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OF THE AIR FORCE**



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RAF LAKENHEATH  
Supplement**

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

**AIRFIELD DRIVING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This Department of the Air Force Instruction (DAFI) implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airfield, Airspace and Range Management*. This DAFI applies to all civilian employees and uniformed members of the United States Space Force, Regular Air Force, Air Force Reserve, and Air National Guard organizations (to include contracted locations) that administer an airfield driving program. At joint, shared-use, and overseas airfields, this DAFI applies to organizations that are operated and/or managed by the Department of the Air Force, as outlined in real estate documents or letters of agreement. It establishes responsibilities, procedures, and restrictions for the safe control and operation of vehicles and equipment on airfield ramps, aprons, taxiways, and runways. Compliance with the Attachments **2, 3, 4, 5, 6, 7, 8** and **9** in this instruction is mandatory. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition

Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Air Force Form 847, *Recommendation for Change of Publication*; route Air Force Form 847 from the field through the appropriate functional chain of command. This DAFI may be supplemented at any level, however major or field command supplements to include interim changes to previously approved supplements must be routed to Headquarters Air Force Flight Standards Agency (AFFSA), Director of Airfield Operations (AO) for coordination prior to certification and approval. Unit (wing or base) supplements to this DAFI must be routed to the responsible major or field command OPR for AO for review and coordination prior to certification and approval. The authorities to waive wing or unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command and major or field command OPR for AO prior to submission to the appropriate tier waiver approval authority. The Air Force Flight Standards, Airfield Operations Directorate (AFFSA/XA) is the tier waiver approval authority for non-tiered compliance items or requirements in this DAFI. See [paragraph 1.2](#) for additional guidance concerning waivers to this DAFI. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force. The reporting requirements in this DAFI are exempt from licensing with a report control symbol according to Air Force Instruction 33-324, *The Air Force Information Collections and Reports Management Program*.

**(LAKENHEATHSUP)** This supplement outlines guidance and procedures relating to the Airfield Driving Program at RAF Lakenheath and applies to all units assigned to the 48th Fighter Wing (48 FW). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. Ensure that all records created as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed of in accordance with the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management system. Compliance with the attachments in this publication is mandatory.

**(LAKENHEATHSUP) DAFI 13-213, 4 February 2020, DAFI 13-213 Air Force Guidance Memorandum, 4 December 2020 and DAFI 13-213 USAFE-AFAFRICA Supplement, 2 September 2021, are supplemented as follows:**

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

This interim change revises AFI 13-213 by changing it to a DAFI, de-conflicting guidance and tier waiver authority for Foreign Object Damage (FOD) checks on Department of the Air Force (DAF) owned and/or operated airfields, clarifying wing or garrison airfield driving program manager’s role and responsibility for ensuring unit program compliance and updating technical references. A margin bar (|) indicates newly revised material.

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## Chapter 1

### GENERAL INFORMATION

#### 1.1. Scope and Purpose.

1.1.1. This Department of Air Force (DAF) Instruction provides guidance for developing an airfield driving program to provide safe ground vehicle operations and pedestrian control on DAF-owned and/or operated airfields. It outlines training requirements for all personnel (e.g., military, Department of Defense (DoD) civilians, contractors) who, as a part of their job, are required to drive on an airfield. Where applicable, the host wing commander or equivalent must ensure guidance outlined in the wing or base supplement to the DAFI addresses any unique applicability conditions (e.g., signed Memorandum of Agreement, Memorandum of Understanding, support agreement) to ensure compliance and support from non-DAF organizations or functions (e.g., other military services, federal or state agencies, host nation, contract, commercial companies or offices) that operate vehicles on DAF-owned and/or operated airfields. **(T-2)**.

1.1.2. Personnel who operate a vehicle on the airfield need to be knowledgeable of and comply with the procedures outlined in this instruction and wing or base supplement.

1.1.3. In today's complex airfield environment, there are incidents involving aircraft, pedestrians, and ground vehicles at DAF airfields that lead to property damage and personnel injury. Therefore, strict adherence to the procedures in this instruction is essential to preventing aircraft-vehicle mishaps and personnel injury on the airfield.

1.1.4. **Shared-Use Airfields.** Airfield Management personnel at shared-use airfields (i.e. Air National Guard, Air Force Reserve units) should work with the civil airport manager to develop and implement an airfield driving program as applicable.

1.1.5. Contingency Locations. Contingency is defined as a situation requiring military operations in response to natural disasters, terrorists, subversives, or as otherwise directed by appropriate authority to protect United States interests. At contingency locations, outside the United States, the senior airfield authority (SAA) is delegated authority to waive Tier 3 compliance requirements in this instruction to support tactical or combat operations and situations. Authority shall not be further delegated. **(T-1)**. The SAA ensures the following actions are accomplish prior to waiver approval:

1.1.5.1. Conduct a risk management assessment with the rationale for the waiver and explain (1) how complying with the requirement or compliance item impacts mission accomplishment, OR (2) cost of compliance (training, funds, equipment, facilities, guidance or manpower) creates unacceptable risk to a higher priority task; OR (3) expected cost of compliance outweighs the benefit; OR (4) personnel cannot comply with the requirement due to a lack of resources (training, funds, equipment, facilities, guidance or manpower). **Note:** Waiver may be approved for a period not to exceed the requested waiver period or 30 calendar days after the approving commander's deployment length, whichever is shorter. Because waivers are the expression of a specific commander accepting risk, approved waivers automatically expire 30 calendar days after a change unless the new commander renews the waiver.

1.1.5.2. Forward proposed waivers to the Air Force Forces (AFFOR) staff or equivalent for an operational review if time permits, or at the discretion of the SAA.

1.1.5.3. Refer to Air Force Tactics, Techniques, and Procedures (AFTTP) 3-4.4, *Contingency Airfield Operations* (CAO) for additional information. This AFTTP outlines how AFFOR open and operate a deployed or contingency airfield. This AFTTP volume also contains planning considerations for airfield management, air traffic control, and deployable air traffic control and landing systems (DATCALs) capabilities, procedures, forces, and equipment.

## 1.2. Waivers.

1.2.1. Units shall use the Air Force Form 679, *Air Force Publication Compliance Item Waiver Request/Approval* to process waivers to this instruction. (T-1).

1.2.2. All waiver requests to this instruction must be reviewed and coordinated on by the Wing or Garrison Airfield Driving Program Manager (ADPM), Airfield Operations Flight Commander (AOF/CC) or civilian equivalent, Wing Safety and major or field command OPR for AO prior to submission to the appropriate Tier waiver approval authority. (T-1).

