department of Transportation Motor Vehicle Safety Standard 213 as in effect January 1, 1981.

A3.8.3. Sanctions for Non-Compliance. The vehicle operator is responsible for the restraint (or lack thereof) of passengers in his/her vehicle and will assume sanctions for non-compliance. Sanctions for this offense are for violations accumulated within a 12- month period are:

Table A3.1. Restraint Offenses and Consequences.

First offense	Four (4) points assessed against driving record and a written warning of loss of driving privileges for future violations
Second offense	Thirty (30) day suspension of installation driving privileges
Third offense	One (1) year suspension of installation driving privileges

A3.9. Speed Laws and Road Conditions.

A3.9.1. Ellsworth AFB speed limit is 25 miles per hour (mph) unless where otherwise posted, except:

A3.9.1.1. In military family housing areas or the Child Development Center and Youth Center areas where the speed limit is 15 mph. This may be indicated by flashing yellow lights. Sanctions where the offender's speed is 25 mph (10 mph over) or greater are:

Table A3.2. Speeding in Family Housing Offenses and Consequences.

First offense	Fourteen (14) day suspension of installation driving privileges
Second offense	Thirty (30) day suspension of installation driving privileges.
Third overall offense	Sixty (60) day suspension of installation driving privileges
Fourth overall offense	One (1) year suspension of installation driving privileges

A3.9.1.2. In parking areas, the speed limit is 5 mph, unless otherwise posted.

A3.9.1.3. When passing a formation of personnel in the roadway (i.e. a marching column, a unit conducting physical training, etc.), where the speed limit is 5 mph.

A3.9.2. Road Conditions. The speed limit may be adjusted installation-wide at the discretion of the 28 BW/CC or designated representative in response to, but not limited to, deteriorating road conditions due to severe weather. Road conditions are classified as green, yellow, red, and black. Their respective speed limits and additional restrictions are:

A3.9.2.1. Road Condition Green. Normal installation speed limits and traffic rules apply.

A3.9.2.2. Road Condition Yellow. Driving conditions exist that warrant additional caution. Vehicle operators are to remain a safe distance away from snow removal equipment, with the understanding that the snow equipment operator may be operating at an increased rate of speed and with visibility limitations. The vehicle will be operated in such a manner that always ensures control of the vehicle. The vehicle operator assumes all liability for vehicle damage will the vehicle become immovable due to weather or road conditions, such as damage from passing snow removal equipment, damage from exposure to severe weather, or any other damage which may occur.

A3.9.2.3. Road Condition Red. Maximum speed limit is 25 miles per hour or lower as posted. Hazardous driving conditions exist, travel is not advised, travel at your own risk. Gates may be closed or have restricted access. Motorists who choose to travel at their own risk may become stranded and emergency responders may not be able to reach them safely. Mission essential, key personnel, and emergency service personnel only will be traveling. The vehicle operator assumes all liability for vehicle damage should the vehicle become immovable due to weather or road conditions, such as damage from passing snow removal equipment, damage from exposure to severe weather, or any other damage which may occur.

A3.9.2.4. Road Condition Black. Extremely dangerous driving conditions exist. Roadways and gates are closed to travel due to dangerous driving conditions. Do not drive, only emergency services, snow removal, and mission critical vehicles may travel in an emergency.

A3.10. Additional Traffic Rules.

A3.10.1. Attachment to Vehicle Prohibited. Operators or passengers in or on any vehicle (to include bicycles, motorcycles, and mopeds) shall not attach themselves or hold onto any vehicle in motion, nor will the operator of any such vehicle allow any person or other vehicle to attach themselves or hold onto their vehicle.

A3.10.2. Government Vehicle Backing Restrictions. Personnel will not place into backward motion a government vehicle without the utilization of a spotter. Units may apply more stringent rules for government vehicles in local operating instructions.

A3.10.3. Littering Prohibited. No person will throw or deposit refuse or any other substance on a roadway, parking area, or other similar area.

A3.10.4. Non-Official Use Off-Road Vehicle Operation Prohibited. No person will operate a motor vehicle/UTV/ATV off roadways or on any seeded or unimproved area without the 28 BW/CC or designated representative's approval. Government owned, rented, or leased vehicles operated by personnel engaged in official duties (i.e. installation perimeter security patrols, safety inspections, animal control activities, maintenance activities, etc.) are exempt from this provision. Sanctions for violating this provision are:

Table A3.3. Off-Road Vehicle Operation Offenses and Consequences.

First offense	Three (3) month suspension of installation driving privileges
Subsequent offense within 12 months of a previous offense	Six (6) month suspension of installation driving privileges
Note: Multiple suspensions for violating this provision will be served consecutively, not concurrently.	

A3.10.5. Riding in Open Truck Bed.

A3.10.5.1. No privately owned vehicle operator, if the vehicle is a truck with an open bed, shall permit passengers to ride in the open bed.

A3.10.5.2. Persons operating 1/4 through 3/4-ton government owned, rented, or leased general-purpose trucks may transport passengers in an open bed only under the following conditions:

A3.10.5.2.1. The vehicle must be of a type, which encloses the bed on all sides (as opposed to a flatbed), and be equipped with a functioning tailgate.

A3.10.5.2.2. All seats with seatbelts must be occupied first. Passengers must remain seated on the cargo deck with no portion of their bodies protruding beyond the sides and rear of the truck.

A3.10.5.2.3. The vehicle will not be operated outside the confines of Ellsworth AFB.

A3.10.5.2.4. Passengers must exercise extreme caution when entering and exiting the cargo deck area.

A3.10.5.2.5. For trucks operating in the airfield environment, the provisions of DAFI 13-213, as supplemented, govern operations and take precedence if a conflict exists.

A3.10.6. U-Turns. U-Turns are prohibited on EAFB. Vehicles will not be turned to proceed in the opposite direction, nor may any similar turn be made on roads. Mission essential vehicles such as emergency vehicles, street sweepers, and snow removal equipment are exempt from this prohibition if necessary for mission accomplishment.

A3.10.7. Noise Limitation.

A3.10.7.1. Impairment of operator's ability to hear warnings prohibited. No vehicle operator may operate a sound or music system at a level that impairs the operator's ability to hear audible warnings of emergency vehicles or emergency personnel. This limitation applies whether the vehicle is in motion, stopped, or parked.

A3.10.7.2. Vehicles left parked or standing with sound or music system in operation prohibited. At no time will any vehicle operator park or leave standing unoccupied on any roadway or parking area a vehicle with a music or sound system in operation.

A3.10.7.3. Profane, inflammatory, or discriminatory sound or music audible from outside the vehicle is prohibited. At no time will any vehicle sound or music system be operated on a roadway, parking area, public gathering place, or other area readily accessible to the public in such a manner that allows profane, inflammatory, or discriminatory language to be heard outside the confines of the vehicle's passenger compartment.

A3.10.8. Traffic Flow in Parking Areas. Disregarding the designated traffic flow in parking areas is prohibited. Either directional arrows or the angle of the spaces indicates traffic flow in a parking area. Mission essential vehicles such as street sweepers and snow removal equipment are exempt from this prohibition if necessary for mission accomplishment.

A3.10.9. Driving through any parking area for the purpose of bypassing normal traffic flow on roadways is prohibited.

A3.10.9.1. In Family Military Housing Areas, Vehicle traffic is limited to residents, invited guests, and those on official business or otherwise authorized. Driving through military family housing for other purposes is prohibited.

A3.10.10. Sanctions for habitual non-moving violations (i.e. driver's license expired/not in possession, no proof/current vehicle insurance IAW SD statutes, unauthorized modifications or alterations, failure to maintain safety standards, etc.) are assessed based on violations accumulated within a 12-month period are:

Table A3.4. Habitual Non-Moving Violation Offenses and Consequences.

Third offense	Fifteen (15) day suspension of installation driving privileges
Fourth offense	Forty-five (45) day suspension of installation driving privileges
Fifth offense	Six (6) month suspension of installation driving privileges
Sixth offense	One (1) year revocation of installation driving privileges

A3.10.11. Operating a motor or self-powered vehicle during retreat is prohibited. For the purposes of this supplement, retreat is defined as the playing of the National Anthem at the end of the duty day.

A3.10.12. Use of Headphones and Earphones. Wear of headphones or earphones while operating any motor vehicle is prohibited. Wear of headphones or an earphone while skating, running, walking, or bicycling on any roadway is prohibited. Exception: hearing protection may be worn if a legitimate safety or occupational health requirement exists.

A3.10.13. Use of RADAR detection and/or jamming devices. No person will use a radar detection device to indicate the presence of speed-recording instruments or to transmit simulated erroneous speeds while operating any vehicle on Ellsworth AFB.

A3.10.14. Cellular/Smart Telephones. All drivers, military and civilian are prohibited from texting, surfing the internet, and other capabilities of a cellular/smart phone while driving on Ellsworth AFB. Only use of cellular/smart phone allowed is when operated by hands-free devices. Text messaging means reading from or entering data into any handheld or other electronic device. Driving means operating a motor vehicle on an active roadway with the motor running, including while temporarily stationary because of traffic, a traffic light or stop sign, or otherwise. It does not include operating a motor vehicle with or without the motor running when one has pulled over to the side of, or off, an active roadway and has halted in a location where one can safely remain stationary without impeding the normal flow of traffic. The sanctions for cell phone violations are:

Table A3.5. Prohibited Cellular/Smart Telephone Use Offenses and Consequences.

First offense	Three (3) traffic points and driving suspension warning letter issued.
Second offense	Three (3) traffic points and a thirty (30) day suspension of installation driving privileges.
Third offense	Three (3) traffic points and a one (1) year revocation of installation driving privileges.

A3.10.15. Display of Plates and Stickers:

A3.10.15.1. License plates assigned to a motor vehicle will be attached, one in the front and the other in the rear, except as indicated below:

A3.10.15.2. The state of registration only issues one plate for display.

A3.10.15.3. The license plate is assigned to a motor-driven cycle, ATV or trailer will be attached to the rear only.

A3.10.15.4. Vehicles displaying "year of manufacture," "old-timer," "classic car," or "street rod" license plates issued from the South Dakota Department of Licensing shall be allowed to display one plate attached to the rear of the vehicle.

A3.10.15.5. The license plate(s) will be displayed during the current registration year. The annual registration year will be displayed on each plate.