1.2.3. Units must include a risk management assessment with the rationale for the waiver and explain (1) how complying with the requirement or compliance item impacts mission accomplishment, (2) cost of compliance (training, funds, equipment, facilities, guidance or manpower) creates unacceptable risk to a higher priority task; OR (3) expected cost of compliance outweighs the benefit; OR (4) personnel cannot comply with the requirement due to a lack of resources (training, funds, equipment, facilities, guidance or manpower). (T-1). If deemed necessary, submit additional data (e.g., letters of procedure, airspace maps, traffic patterns, airfield diagrams) to substantiate the waiver request. **Note:** Tier 1, 2, and 3 waivers may be approved for a period not to exceed the requested waiver period or 90 calendar days after the approving commander's tour length, whichever is shorter. Because waivers are the expression of a specific commander accepting risk, approved waivers automatically expire 90 calendar days after a change unless the new commander renews the waiver.

1.2.4. Units must provide an informational copy of all Tier 3 approved waivers to major or field command OPR for AO. (T-2).

1.2.5. The requesting office unit commander must forward a copy of the approved waiver (e.g., AF Form 679 or equivalent) to the Air Force Flight Standards, Airfield Operations Directorate (AFFSA/XA) workflow at [hqaffsa.xa@us.af.mil](mailto:hqaffsa.xa@us.af.mil) within 30 calendar days of approval for situational awareness and process improvement considerations. (T-1).

1.2.6. Approved waivers become part of the approver's and requestor's official records and are appropriately filed in accordance with Air Force Instruction (AFI) 33-322. (T-1).

## Chapter 2

### ROLES AND RESPONSIBILITIES

#### 2.1. Headquarters Air Force Flight Standards Agency.

- 2.1.1. Develops United States Air Force airfield driving operations, procedures, and training standards.
- 2.1.2. Utilizes the Air Force Safety Automated System to monitor and track airfield driving and controlled movement area violations.
- 2.1.3. Reviews and provides final disposition on waiver request(s) to this instruction.
- 2.1.4. Supports Air Force Runway Safety Action Team programs, in accordance with Air Force Manual (AFMAN) 13-204, Volume 1, *Management of Airfield Operations*.
- 2.1.5. Develops mandatory briefing and training items to provide education, training, and awareness on airfield driving and to enhance flight safety.

#### 2.2. Major or Field Command OPR for Airfield Operations.

- 2.2.1. Supplements United States Air Force airfield driving guidance as applicable.
- 2.2.2. Reviews and evaluates airfield driving incidents, causes, observations and recommendations.
- 2.2.3. Conducts Air Force Runway Safety Action Team programs, in accordance with AFMAN 13-204, Volume 1.

#### 2.3. Host Wing Commander or equivalent.

- 2.3.1. Ensures base or tenant agencies support the airfield driving program.
- 2.3.2. May reinstate airfield driving privileges in writing to perform mission essential duties following suspension or revocation of an individual's civilian driver's license and base driving privileges. Authority may be delegated in writing to a G-series ordered commander in the appropriate chain of command.
- 2.3.3. Approves publication of wing or base supplements to this instruction.
- 2.3.4. Requests an Air Force Runway Safety Action Team through the major or field command OPR for AO when there are recurring problems with runway incursions. See AFMAN 13-204, Volume 1 for additional information.
- 2.3.5. Reviews runway incursion and Controlled Movement Area Violation incidents and corrective actions taken.
- 2.3.6. Appoints a wing or garrison airfield driving program manager in writing. **(T-3)**. Authority may be delegated in the wing or base supplement.

#### 2.4. Operations Group Commander or equivalent.

- 2.4.1. Reviews Controlled Movement Area Violations and corrective actions taken.
- 2.4.2. Must convene a Runway Incursion Prevention Working Group (RIPWG) no later than 30 calendar days following the occurrence of three runway incursions (within a six-month

period). (T-2). See [Attachment 2](#) for RIPWG requirements. **Note:** This requirement only applies to vehicle and pedestrian runway incursions. Aircraft runway incursions should be addressed by the Flight Safety office.

2.4.3. Approves the shape and increase or decrease in the size of the controlled movement area (CMA) with recommendations from airfield manager (AFM), wing or garrison airfield driving program manager (WADPM), AOF/CC, tower chief controller, and wing safety.

## 2.5. Unit Commander or equivalent.

2.5.1. Shall appoint qualified primary and alternate unit ADPMs and unit airfield driving trainers in writing in accordance with [paragraph 2.8](#) and [paragraph 2.9 \(T-3\)](#). **Note:** Ensure an adequate number of unit ADPMs to satisfactorily manage the number of airfield drivers within an organization. Conversely, small organizations can combine or consolidate their airfield driving program. See [Attachment 4](#) for an example appointment letter.

2.5.2. Ensures replacement unit ADPMs are appointed in writing at least 30 calendar days prior to releasing the current unit ADPM. (T-3).

2.5.3. Certifies unit personnel complete the required training and testing requirements outlined in this instruction and wing or base supplement prior to obtaining an Air Force Form 483, *Certificate of Competency* to operate a vehicle on the airfield. **Note:** Unit commanders may delegate to unit ADPMs.

2.5.4. Limits the number of personnel authorized to drive on the airfield to the absolute minimum necessary to accomplish the mission.

2.5.5. Suspends a unit member's airfield driving authorization upon suspension or revocation of their civilian driver's license or base driving privileges. Notify the wing or garrison ADPM and unit ADPM of the individuals' suspension or revocation. **Note:** Process request for reinstatement of airfield driving authorization according to [paragraph 4.31](#).

2.5.6. Participates in the RIPWG.

## 2.6. Airfield Operations Flight Commander (AOF/CC) or equivalent.

2.6.1. Assists in assigning an operational category classification (e.g. Operational Error, Pilot Deviation and Vehicle/Pedestrian) in the recommendation section of the Air Force Form 457 *United States Air Force Hazard Report* or narrative section of the Air Force Form 651, *Hazardous Air Traffic Report*.

2.6.2. Concurs or non-concurs with safety investigations on controlled movement area violations and runway incursions in accordance with Department of the Air Force Manual 91-223, *Aviation Safety Investigations and Reports*.

2.6.3. Notifies Major or Field command of controlled movement area violations and runway incursions the first available duty day following the incident.

2.6.4. Shall obtain major or field command OPR for AO coordination on wing or base supplements to this instruction prior to certification and approval. (T-2).

2.6.5. Participates in the RIPWG.

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

2.7.1. Be a 1C771 (Airfield Management) with the 7-skill level (or civilian equivalent) and appointed in writing by the host wing commander or equivalent to provide overall airfield driving program management and oversight. **(T-3)**. Authority may be delegated in the wing or base supplement. The preferred grade of the wing or garrison ADPM is technical sergeant/E-6 (or above) or civilian equivalent.

2.7.2. Develop a wing or base supplement to this instruction. **(T-2)**.

2.7.3. Use [Attachment 5](#) (or electronic equivalent) to conduct and document training on a Unit ADPM prior to performing duties. **(T-3)**.