A3.10.15.6. Every license plate will, at all times; be securely fastened to the outside of the vehicle to which it is assigned; must not swing; be in a place and position to be clearly visible from 75 feet away; shall be maintained free from foreign materials and in a condition to be clearly legible; rear plate will be illuminated by a clear white light when vehicle headlights are activated; all registration stickers shall be securely attached to the license plates.

A3.10.16. Lamps and Lights:

A3.10.16.1. Vehicle operators will turn on headlights from sunset to sunrise; during fog, smoke, or rain when windshield wipers are activated; and at any other time when persons and vehicles cannot be seen clearly. Parking lights, clearance lights, and "daytime running lights" will not be used in lieu of headlights. Points are assessed as operating an unsafe vehicle as per [Table 5.2](#) of the basic publication.

A3.10.16.2. Vehicle operators approaching installation entry points will turn headlights off (if vehicle permits) and use only parking lights 200 feet from entry points as long as doing so will not cause a safety hazard during period of reduced visibility. This requirement does not include "daytime running lights".

A3.10.17. Stop Lamps. Vehicles operated on Ellsworth AFB will be equipped with fully functional stop lamps on the rear of the vehicle which shall display a red or amber light, or any shade of color between red and amber and which shall be actuated upon application of the foot brake, and which may, but not needed, be incorporated with one or more other rear lamps.

A3.10.17.1. Signal Lamps. Vehicles operated on Ellsworth AFB will be equipped with fully functional signal lamps showing to the front and rear an intention to turn either to the left or the right. When actuated, the lamps shall indicate the intended direction of turning by flashing the lights showing to the front and rear on the side toward which the turn is made.

A3.10.17.1.1. No stop lamp, signal lamp, or device shall project a glaring light.

A3.10.17.2. Headlamps. Every motor vehicle other than a motor-driven cycle shall be equipped with at least two fully functional headlamps with at least one on each side of the front of the vehicle.

A3.10.17.2.1. No person(s) shall operate a motor vehicle on Ellsworth AFB with head/tail lamps which are composed of, covered by, or treated with any material, substance, system, or component (other than factory install/equipped) which, when such headlamps are not in operation, are highly reflective or otherwise opaque and nontransparent.

A3.10.17.2.2. Head lamps on motor-driven cycles. Every motor- driven cycle shall be equipped with at least one and not more than two fully functional headlamps.

A3.10.17.3. Tail lamps. Every motor vehicle, trailer, and any other vehicle while operating on Ellsworth AFB shall be equipped with at least two fully functional tail lamps mounted on the rear, when lighted as required, shall emit a red light plainly visible.

A3.10.17.4. Auxiliary passing lamps. Motor vehicles entering Ellsworth AFB may be equipped with not more than two fully functional auxiliary passing lamps mounted on the front of the vehicle.

A3.10.17.5. Auxiliary driving lamps. Motor vehicles entering Ellsworth AFB may be equipped with not more than two auxiliary driving lamps mounted in the front of the vehicle.

A3.10.17.6. Emergency Flashers. Emergency flashers will be utilized by disabled vehicles or vehicles stopped in such a manner they interfere with the flow of traffic.

A3.10.17.6.1. Vehicle operators will not stop or suddenly decrease the speed of a vehicle or make a turn without first attempting to give the appropriate signal.

A3.10.17.7. Customized lighting. The use of customized lighting that fails to conform to the above stated standards is prohibited on Ellsworth AFB (e.g., neon ground effect lighting, tire air-valve lights, license plate frame lighting, etc.).

A3.10.17.8. Slow moving vehicles will utilize emergency flashers. Operators of slow-moving vehicles will utilize hand and arm signals to indicate the intention to turn or to instruct other vehicle operators when it is safe to pass.

A3.10.18. Overtaking and Passing:

A3.10.18.1. Passing vehicles traveling in the same direction is not authorized on Ellsworth AFB, except for passing a stopped vehicle, or slow moving special- purpose vehicle, when waved on by the operator.

A3.10.18.2. Overtaking and passing another vehicle on the right will be accomplished under safe conditions, and if the movement can be accomplished by not driving off the pavement or main traveled portion of the roadway. Vehicle operators will only overtake and pass on the right under the conditions identified below:

A3.10.18.3. When the vehicle overtaken is making or about to make, a left turn.

A3.10.18.4. Upon streets or roadways with unobstructed pavement not occupied by parked vehicles, and of sufficient width for two or more lanes of moving vehicles in each direction.

A3.10.19. Stopping and Standing:

A3.10.19.1. Except for emergency situations, vehicles will not stop in such a manner that interferes with normal traffic flow, unless otherwise directed by traffic control devices or personnel.

A3.10.19.2. Vehicles will not enter an intersection or crosswalk unless there is sufficient space on the other side to accommodate the vehicle being operated or stopped without obstructing the passage of other vehicles or pedestrians.

A3.10.19.3. No vehicle shall be driven over an unprotected fire hose laid down on a roadway without the consent of fire department officials.

A3.10.19.4. All vehicles (unless emergency vehicles are responding) will come to a complete stop at stoplight/ signs.

A3.10.20. Yielding the Right of Way:

A3.10.20.1. Vehicle operators emerging from alleys, driveways, or parking lots will stop prior to driving onto a sidewalk or onto sidewalk areas extending across alleys, building entrances, roads, or driveways. If no sidewalk area exists, the vehicle will stop at the point nearest the street to be entered where the operator has a clear view of approaching traffic. These provisions must be always complied with regardless of whether a stoplight/sign is present.

A3.10.20.2. Vehicle operators will yield the right-of-way in the following situations:

A3.10.20.2.1. Vehicles and pedestrians engaged in roadway construction in maintenance areas.

A3.10.20.2.2. Pedestrians entered in to and occupying marked crosswalks, or as indicated by official traffic control devices.

A3.10.20.2.3. When intending to turn left at an intersection or into an alley or driveway across approaching traffic from the opposite direction.

A3.10.20.2.4. Upon the approach of emergency vehicle(s) using audible and/or visual signals, vehicle operators will immediately yield the right-of-way by driving to a position parallel to, and as close as possible, to the right-hand edge or curb of the roadway (clear of intersection). The vehicle will remain in that position until the emergency vehicle(s) have passed, and it is safe to re-enter the flow of traffic. This does not relieve the operators of emergency vehicles from the duty to drive with care and caution for the safety of others.

A3.10.20.2.5. Upon the approach of troop formations and/or movements.

A3.10.21. Traffic Signals and Signs:

A3.10.21.1. Steady red light – Operators will come to a complete stop at the clearly marked stop line, or before entering the intersection or crosswalk and not proceed until a steady green light is illuminated.

A3.10.21.2. Flashing red light – Operators will come to a complete stop at the clearly marked stop line, or before entering the intersection or crosswalk. Operators will check for approaching vehicle/pedestrian traffic before proceeding.

A3.10.21.3. Steady yellow light – Operators must be prepared to stop.

A3.10.21.4. Flashing yellow light – Operators may proceed using extreme caution; however, vehicle operators must be prepared to stop.

A3.10.21.5. Except when directed to proceed by SF personnel and/or a posted Traffic Control Point during cordoned-off situations, vehicle operators approaching a stop sign must stop at marked stop line, or crosswalk. After coming to a complete stop, the vehicle operator will check for approaching traffic and yield the right-of-way to oncoming traffic.

A3.10.21.6. Yield Signs. Operators approaching a yield sign will slow down to a speed reasonable for the existing conditions, and if required, stop at a clearly marked stop line. If there are no stop lines, the driver will stop at the point nearest the intersecting roadway where the driver has a clear view of approaching traffic.

A3.10.21.7. No one will place, maintain, or display unauthorized sign, signals, markings, or devices that resemble a traffic control device, which attempts to direct/control the movement of traffic, hides from view, or interferes with the effectiveness of traffic control devices, signs, or signals.

A3.10.21.7.1. Individuals will not place or maintain a traffic sign or signal bearing advertisement upon any roadway.

A3.10.21.7.2. 28 CES and/or Security Forces personnel will remove prohibited signs, signals, or markings identified in this instruction.

A3.10.21.7.3. No one will, without lawful authority, attempt to alter, deface, knock down, or remove official traffic control devices, railroad signs or signals, or any inscription shield or insignia affixed to these signs.

A3.10.22. Following Other Vehicles

A3.10.22.1. Vehicles will not follow other vehicles closer than is reasonable and prudent (10 feet for each 10 mph of speed), having regard for the speed, current traffic conditions, and current weather, road, and climatic conditions.

A3.10.22.2. During periods of inclement weather (e.g., wind, rain, snow) and reduced visibility, vehicle operators will increase the distance between other vehicles.

A3.10.22.3. Vehicles driven on roadways, outside of business or residential areas, in a caravan or motorcade, will allow sufficient space between each vehicle, or combination of vehicles, enabling other vehicles to enter and occupy such space without danger. This provision does not apply to funeral processions or military convoys.

A3.10.22.4. Vehicle operators (other than for official business) shall not follow any emergency vehicle during an actual response closer than 500 feet, or drive into or park a vehicle within a 500-foot radius where fire department personnel have stopped in response to an alarm.

A3.10.23. Overtaking and Passing of School Buses. Driver of a vehicle meeting or overtaking from either direction any school bus stopped on the roadway, for the purpose of loading or unloading passengers, shall stop before reaching the school bus when there is in operation on a school bus the yellow or red visual signals are actuated and not proceed until such school bus resumes motion, or the visual signals are no longer actuated.

A3.10.24. Reckless driving. Any person who drives any vehicle carelessly and heedlessly; disregards the rights or safety of others; without due caution or circumspection; at a speed or in a manner to endanger or to likely endanger any person or property. This is in violation of UCMJ Article 113 and requires Fingerprint and DNA collection.

A3.10.25. Careless driving. Any person who drives any vehicle carelessly; without due caution; at a speed or in a manner to endanger any person or property not amounting to reckless driving.

A3.10.26. Exhibition driving. Any person who drives any vehicle in such a manner that creates or causes unnecessary engine noise; tire squeal; skid; slide upon acceleration or stopping; otherwise break traction; simulates a temporary race; causes the vehicle to unnecessarily turn abruptly or sway.

A3.10.27. Inattentive Driving. Operation of a motor vehicle in a manner which evidences a lack of that degree of attentiveness required to safely operate the vehicle under the prevailing conditions, including but not limited to the nature and condition of the roadway, presence of other traffic, presence of pedestrians, and weather conditions.