2.7.3.1. (~~Added-LAKENHEATHSUP~~) Ensure Unit ADPMs are trained on the use of the ADTP database.

2.7.4. Provide unit ADPMs a copy of the wing or base supplement to this instruction, training curriculum, and testing materials to manage unit airfield driving program. **(T-3)**.

2.7.5. Conduct a review of the wing or base supplement to this instruction to include procedural guidance, training and testing materials, diagrams, figures, and any other supportive information for currency and accuracy at least annually. **(T-3)**.

2.7.6. Conduct an annual self-assessment of Wing Airfield Driving program using the Self-Assessment Communicator (SAC) loaded into Management Internal Control Toolset (MICT). **(T-2)**.

2.7.7. Conduct quality control measures to monitor the effectiveness of unit airfield driver training programs. See [Attachment 6](#). **(T-3)**.

2.7.8. Issue and maintain control and/or security of privately owned vehicle (POV) and government leased vehicle passes or decals. **(T-3)**. For example, achieve control and/or security by changing pass or decal colors annually or by issuing new passes or decals annually. Regardless of what method used, annually validate and issue passes or decals. **(T-3)**. **Note:** Authority must not be delegated outside airfield management. **(T-2)**. Coordinate changes to vehicle passes or decals with the security forces squadron. **(T-3)**.

2.7.9. Develop proactive approaches utilizing local resources, such as base paper, commander's access channel (TV), e-mail advisories, or unit briefings, in order to educate, inform and update personnel on airfield changes, trends and special events. **(T-3)**. Examples include but are not limited to exercises, air shows, and static displays, driving violations, runway/taxiway closures and inclement weather driving conditions.

2.7.10. Notify the appropriate unit commander, ADPM and AOF/CC when an individual commits a controlled movement area violation. **(T-3)**.

2.7.11. Maintain a Wing ADPM Continuity Binder or electronic equivalent outlined in [Attachment 9](#). **(T-3)**.

2.7.12. Conduct semi-annual meetings with Unit ADPMs to provide training, brief Controlled Movement Area Violations, or trends. **(T-3)**. Use a Memorandum for Record (MFR) to document semi-annual meeting minutes. Maintain a file copy of the current calendar year in Tab J of the Wing ADPM Continuity Binder.

2.7.13. Coordinate on unit airfield driving lesson plans and tests. **(T-3)**.

2.7.14. Ensure unit ADPMs provide appropriate training to temporarily assigned personnel, inspection and survey teams, and non-base assigned contractors based on type, location, time and duration of work. **(T-2)**.

2.7.15. Provide classroom training as determined locally. **(T-3)**.

2.7.16. Identify mission oriented protective posture training requirements in accordance with AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, Chapter 14 and publish in the wing or base supplement, as applicable. **(T-3)**.

2.7.17. Participate in the RIPWG. **(T-3)**.

2.7.18. Provide Unit ADPM a standardized spreadsheet (or electronic equivalent) to monitor and track unit personnel authorized to drive on the airfield. **(T-3)**. The list of airfield drivers will include the individual's full name, rank, unit, AF Form 483 certificate number, restrictions (e.g. daytime or ramp only) and refresher training due date. **(T-3)**.

2.7.18.1. **(Added-LAKENHEATHSUP)** The ADTP website allows Unit ADPMs to monitor and track unit personnel authorized to drive on the airfield. A spreadsheet including the individual's name, rank, unit, AF Form 483 certificate number, restrictions and refresher training due date can be exported from the ADTP site for the Unit ADPM's convenience.

2.7.19. Take immediate actions following a Controlled Movement Area Violation or Runway Incursion to correct any identified systematic problems and ensures interim control measures are applied until permanent corrections are made. **(T-3)**.

2.7.20. Develop a local airfield diagram for the wing or base supplement to this instruction. **(T-3)**. See [paragraph 4.34](#) for additional information.

2.7.21. Coordinate on locations designated for primary (initial) and secondary (follow-on, support) response agencies (e.g., crash recovery, security forces, and ambulance). **(T-3)**.

2.7.22. Check each unit airfield driving program, to include a copy of the unit ADPM management internal control toolset (MICT) self-assessment communicator (SAC), for compliance with this publication and wing or base supplement at least annually **(T-3)**. Report any trends, recommended improvement areas, and overall program effectiveness and compliance in writing to the unit commander. **(T-3)**. **Note:** Wing or garrison ADPM is not required to gain access to a unit's MICT program. Provide ADPMs assigned to or working in non-DAF organizations and/or functions (e.g., other military services, federal or state agencies, host nation, contract, commercial companies or offices) a copy of the unit ADPM MICT SAC as applicable.

2.7.23. Develop a local airfield diagram or layout test to ensure individuals know the location of runways, taxiways, aprons, perimeter road, and airfield access points. **(T-1)**. See [paragraph 3.3.1.1](#) for additional information.

2.7.24. Develop a written communication, general knowledge, and runway incursion on the wing or base supplement. **(T-1)**. Include the OPR and currency date on each test. See [paragraph 3.3.1.2-3.3.1.5](#) for additional information.

2.7.25. Disseminate taxiway and runway closures, construction activity, or other airfield hazards to unit ADPM. **(T-3)**.

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

2.8.1. Be at least staff sergeant/E-5 (or above) or civilian equivalent. **(T-3)**.

2.8.2. Possess an AF Form 483. **(T-1)**. **Note:** Unit ADPMs with members who require CMA access, must also have CMA access **(T-1)**.

2.8.3. Administer the airfield driver's training program according to this instruction and wing or base supplement. **(T-2)**.

2.8.4. Validate unit personnel completion of airfield driver training and certification prior to issuance of an AF Form 483. **(T-3)**.

2.8.5. Limit airfield driver's access on or across runways to mission essential duties only. **(T-3)**.

2.8.6. Identify, document, and track personnel requiring access to the CMA, Non-CMA, or restricted airfield driving as applicable (e.g., ramp only or daylight hours only) **(T-3)**.

2.8.6.1. **(Added-LAKENHEATHSUP)** Ensure restrictions (i.e. CMA, Non-CMA, and Perimeter Road only) are added to trainee's ADTP record.

2.8.7. Ensure unit personnel who are not trained and certified to drive at night possess an AF Form 483 which indicates restricted access (i.e. "AUTHORIZED DAYLIGHT HOURS ONLY"). **(T-3)**. If the individual later requires driving on the airfield at night, ensure the practical airfield familiarization training and practical driving check-ride is conducted and documented prior to updating the AF Form 483.

2.8.8. Ensure designated airfield driving trainers conduct and document practical day and night (as applicable) airfield familiarization training and practical driving check-ride on unit personnel prior to issuance of an AF Form 483. **(T-3)**.