A3.10.28. Right turning vehicle required to keep right. The driver of a vehicle intending to turn to the right at an intersection shall approach such intersection in the lane for traffic nearest to the right-hand side of the highway, and in turning shall keep as closely as practicable to the right-hand curb or edge of the highway.

A3.10.29. Left-turning vehicle. The driver of a vehicle intending to turn left shall approach the turn in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. If practicable, the left turn shall be made to the left of the center of the intersection and so as to leave the intersection or other location in the extreme left-hand lane lawfully available to traffic moving in the same direction as the vehicle on the roadway being entered.

A3.10.30. Left-turning vehicles/Right-of-way of oncoming vehicle. The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard. The driver after having so yielded and having given a signal may make such left turn.

A3.10.31. Turning from wrong lane prohibited. No person may turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required. A signal of intention to turn right or left when required shall be given continuously when not less than the last one hundred feet traveled by the vehicle before turning.

A3.10.32. Turning signals. The driver of any vehicle before starting, stopping, or turning from a direct line shall first see that such movement can be made in safety and if any pedestrian may be affected by such movement shall give a signal as required plainly visible to the driver of such other vehicle of the intention to make such movement.

A3.10.33. Unsafe backing. The driver of a vehicle may not back the vehicle unless such movement can be made with safety and without interfering with other traffic.

A3.10.34. Leaving the scene of an accident. This is in violation of UCMJ Article 111 and requires Fingerprint and DNA collection.

A3.11. Additional Stopping and Parking Restrictions.

A3.11.1. Unattended Child in Vehicle Prohibited. Children under 10 years of age shall not be left unattended in a motor vehicle.

A3.11.2. Safeguarding of unattended vehicle. When the ambient temperature is 32 degrees Fahrenheit or below, no person driving or in charge of a motor vehicle may permit it to stand running unattended without effectively setting the brake thereon and, if standing upon any grade, turning the front wheel to the curb or side of the roadway. At no time will a motor vehicle be left to stand running unattended when the ambient temperature is 33 degrees Fahrenheit or above.

A3.11.3. Vehicles will not be permitted to stand running unattended at the Child Development Center.

A3.11.4. Unattended animal restrictions.

A3.11.4.1. Animals may not be left unattended in the open bed of a truck, unless properly caged in such a manner that prevents any claw, muzzle, mouth, snout, hoof, or hand of the animal to be extended beyond the interior of the cage.

A3.11.4.2. Animals may not be left unattended in the passenger compartment of a vehicle unless it is controlled in such a manner that prevents an attack on other animals or persons outside the vehicle. Animals may not be left unattended in vehicles when the ambient temperature rises above 80 degrees Fahrenheit.

A3.11.5. Raider Cafe Parking. Parking at the Raider Cafe parking area is limited to Raider Cafe customers only.

A3.11.6. Prohibited Standing and Parking. Except for 28 CES personnel in the performance of official duties, vehicles may not stand or park:

A3.11.6.1. In any position that obstructs or blocks a fire lane or in any way hampers fire department operations.

A3.11.6.2. Within 30 feet of the boundary of a restricted area. Civil Engineers in performance of official duties must obtain permission from the Security Forces BDOC before parking or standing within 30 feet of the boundary of a restricted area.

A3.11.6.3. In a reserved parking space not designated for their use; however, spouses may park in spaces reserved for their sponsor.

A3.11.6.4. At or near an intersection in any position which obstructs the view of approaching traffic.

A3.11.6.5. Across painted parking lines in any manner that causes the vehicle to occupy more than one parking space.

A3.11.6.6. In any area not designated for parking by either signs or painted lines or markings.

A3.11.6.7. Within a loading zone, unless engaged in the loading or unloading of passengers or material.

A3.11.6.8. In a parallel manner within any area designated or designed for angled or perpendicular parking.

A3.11.6.9. In any manner that blocks or is within an area painted with yellow or white diagonal lines.

A3.11.7. Restrictions on Standing and Parking, Except to Pick Up or Discharge Passengers. Unless necessary to avoid conflict with other traffic or unless Security Forces personnel so direct, no person may stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:

A3.11.7.1. Along any roadway curb, or edge, or shoulder of the roadway. A3.10.7.2. Within a fire lane.

A3.11.8. Parking Restrictions, Except for Unloading Material. Unless necessary to avoid conflict with other traffic or unless Security Forces personnel so direct, no person may park a vehicle within 15 feet of a trash dumpster, except temporarily for the purpose of and while unloading material, or when necessary for authorized waste management personnel to empty, remove, or replace the dumpster.

A3.11.9. Restrictions on Parking Off the Paved Surface. No person shall park a vehicle off the paved surface or on any seeded or unimproved area, except when:

A3.11.9.1. Directed to do so by Security Forces or fire department personnel.

A3.11.9.2. Necessary in the performance of authorized official duties.

A3.11.9.3. Authorized by the 28 BW/CC or designated representative during snow removal operations.

A3.11.9.4. For military family housing areas, when authorized by 28 Civil Engineer Squadron Housing Office (28 CES/CEH) officials as specified in the housing pamphlet and other official guidance.

A3.11.10. Recreational Vehicle and Boat Parking Restrictions.

A3.11.10.1. Recreational Vehicle (RV) defined: a vehicular portable structure built on a chassis designed to be used as a temporary dwelling for travel, recreation, or vacation use or permanently identified as a travel trailer by the manufacturer. An RV may be designed to be towed behind another vehicle or may be on a motorized chassis. Enclosures designed to be carried within or on top of a pickup truck bed (commonly known as slide-in campers) are considered RVs when they are not carried within or on top of the bed but are not considered RVs when they are carried within or on top of a pickup truck bed.

A3.11.10.2. Unless necessary to load or unload equipment, or unless directed to do so by Security Forces or Fire Department personnel, do not park an RV or boat on any roadway or parking area, except:

A3.11.10.2.1. The RV storage area operated by 28 FSS.

A3.11.10.2.2. Military family housing area driveways and garages. Refer to Ellsworth AFB Housing Manual or contact Ellsworth AFB Base Housing Office for further guidance.

A3.11.10.2.3. The Family Camp (FAMCAMP) area and its overflow areas operated by 28 FSS.

A3.11.10.2.4. The Auto Resale Lot operated by 28 FSS.

A3.11.11. Military Family Housing Parking Restrictions. The following parking restrictions apply only to military family housing areas:

A3.11.11.1. Parking is prohibited within 15 feet of a fire hydrant in all military family housing areas. Exception: moving vans engaged in household goods pick up or delivery.

A3.11.11.2. Parking within 15 feet of a bus stop structure or mailbox is prohibited.

A3.11.11.3. Snow Routes and Snow Removal Operations. All vehicles will be removed from the roadway in military family housing areas upon declaration of a snow advisory or winter weather warning, or when directed by competent authority. Vehicles not removed from the roadway will be towed at the owner's expense. The USAF and 28 BW do not assume any risk, responsibility, or liability for any damage to vehicles occurring from snow removal or towing operations when vehicle owners are in violation of this provision.

A3.11.11.4. Vehicles will not be left parked on any street or roadway while the owner is TDY, on leave, or otherwise away from the residence for an extended period. An Ellsworth AFB TDY parking lot has been designated for vehicle owners who are TDY and who either have no other place to legally park their vehicle, or who choose to park it in the TDY parking lot.

A3.11.11.4.1. The designated Ellsworth AFB TDY parking lot is located on the east side of Schriever Street, between the Arnold Drive and Spaatz Drive intersections.

A3.11.11.4.2. Owners may leave their vehicles parked in the TDY parking lot only when they are TDY, and at their own risk. The USAF and 28 BW do not assume any risk or liability for any damage which occurs because of leaving a vehicle unattended in the TDY parking lot.

A3.11.11.4.3. During unforeseen circumstances or other emergency considerations, the provisions of **paragraph A3.17** apply to vehicles left parked in the TDY parking lot. To avoid towing and storage costs, owners will prominently display on the dashboard in a location visible from the vehicle's exterior an information sheet similar to the sample below (**Table A3.17**). The information sheet could prevent the towing of a vehicle by identifying a caretaker or other point of contact able to move or take control of the vehicle, if necessary.

A3.11.11.4.4. The Ellsworth AFB TDY parking lot overflow area will be the parking lot of Bldg. 3602/Post Office parking lot.

Table A3.6. Sample TDY Parking Lot Vehicle Owner's Information Sheet.

VEHICLE OWNER'S INFORMATION SHEET	
Rank/Name (last, first, mi.)	Unit
SSgt Doe, Mary P.	28 SFS
Dates TDY from-to:	TDY Location:
15 Apr 11 -15 Aug 11	Langley AFB, VA
LOCAL CARETAKER POINT OF CONTACT	
Name (last, first, mi.)	Address / Phone:
SrA Smith, John A.	28 SFS/S3OX, 385-1234 Ellsworth AFB SD 57706

A3.11.11.4.5. A DUI parking lot has been designated for Ellsworth AFB for vehicle owners whose on base driving privileges have been suspended or revoked due to a DUI/Points Accumulation, etc., and who either have no other place to legally park their vehicle or who choose to park it in the DUI parking lot.

A3.11.11.4.6. The designated DUI parking lot is located off base, north of the Box Elder Post Office on South Ellsworth Drive.

A3.11.11.4.7. Owners may leave their vehicles parked in the DUI parking lot during their on base driving suspension/revocation, and at their own risk. The USAF and 28 BW do not assume any risk or liability for any damage that occurs as a result of leaving a vehicle unattended in the DUI parking lot.

A3.11.12. Sanctions for repeated violations of parking restrictions are based on violations accumulated within a 12-month period are:

Table A3.7. Parking Violation Offenses and Consequences.

Third Offense	Fifteen (15) day suspension of installation driving privileges
Fourth Offense	Forty-five (45) day suspension of installation driving privileges
Fifth Offense	Six (6) month suspension of installation driving privileges
Sixth Offense	One (1) year revocation of installation driving privileges

A3.12. Additional Motorcycle, Motor Scooter, Moped, and ATV Regulations.

A3.12.1. Operators and passengers of motorcycles, motor scooters, or mopeds and other self-propelled, open, two-wheel, three-wheel, and four-wheel vehicles powered by an internal combustion engine or electric motor must adhere to the following rules and equipment requirements prior to operation on the installation:

A3.12.1.1. The vehicle must have an operational headlight and red taillight capable of being seen at a distance of at least 500 feet, and the headlight must be illuminated whenever the vehicle is placed into operation.