2.8.9. Ensure unit personnel authorized to drive on the CMA completed all required training requirements as outlined in **Chapter 3**, wing or base supplement and possess an AF Form 483 annotated "**Controlled Movement Area Access.**" **(T-2)**.

2.8.10. Ensure unit personnel have a valid state or country driver's license to operate privately owned, government (may also require a government driver's license), or contractor owned or leased vehicles on the airfield. **(T-3)**. At overseas locations, refer to major or field command directives for additional guidance.

2.8.11. Ensure unit personnel are qualified to drive the vehicle(s) they are operating on the airfield. **(T-3)**. This includes any other additional training required to operate vehicles in various field conditions (e.g., blackout or night vision devices, mission oriented protective posture gear). Units with personnel operating vehicles on the airfield using mission oriented protective posture gear must have local operating procedures coordinated through the wing or garrison ADPM and approved by the requesting unit's squadron commander. **(T-3)**. The local operating procedures must include the required training outlined in AFMAN 24-306, Chapter 14. **(T-1)**.

2.8.12. Maintain current and accurate airfield driving training records, associated forms and listing of unit personnel authorized to drive on the airfield. **(T-3)**.

2.8.13. Ensure personnel that have (or will have) duties requiring them to operate a vehicle on the airfield in a deployed or contingency environment are trained and possess a valid AF Form 483 prior to deploying. **(T-3)**.

2.8.14. Schedule personnel that require access to the CMA for color vision testing according to the wing or base supplement to this instruction. **(T-3)**. See [paragraph 3.4](#) for additional information.

2.8.15. Conduct and document annual refresher training on unit airfield drivers. **(T-2)**. **Note:** Document completion of refresher training on the reverse side of the individual's AF Form 483. Maintain a copy of the most current refresher training completion date on file in the unit.

2.8.15.1. **(Added-LAKENHEATHSUP)** Ensure licensed drivers complete annual refresher training by the last day of the month the training is due.

2.8.15.2. **(Added-LAKENHEATHSUP)** Send the user's ADTP profile back to STEP 2 if refresher training is not accomplished prior to the last day of the month the training is due. Ensure individuals re-accomplish all training items, pass the Unit Test, Wing Test and print new AF Form 483 prior to driving on the airfield.

2.8.16. Ensure alternate Unit ADPMs and designated trainers give a practical day and night (as applicable) airfield familiarization training and practical driving check-ride to all new vehicle operators before they are allowed to drive vehicles on the airfield. **(T-3)**.

2.8.17. Maintain an airfield driving program Continuity Binder (or electronic equivalent) in the format outlined in [Attachment 9](#). **(T-3)**.

2.8.18. Train unit airfield driver trainers on how to conduct and document training for newly assigned unit airfield drivers. **(T-3)**.

2.8.19. Attend wing or garrison ADPM semi-annual meetings and briefings regarding airfield driving. **(T-3)**.

2.8.20. Ensure temporarily assigned personnel, inspection and survey teams and non-base assigned contractors, that are hosted by the unit receive local airfield driving training as outlined in this instruction and wing or base supplement. **(T-2)**.

2.8.21. Use the unit ADPM MICT SAC to conduct and document a self-assessment of the unit's airfield driving program at least annually. **(T-3)**. Provide a copy to the wing or garrison ADPM upon request for functional oversight to determine overall program effectiveness and compliance with this publication and the wing or base supplement. **(T-3)**. **Note:** Unit ADPMs should contact their local MICT representative(s) for assistance with being assigned the unit ADPM MICT SAC. ADPMs assigned to or working in non-DAF organizations or functions (e.g., other military services, federal or state agencies, host nation), contract (e.g., commercial companies or offices) can obtain a copy of the unit ADPM MICT SAC from the wing or garrison ADPM.

2.8.22. Develop procedures to disseminate airfield driving related information (i.e. articles, training, or slides) to unit airfield drivers. **(T-3)**.

2.8.23. Conduct random spot checks on unit personnel for enforcement and compliance with the wing or base supplement. **(T-3)**.

2.8.23.1. **(Added-LAKENHEATHSUP)** Conduct two random spot checks per month on unit personnel for enforcement and compliance with this supplement.

2.8.24. Provide classroom training as determined locally. **(T-3)**.

2.8.25. Maintain current and accurate training and testing materials. **(T-3)**.

2.8.26. Notify unit commander and wing or garrison ADPM in writing after an individual commits a violation and/or after suspending an individual's airfield driving privileges. **(T-3)**.

2.8.27. Participate in the RIPWG. **(T-3)**.

2.8.28. Annually validate the number of personnel authorized to drive on the airfield to include justification for individuals required to enter or cross the CMA. **(T-3)**. Provide results to the wing or garrison ADPM via an email or memorandum for record (MFR).

2.8.29. Review current airfield information (NOTAMS, advisories and/or emails from wing or garrison ADPM for any taxiway closures, runway closures, construction activity, or other airfield hazards and disseminate this information out to unit drivers for their situational awareness. **(T-3)**.

2.8.30. Ensure either (1) Department of the Air Force Visual Aid (DAFVA) 11-240, *USAF Airport Signs and Markings* or (2) Federal Aviation Administration Ground Vehicle Guide to Airport Signs & Markings Dashboard sticker; DAFVA 13-222; *Runway/Controlled Movement Area (CMA)*; and airfield diagram are available for each vehicle operated on the airfield. **(T-3)**.

2.8.31. **(Added-LAKENHEATHSUP)** Review ADTP monthly to review status of training. Send personnel back to STEP 2 to re-accomplish all training items who do not complete airfield driving training within 60 days.

2.8.32. **(Added-LAKENHEATHSUP)** Attend Mission Oriented Protective Posture 4 (MOPP 4) driving training with 48 LRS/LGRD.

2.8.33. **(Added-LAKENHEATHSUP)** Conduct MOPP 4 orientation training with unit assigned personnel during periods of zero or low aircraft traffic in accordance with AFQTP 24-3-500. A certified trainer must be in the passenger seat at all times. See [Attachment 15](#) for MOPP 4 driving training. Once trainee has demonstrated the ability to operate the vehicle in MOPP 4, add "MOPP 4 Authorized" restriction to trainee's ADTP profile.

2.8.34. **(Added-LAKENHEATHSUP)** Ensure processing in/out with unit ADPM is added to units in/out processing checklist.

## 2.9. Airfield Driving Trainers.

2.9.1. Must possess an AF Form 483 with the same level of access (i.e. Unit Airfield Driving Program Trainers with members who require CMA access, must also have CMA access) as the personnel the trainers are training. **(T-1)**.

2.9.1. **(LAKENHEATHSUP)** Certifies all training requirements have been completed on the ADTP site by verifying and validating the completion of each training item task listed in STEP 2.