A3.12.1.2. A rear-view mirror will be attached to a handlebar.

A3.12.1.3. Have an operational horn.

A3.12.1.4. Operators and passengers will comply with the following safety equipment requirements:

A3.12.1.4.1. Approved protective helmets must be worn by operators and passengers and properly fastened under the chin when in operation. An approved helmet is one that is certified to meet current Federal Motor Vehicle Safety Standard No. 218 or Snell Standard M2005 safety standards.

A3.12.1.4.2. Eye Protection. Goggles, wrap around glasses, or a full-face shield (properly attached to helmet) designed to meet or exceed American National Standards Institute (ANSI) Standard Z87.1, or UNECE 22.05 or BS6658 for impact and shatter resistance will be worn and properly used. A windshield does not constitute proper eye protection.

A3.12.1.4.3. Foot Protection. Sturdy, over the ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn). Sandals, low quarters, sneakers, and similar footwear will not be used.

A3.12.1.4.4. Protective Clothing. Wearing of long-sleeved shirt or jacket, long trousers and full-fingered gloves or mittens is required. Wearing of a motorcycle jacket and pants constructed of abrasion resistant materials such as leather, Kevlar® and/or Cordura® containing impact absorbing padding is strongly encouraged. Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

A3.12.1.4.5. At no time will operators of ATVs and mopeds transport passengers.

A3.12.1.4.6. Any person operating a motorcycle on Ellsworth AFB must possess a state-issued driver's license with a motorcycle class, certification, or authorization indicated on the license; must have in their possession current documented insurance which proves said vehicle is insured to the standards required of the state vehicle is registered. This provision does not apply to personnel operating government (GOV) ATVs on duty for official business.

A3.12.1.5. Training and certification requirements.

A3.12.1.5.1. Motorcycle, motor scooter and moped operators must comply with safety course requirements as outlined in AFI 91-207.

A3.12.1.5.2. ATV operators must comply with safety course requirements as outlined in AFI 91- 207, The US Air Force Traffic Safety Program.

A3.13. Snowmobile Operation.

A3.13.1. Operation of snowmobiles on Ellsworth AFB is restricted to government owned snowmobiles in the performance of official duties. They will not be operated on roadways except to cross. Helmets will be worn at all times.

A3.14. Additional Bicycle Regulations.

A3.14.1. Any person operating or riding as a passenger on a bicycle must ride on or astride a seat secured to the frame.

A3.14.2. When a usable bicycle path is provided along the roadway, bicycle riders must use the path and not the roadway. When using a roadway, bicyclists will adhere to all vehicle rules of the road.

A3.14.3. During hours of darkness riders will wear retro-reflective vest/jacket or outer garment containing retro-reflective material. In addition, bicycles will be equipped with a white front light (not a reflector) visible for 500 feet and red rear reflector or light clearly visible from the rear of the bicycle from a distance of 300 feet.

A3.14.4. Bicyclists shall not attach themselves or hold onto any vehicle in motion.

A3.14.5. All persons who ride a bicycle, tricycle, or other human powered vehicle, including motorized bicycles, on an AF installation in a traffic environment shall wear a properly fastened and approved (e.g., Consumer Product Safety Commission, ANSI, Snell Memorial Foundation or host nation equivalent) bicycle helmet.

A3.15. Additional Pedestrian Regulations.

A3.15.1. Pedestrian defined: any person moving or traveling on foot, including any person wearing roller skates, roller blades, riding on a skateboard, or otherwise traveling via the use of a wheeled device in contact with the shoes or feet.

A3.15.2. When jogging or running on roadways at night or in inclement weather (e.g., fog, rain, sleet, snow, etc.), personnel will wear clothing containing retro-reflective properties or retro- reflective accessories visible from the front and back.

A3.15.3. Pedestrians will not wear portable headphones, earphones, cellular phones, iPods, or other listening and entertainment devices (other than hearing aids) while walking, jogging, running, bicycling, skating or skateboarding on roadways.

A3.15.4. Pedestrians will not attach themselves or hold onto any vehicle in motion.

A3.15.5. Pedestrians wearing roller skates, roller blades, riding on a skateboard, or otherwise traveling via the use of a wheeled device in contact with the shoes or feet will wear an approved safety helmet and must use pads protecting the elbows and knees.

A3.15.6. Non-Motorized Transportation Devices. Operators of these devices, including but not limited to skateboards, kick-scooters, roller-blades and roller-skates, are prohibited on installation roadways except for incidental road access associated with pedestrians and will comply with all pedestrian related traffic laws.

A3.15.7. Individuals are not authorized to jog, run or walk on roadways with high traffic density and during peak traffic periods. Pedestrians will not enter a crosswalk until safe to do so. Pedestrians must yield to traffic unless yielded the right of way by oncoming driver. Road guards or safety spotters will be utilized to safely control traffic for formation runs or group running events.

A3.16. Abandoned Vehicles.

A3.16.1. Abandoned vehicle defined: any vehicle that is illegally parked, unlicensed, unregistered, or derelict, whose owner cannot be contacted or who fails to move such a vehicle within 72 hours after it is cited for abandonment.

A3.16.2. It is unlawful for any person to abandon a motor vehicle on Ellsworth AFB or for any person to introduce or cause to be introduced any derelict vehicle onto Ellsworth AFB or areas under its jurisdiction.