2.9.2. Conducts and documents practical day and night (as applicable) airfield familiarization training and the practical driving check-ride as outlined in this instruction and wing or base supplement.

2.9.3. Ensures unit personnel being trained have a valid state or country driver's license to operate the applicable vehicles prior to operating the vehicle on the airfield. **Note:** At overseas locations, refer to major or field command directives for additional guidance.

## 2.10. Airfield Drivers.

2.10.1. Possess a valid AF Form 483 or be escorted by a vehicle operator that possesses a valid AF Form 483. **Note:** A valid AF Form 483 must be in the driver's possession when operating a vehicle and/or non-vehicle equipment on the airfield. **(T-1)**.

2.10.2. Comply with all governing directives and safety practices while driving on DAF-owned and/or operated airfields.

2.10.3. Review and understand airfield signage and markings.

2.10.4. Maintain situational awareness when driving on the airfield, especially in areas Air Traffic Control Tower has known visual blind spots. It is the personal responsibility of every vehicle operator or pedestrian operating on the airfield to check for approaching aircraft, visually observe the Air Traffic Control Tower, and recognize the location of runways, taxiway, and aprons.

2.10.5. Review current airfield information for any taxiway closures, runway closures, construction activity, or other airfield hazards.

2.10.6. Ensure appropriate vehicle lights (high beams, flashers, beacons, and strobes) are operational prior to driving in the operational area.

2.10.7. Use service roads whenever possible to minimize time spent on taxiways and runways.

2.10.8. Use correct terminology during radio transmissions.

## 2.11. Airfield Management (AM).

2.11.1. Serves as the OPR for the wing or base airfield driving program. **Exception:** At contract locations, the AOF/CC shall be designated as the OPR for the wing or base supplement. **(T-2)**. The AOF/CC shall designate the airfield management contract officer representative (military or DoD civilian) as the point of contact for the wing or base supplement. **(T-2)**. However, the contract airfield management office retains responsibility for development of the wing or base supplement to this instruction.

2.11.2. Conducts random spot checks for enforcement and compliance of the airfield driving program in conjunction with periodic airfield checks. Annotate spot checks on the Air Force Form 3616, *Daily Record of Facility Operations* or electronic equivalent.

2.11.3. Routinely monitors radios for proper radio terminology, phraseology and discipline. Immediately respond to and correct improper radio usage when notified by the air traffic control tower or through the monitoring of radio frequencies. Document corrective actions on an AF Form 3616 or electronic equivalent.

2.11.4. Imposes and publishes restricted driving routes as required.

2.11.5. Responds to reported or suspected airfield driving violations (e.g. Controlled Movement Area Violations, speeding, expired POV, runway incursions).

2.11.6. Participates in the RIPWG.

2.11.7. AFM, wing or garrison ADPM, and other designated airfield management (AM) representatives are responsible for determining certificate numbers and signing AF Form 483s.

**Note:** Authority must not be delegated outside AM. **(T-1)**.

## 2.12. Air Traffic Control Tower.

2.12.1. Controls all aircraft, vehicle, and approved pedestrian traffic on the CMA by two-way radio communications or, in the event of lost communications, by light gun signals. If use of light gun signals are unsuccessful when controlling vehicle or pedestrian traffic, contact Airfield Management to have vehicle and/or pedestrian traffic escorted off the CMA.

2.12.2. Reports known airfield and controlled movement area violations and problems with vehicle operator radio communications to airfield management. Assists airfield management in identifying and locating violators or any unauthorized personnel and vehicles.

2.12.3. Participates in the RIPWG.

2.12.4. **(Added-LAKENHEATHSUP)** When the airfield opens, the Air Traffic Control Tower will take control of the CMA by broadcasting an advisory on the RAMP Net. (example: “Attention on the Net, Lakenheath Tower is now open and has control of the runway. All vehicles report call sign and location within the CMA.”).

2.12.5. **(Added-LAKENHEATHSUP)** When the airfield closes, the Air Traffic Control Tower will broadcast an advisory on the RAMP Net. (example: “Attention on the Net, Lakenheath Tower is now closed. For access to the CMA contact Eagle Ops on this Net.”).

## 2.13. Wing Safety.

2.13.1. Coordinates on wing or base supplement to this instruction.

2.13.2. Coordinates on lesson plans and tests for vehicle operations on the airfield.

2.13.3. Coordinates with AOF/CC, or appropriate AO representatives, in investigating airfield driving incidents, hazard air traffic report (HATR) and controlled movement area violation events.

2.13.3.1. **(Added-LAKENHEATHSUP)** Contact 48 FW Safety (DSN 226-3737 or [48FW.SEG@us.af.mil](mailto:48FW.SEG@us.af.mil)) for all mishaps.

2.13.4. Notifies the AOF/CC if air traffic control or airfield management services were suspected to be involved in HATR or controlled movement area violation events as outlined in DAFMAN 91-223, Chapter 9.

2.13.5. Participates in the RIPWG.

2.13.6. Reviews Controlled Movement Area violations for trends.

## 2.14. Security Forces Squadron.

2.14.1. Monitors airfield vehicle operations.

2.14.2. Enforces all traffic rules and directives on the airfield.

2.14.3. Ensures unauthorized vehicles are prohibited from operating on the airfield and informs Airfield Management of violations.

2.14.4. Detains all unauthorized POVs driving on the airfield and notifies Airfield Management.

2.14.5. Assists in escorting violators (as needed) to Airfield Management and issues appropriate citations for violations.

2.14.6. Provides assistance when requested by Airfield Management or the Air Traffic Control Tower to apprehend airfield driving violators (e.g. Controlled Movement Area Violation, speeding, expired POV, runway incursion) and remove unauthorized personnel from the airfield.

2.14.7. Participates in the RIPWG.

2.14.8. Coordinates with the wing or garrison ADPM to establish a designated response location in support of in-flight and ground emergencies or other emergency situations.

## **2.15. Hospital/Medical Treatment Facility.**

2.15.1. Administers and documents color vision screening as determined in the wing/base supplement.

2.15.2. Coordinates with the wing or garrison ADPM to establish a designated response location in support of in-flight and ground emergencies or other emergency situations.

## **2.16. Civil Engineer Squadron.**

2.16.1. Ensures contract personnel receive driver's training from the civil engineering's unit ADPM, AFM, wing or garrison ADPM or designated AM representative prior to the start of construction activities, if personnel are not escorted by a CMA and/or Non-CMA licensed driver.

2.16.1.1. **(Added-LAKENHEATHSUP)** Ensures contractors, special maintenance teams, and manning assist teams requiring access to the airfield environment, obtain the required airfield drivers training/briefing, including airfield and 48 FW (i.e. permits to work within an explosive area) safety requirements, prior to being authorized access to the airfield. All driving routes to/from construction sites must be approved by the Airfield Manager or Wing ADPM.

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

2.16.3. Ensures the location of Foreign Object Damage (FOD) checkpoints, when required, as well as personnel vehicle parking areas are included in contract documents.

2.16.4. **(Added-LAKENHEATHSUP)** Ensures all annual (base-assigned) contractors and escorts are trained IAW this supplement and receive an AF Form 483 endorsed by Airfield Management, prior to commencement of any projects requiring access on the airfield. All annual contractors and escorts that operate non-Government Owned Vehicles (GOV) on the airfield must obtain a POV pass.

2.16.5. **(Added-LAKENHEATHSUP)** Ensures all temporary contractors working on the airfield are escorted by an airfield qualified escort or are trained/briefed on local airfield driving procedures before operating any vehicles or equipment on the airfield. All temporary contractor vehicles must obtain a POV pass, if not escorted by a licensed Civil Engineer (CE) escort. The CE Project Manager (PM) must coordinate prior to working on the airfield with Airfield Management. The AFM or Wing ADPM will clarify the level of training required for contractors and coordinate the issuance of POV passes.

2.16.6. **(Added-LAKENHEATHSUP)** Ensures temporary contractors who will be required to drive on active taxiways, taxilanes, or the runway require local airfield driver training and a temporary AF Form 483. All contractor vehicles operating within the CMA must be equipped with a rotating beacon/emergency flashers and have two-way radio contact with the ATCT.

2.16.7. **(Added-LAKENHEATHSUP)** Ensures temporary contractors that will not be required to drive across active taxiways, taxilanes, or the runway must receive a briefing of vehicle routes to/from the construction site.

2.16.8. **(Added-LAKENHEATHSUP)** Forwards a listing of all contractors, special maintenance teams, or manning assist teams, with their work locations on the airfield, to the wing ADPM and 48 SFS Operations (48 SFS/S3O) no later than 48 hours before access to the airfield is required.

2.16.9. **(Added-LAKENHEATHSUP)** Ensures all Defense Infrastructure Organization (DIO) personnel are briefed on airfield driving procedures IAW the ADI prior to being allowed to drive on the airfield.

2.16.10. **(Added-LAKENHEATHSUP)** Ensures CES liaisons (work details/escorts) report daily to Airfield Management Operations prior to, and upon completion of any work performed on the airfield and coordinate with AFM, wing ADPM, CE and 48th Fighter Wing Safety (48 FW/SE) when agencies request use of tire chains to minimize pavement damage and Foreign Object Debris/Damage (FOD) potential.

## Chapter 3

### TRAINING CRITERIA AND TESTING

**3.1. Training Curriculum.** Locally developed airfield drivers training curriculum or materials (e.g., briefings, videos, computer based training, checklist(s), and lesson plans) must be prescribed by the wing or base supplement to this instruction. **(T-2).** Include an OPR and currency date on training curriculum or materials.

**3.1. (LAKENHEATHSUP) Training Curriculum.** Airfield driving training items are located on the ADTP site for members. If members are unable to access training items, the Unit ADPM must request items from the Wing ADPM.

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

3.2.1. Airfield Driving Training Documentation and Certification Checklist (see **Attachment 7**) or electronic equivalent to document airfield drivers' training and certification on all newly assigned or employed personnel. **(T-3).** The checklist is available for download at the AFFSA Airfield Operations SharePoint® website <https://usaf.dps.mil/sites/affsa/SitePages/XAM.aspx>. Units may incorporate local requirements to Airfield Driving Training Documentation and Certification Checklist.

3.2.1.1. **(Added-LAKENHEATHSUP) Attachment 7** will be used to document training and certification on all newly assigned or employed/hired personnel. Once training is complete, the Unit ADPM must maintain a copy of the **Attachment 7** to be filed in Tab E of their Airfield Driving Continuity Binder.

3.2.1.2. **(Added-LAKENHEATHSUP) Attachment 7**, Section II, items 12-15 are not required to be filled out if training is conducted via the ADTP website.

3.2.1.3. **(Added-LAKENHEATHSUP) Attachment 7**, Section II, items 16-17 are not required to be filled out for Non-CMA or Perimeter Road Only drivers.

3.2.2. Refresher training annually or upon reissuance of the AF Form 483. **(T-1).** As a minimum, refresher training includes the runway incursion prevention test.

3.2.2.1. **(Added-LAKENHEATHSUP)** Refresher training consist of a review of this supplement, AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, and completion of the refresher test through the ADTP website. If the ADTP test is unavailable, the Unit ADPM will administer a hard copy of the test provided by the Wing ADPM.

3.2.2.2. **(Added-LAKENHEATHSUP)** Members must accomplish refresher training by the last day of the month their license expires. If training is not completed, the member's ADTP profile will be sent back to STEP 2 and all training must be re-accomplished.

3.2.2.2.1. **(Added-LAKENHEATHSUP)** Should circumstances arise out of the member's control, which prevent the completion of refresher training prior to the end of the month, the Unit ADPM and/or SQ/CC has the authority to establish a reasonable time to complete refresher training.

3.2.3. Completion of the Airfield Driving Computer-Based Training Course (accessible on the Air Force myLearning Website, <https://lms-jets.cce.af.mil/moodle/>) is a mandatory, one-time requirement. **(T-1)**. Place the initial training date on the Airfield Driving Training Documentation and Certification Checklist (see **Attachment 7**) for personnel who previously completed the training.

3.2.4. Classroom training as determined in wing or base supplement.

3.2.4.1. **(Added-LAKENHEATHSUP)** The Wing ADPM, Unit ADPM, and/or Trainer may provide classroom training as required for newly assigned personnel requiring authorization to operate a vehicle on the airfield.

3.2.4.2. **(Added-LAKENHEATHSUP)** Classroom training must cover vehicle operating principles as well as local airfield layout. Trainees must be familiarized with the aircraft marshalling signals listed in AFMAN 11-218, *Aircraft Operations and Movement on the Ground*. Trainees must be familiar with operating procedures in this supplement before completing day and/or night airfield orientation training.

3.2.5. Practical day and night (as applicable) airfield familiarization training. **(T-1)**. At a minimum, the practical airfield drivers training involves taking the individual out on the airfield to show them how to get to and from their work areas. Trainers will use the Airfield Driving Training Documentation and Certification Checklist (see **Attachment 7**) to document completion of training. **(T-3)**.

3.2.5.1. **(Added-LAKENHEATHSUP)** Practical day and night airfield familiarization training is a mandatory training item.

3.2.6. **(Added-LAKENHEATHSUP)** Review of AFMAN 24-306, *Manual for the Wheeled Vehicle Operator*, Chapter 20, AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, AFI 91-207, *The US Air Force Traffic Safety Program*, and this supplement are required.