A3.17. Privately Owned Vehicle Maintenance and Repair Restrictions.

A3.17.1. No person will perform major repairs or maintenance on a POV on Ellsworth AFB other than at the 28 FSS Auto Hobby Shop. Major repairs and maintenance are those that require the removal of major parts including, but not limited to, the transmission, engine, differential, external body parts, or those that require more than 24 hours to complete.

A3.17.2. Minor POV repairs and maintenance may be performed at any location on Ellsworth AFB where it is safe to do so and where appropriate authority (e.g. 28 CES/CEH for military family housing areas) has not provided notice of prohibition. Minor repairs and maintenance are those that require less than 24 hours to complete and include but are not limited to, tire changes, minor engine adjustments, and oil changes.

A3.17.3. Emergency repairs are those that are necessary to repair disabled vehicles or otherwise make possible for the vehicle to be placed in motion. Examples of emergency repair include, but are not limited to, tire changes, addition of coolant, repair of hanging or damaged material, and are authorized to be performed at the place of disablement, providing:

A3.17.3.1. The vehicle is moved or located in such a manner that it does not obstruct any roadway or parking area flow plan.

A3.17.3.2. The repair can be completed without endangering persons or property.

A3.17.3.3. A person or persons knowledgeable of the repair to be performed complete the repair.

A3.17.3.4. The vehicle's four-way flashers are illuminated as a warning to other motorists.

A3.17.3.5. If more than one person is present; one shall act as a safety observer and traffic spotter.

A3.17.3.6. The repair can be completed in less than 45 minutes.

A3.17.4. No person will leave a vehicle unattended outdoors while the vehicle is on jacks, stands, or lifts.

A3.18. Towing and Impounding Privately Owned Vehicles.

A3.18.1. Security Forces personnel may impound POVs when the following conditions exist:

A3.18.1.1. The POV is illegally parked within 30 feet of a restricted area boundary or on the flight line.

A3.18.1.2. Security Forces personnel have reason to believe the vehicle is involved in or in some way related to criminal activities, abandoned, or creating a fire hazard.

A3.18.2. Security Forces will plan for towing of vehicles operated by civilians detained for intoxicated driving offenses in areas of exclusive jurisdiction. For areas of proprietary jurisdiction, the civilian law enforcement official normally arranges for the vehicle's removal.

A3.18.3. Towing and Storage

A3.18.3.1. Temporary impoundment and towing of POVs for violations of the installation traffic code or involvement in criminal activities will be accomplished under the direct supervision of Security Forces personnel.

A3.18.3.2. A contracted civilian tow service or a tow truck operated by 28 LRS will be used to tow vehicles to the impoundment lot or other designated location.

A3.18.3.3. Security Forces will conduct a search of the vehicle incident to impoundment and complete an inventory of property contained therein.

A3.18.3.4. The owner of an impounded vehicle may be charged towing, impoundment, and storage fees.

A3.19. Flight Line Vehicle Operations.

A3.19.1. For the purpose of this code, the flight line is defined as the area encompassed by the fence surrounding the airfield environment and includes the runways, aircraft parking ramps, and taxiways.

A3.19.2. The provisions of this code apply to all roadways within the flight line. DAFI 13-213 as supplemented, governs vehicle operations on the runway, aircraft parking ramps, and taxiways.

A3.20. Vehicle Operations within Restricted Areas. POVs will not be operated within a restricted area, unless the specifications and requirements identified in 28 BW Integrated Defense Plan are complied with.

A3.21. Graffiti/Decals/Custom Painting and Markings. Graffiti, decals, custom paint and/or markings are allowed if they are not obscene or offensive and are in "good taste."

A3.22. Driver's License To Be Carried And Exhibited On Demand. Every licensee shall always have their driver's license in their possession when operating a motor vehicle and shall, upon demand, surrender the driver's license into the hands of a law enforcement official for his/her inspection.

A3.23. Vehicle Registration to be Carried. The vehicle registration certificate issued for a vehicle required to be registered by the provision of this instruction shall, be current and while the vehicle is being operated upon a roadway, be in the possession of the operator or carried in the vehicle and be subject to inspection by any traffic official.

A3.24. Vehicle Insurance. The insurance for a vehicle required to be registered by the provisions of this instruction shall be current and in possession of the operator while the vehicle is being operated upon a roadway and be subject to inspection by any traffic official. Vehicle Insurance can be accepted by phone or printed copy.

A3.25. Unsafe Vehicles.

A3.25.1. No person shall operate or move any motor vehicle and/or trailer on any roadway unless the required equipment is in good working order and the vehicle is in such mechanical condition as to not endanger the driver, occupants or any person upon the roadway.

A3.25.2. Vehicles having safety defects, which render the operation of the vehicle unsafe (e.g., broken windshield, bald tire(s), etc.), will be cited via DD Form 1408 and will not be able to be operated until the discrepancy is correct.

A3.25.3. Vehicles having minor safety defects (e.g., broken lights or lenses, inoperative lights, etc.), may be issued a 72 hour "WARNING" DD Form 1408, and the operator will be instructed to report to Security Forces BDOC within 72 hours with the discrepancy corrected. "WARNING" tickets will be maintained by the BDOC for a 72-hour period, after that time the citations will be forwarded to 28 SFS/S5R for processing as a normal citation.