3.2.7. **(Added-LAKENHEATHSUP)** Review of all training items listed on the ADTP website.

3.2.8. **(Added-LAKENHEATHSUP)** Air Traffic Control light gun signal training will consist of a review of DAFI 13-213, paragraph 4.12., and completion of the USAF Airfield Driving CBT.

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

**3.3. (LAKENHEATHSUP) RAF Lakenheath Testing Requirements.** For individuals with government computer access, tests will be taken through the ADTP website when they are in STEP 3 (Unit Test) and STEP 4 (Wing Test). The Wing Test will only be taken by those who need Non-CMA or CMA access. Trainees are to contact their respective Unit ADPM to enable their Unit Test. Airfield Management is the only agency authorized to enable an individual's Wing Test. The Wing Test will be enabled by Airfield Management once a request has been received from the Unit ADPM. For trainees without government computer access, a written Unit Test will be accomplished with the Unit ADPM. Once the trainee has passed the Unit Test, the Unit ADPM will send trainee to Airfield Management to complete a written Wing Test. Trainees who require North Perimeter Road, munitions access only, will take the Unit Test through the ADTP site and a written Perimeter Road Only test, provided by the Wing ADPM, administered by their respective Unit ADPM. Once the test has been passed, the Unit ADPM will contact Airfield Management to manually pass the trainee through STEP 4.

3.3.1. Authority to administer tests may be delegated to the unit ADPMs in the wing or base supplement to this instruction. At a minimum, testing requirements must include the following:

**3.3.1.1. Airfield Diagram/Layout Test. (T-1).**

3.3.1.1.1. Include identifying the location and description of holding position signs and markings, runway(s) and taxiway(s) on the airfield diagram/layout test.

3.3.1.1.2. Required minimum passing score is a 100%.

3.3.1.1.3. Use the Airfield Driving Training Documentation and Certification Checklist to document test results.

**3.3.1.2. Communications Test. (T-1).** Communication Test contains at least 5 questions with a minimum passing score of 100%. This test is mandatory for airfield drivers that required access onto the CMA. Use the Airfield Driving Training Documentation and Certification Checklist to document test results. At a minimum, the communications test is comprised of the following:

3.3.1.2.1. Basic communication principles.

3.3.1.2.2. Phonetic Alphabet.

3.3.1.2.3. Standard aviation phraseology.

3.3.1.2.4. Escort phraseology and procedures.

3.3.1.2.5. A simulation of radio communications between a vehicle operator and Air Traffic Control Tower. For example, initial radio contact, crossing active runway, or hold short instructions.

**3.3.1.3. General Knowledge Test. (T-1).** General knowledge test contains at least 10 questions with a minimum passing score of 80% (corrected to 100%). Use the Airfield Driving Training Documentation and Certification Checklist to document test results.

**3.3.1.4. Runway Incursion Prevention Test. (T-1).** Test contains at least 5 questions with a minimum passing score of 100%.

**3.3.1.5. Practical Driving Check-ride. (T-1).** At a minimum:

3.3.1.5.1. Drive the vehicle during the check-ride, when feasible.

3.3.1.5.2. Demonstrate the ability to operate a vehicle in all areas required for the duty position and/or work areas without assistance.

3.3.1.5.3. Identify the location of runway hold lines, runways and other CMA.

3.3.1.5.4. Demonstrate the ability to contact air traffic control tower prior to entering the runways and other CMA (*Runway and CMA drivers only*).

3.3.1.5.5. Use the Airfield Driving Training Documentation and Certification Checklist to document test results.

3.3.1.6. (**Added-LAKENHEATHSUP**) ADTP Wing Test. Once enabled by the Wing ADPM, the Wing Test must be taken within 48 hours. If not started within 48 hours, the session will automatically be disabled. Unit ADPMs will have to send another request to the Wing ADPM to re-enable the test.

3.3.2. **Test Failures.** Failure to obtain a passing result, will require the following:

3.3.2.1. First failure: Material review and 24 hour period before retesting. (**T-3**).

3.3.2.2. Second failure: unit ADPM recommendation for retest and documentation of material review and remedial training. (**T-3**).

3.3.2.2.1. (**Added-LAKENHEATHSUP**) Second time test failures must receive additional training before a retest is permitted. Trainees can be rescheduled for testing upon completion of additional training no earlier than 7 days from the date of failure.

3.3.2.3. Third failure: Unit commander approval to retest or determine member is not eligible to drive on the airfield. (**T-3**).

3.3.2.3.1. (**Added-LAKENHEATHSUP**) Third time test failures must receive additional training and Unit Commander's endorsement, via MFR, to continue training before a retest is permitted. Trainees can be rescheduled for testing upon completion of additional training no earlier than 14 days from the failure.

3.3.2.4. Use the Airfield Driving Training Documentation and Certification Checklist to document test results. (**T-3**).

3.3.2.5. Additional time periods between a test failure or retest should be annotated in the wing or base supplement as applicable. (**T-3**).

**3.4. Color Vision Requirements.** Individuals that have a requirement to drive a vehicle on the CMA must pass a color vision test. (**T-1**). Contact the base hospital or medical treatment facility Optometrist for assistance in determining the best process for administering the color vision test to drivers that operate a vehicle on the CMA.

3.4.1. Individuals that fail to pass the color vision test can be issued a "ramp only" AF Form 483. **NOTE:** Access to the CMA must not be granted. (**T-1**).

3.4.2. Individuals that have an Air Force Specialty Code with a mandatory requirement for normal color vision are exempt from color vision test.

3.4.3. Unit ADPMs can use the Officer and Enlisted Classification Directory for Air Force Specialty Codes <https://www.afpc.af.mil/Classification/> to check vision requirements. Both products are available for viewing and download on the Air Force Portal.

## Chapter 4

### OPERATING PROCEDURES AND STANDARDS

**4.1. General.** This chapter outlines the general operating procedures and standards to ensure maximum safety precautions are taken while operating in the airfield environment. Waivers to this section should be at an absolute minimum.

4.1.1. **(Added-LAKENHEATHSUP)** AF Form 483 will be issued using ADTP.

4.1.2. **(Added-LAKENHEATHSUP)** Airfield Operating Hours.

4.1.2.1. **(Added-LAKENHEATHSUP)** The Control Tower, call sign “Lakenheath Ground,” has control of the CMA during airfield operating hours. Normal airfield operating hours are 0600 – 2200 local time, Monday through Friday. During these times the Control Tower has control of the CMA.

4.1.2.2. **(Added-LAKENHEATHSUP)** The Command Post, call sign “Eagle Ops,” has control of the CMA outside of the airfield operating hours, or when the airfield is published closed. The airfield is typically closed 2201 – 0559 local time Monday through Friday. It’s also closed on the weekends.

4.1.2.3. **(Added-LAKENHEATHSUP)** Airfield operating hours can be extended or curtailed daily. The airfield will also open occasionally on weekends to support approved missions. Airfield drivers must contact appropriate agency when requesting permission to enter the CMA. Airfield drivers will attempt to contact the Control Tower a minimum of three times prior to contacting Eagle Ops for access to the CMA.

### 4.2. Operating a Vehicle in the CMA.

**4.2. (LAKENHEATHSUP) Operating a Vehicle in the CMA.** At RAF Lakenheath, the CMA is defined as the runway, runway shoulders and overruns, all areas within 150 feet of the aforementioned areas, and any area on the runway side of the instrument hold line when the instrument vehicle control lights are illuminated red. Access to the CMA is limited to mission essential operations only.

4.2.1. No vehicle operator or pedestrian shall enter the CMA without specific approval from the air traffic control tower. **(T-1). Note:** Vehicles and pedestrians with a qualified escort meet this requirement. See [paragraph 4.23](#).

4.2.1.1. **(Added-LAKENHEATHSUP)** Personnel will contact the Control Tower via the base land mobile radio Ramp Net, call sign “Lakenheath Ground.” Operators requesting permission to enter the CMA will stop their vehicle approximately 30 feet prior to the VFR hold line (if vehicle control lights are illuminated green) or approximately 30 feet prior to the IFR hold line (if vehicle control lights are illuminated red). Access roads to barrier shacks have a stop bar indicating the CMA edge. Vehicles must stop at these points and request Control Tower approval before proceeding. Vehicles shall not proceed until the Control Tower gives approval to enter the CMA. Vehicles or personnel working on the infield areas of the airfield will use the barrier shacks as a visual reference to determine the edge of the CMA. **Note:** Stopping 30 feet from the hold line allows a vehicle room to exit

the area (without reversing) should an aircraft approach. Do not cross the hold lines while attempting to turn around.

4.2.1.2. **(Added-LAKENHEATHSUP)** The Control Tower will advise Airfield Management of any vehicles observed operating in the CMA without their approval, or failure to comply with tower instructions. Failure to comply with Control Tower instructions will result in immediate withdrawal of all airfield driving privileges until Airfield Management completes a review of the violation. The results of a review will be forwarded to the violator's unit commander, Unit ADPM and 48 FW/SE.

4.2.1.3. **(Added-LAKENHEATHSUP)** Pedestrians (on-foot) are prohibited from entering the CMA unless in performance of official duties and in direct contact with the Control Tower.

4.2.2. Vehicle operators and/or pedestrians must read back all Air Traffic Control instructions verbatim. **(T-1)**.

4.2.2.1. **(Added-LAKENHEATHSUP)** In certain circumstances, the Control Tower may grant access to the CMA but limit the areas that may be accessed. For example, grass mowing equipment may be granted access to the CMA and told they are approved up to, but not on, the runway. Barrier Maintenance personnel may be approved into the barrier shacks but told to hold short of the runway. In these situations, it is imperative that the driver fully understands and reads back the Control Tower's instructions.

4.2.3. Vehicle operators and/or pedestrians must always monitor the appropriate radio frequency when in the CMA. **(T-1)**.

4.2.4. Vehicle operators must use light emitting diode or rotating beacon lights and/or emergency or hazard warning flashers when driving in the CMA. **(T-1)**.

4.2.5. Vehicles operating in the CMA on a daily basis will have a permanent radio mounted in the vehicle to communicate with the air traffic control tower. **(T-3)**. A hand-held radio should only be used as a backup or when communication is required outside the vehicle. **Note:** Vehicle operators must conduct an operational test of the radio before entering the airfield. **(T-3)**.

4.2.6. Vehicle operators and/or pedestrians operating on the CMA must use a distinct approved call sign (e.g., Airfield 1, Chief 1, Sweeper 1, or Transient Alert 1) coordinated by the wing or garrison ADPM to avoid duplicating, confusing, or different agencies using similar names. **(T-2)**. To avoid confusion that could lead to runway incursions or controlled movement area violations, do not use a call sign that is part of air traffic control phraseology such as "Taxi" and/or the phonetic aviation alphabet. Additionally, call signs that incorporate the names and/or numbers of aircraft movement areas associated with the airfield environment must not be used (e.g., taxiway, ramp, alpha, bravo, or one-eight). **(T-2)**. Call signs shall be annotated in the wing or base supplement to this instruction. **(T-2)**.

4.2.6.1. **(Added-LAKENHEATHSUP)** Vehicles will only use approved call signs as described in [Attachment 11](#). Airfield Management may approve temporary call signs in coordination with the Control Tower on a case-by-case basis.

4.2.7. Unconditional instructions (blanket approval) to vehicles requesting entry on the runway shall not be authorized. **(T-0)**. See Federal Aviation Administration Order 7110.65, *Air Traffic Control* for additional information.

4.2.8. Restrict runway crossing to vehicle operators performing mission essential duties and then only to an absolute minimum. **Note:** When crossing a runway is required during flying operations, the preferred crossing point is the departure end.

4.2.8.1. **(Added-LAKENHEATHSUP)** Runway crossings are restricted to mission essential operations only. No vehicle will cross the runway when the perimeter road could be used.

#### **4.3. Emergency removal or exit of vehicles and/or pedestrians in the event of vehicle or Air Traffic Control Tower radio failure.**

4.3.1. Air traffic control tower will flash the runway edge lights on and off to alert vehicle operators and/or pedestrians on the runway that there is a problem and/or emergency that requires them to immediately exit the runway. **(T-2)**.

4.3.2. All vehicle operators and/or pedestrians must exit the runway immediately. **(T-2)**.

4.3.2.1. Contact Air Traffic Control Tower and Airfield Management immediately and advise off the runway and include any pertinent information that might affect safe runway operations.

4.3.2.2. If not able to communicate with Air Traffic Control Tower or Airfield Management via radio, use other means of communication such as a cellular phone (when available). Report incident to Airfield Management immediately.

4.3.2.2.1. **(Added-LAKENHEATHSUP)** DO NOT ENTER OR CROSS THE RUNWAY IF RADIO FAILURE IS SUSPECTED. If radio problems occur, exit the CMA and contact Airfield Management via commercial 01638524186/DSN 226-4186.

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

4.4.1. DAFVA 11-240, *USAF Airport Signs and Markings*. **(T-2)**. **Note:** The ground vehicle guide to airport signs & markings dashboard or visor sticker is the Federal Aviation Administration (FAA) equivalent to DAFVA 11-240 and may be used by units located at shared-use airfields.

4.4.2. DAFVA 13-222, *Runway/Controlled Movement Area (CMA) Procedures*. **(T-2)**.

4.4.3. A current locally developed airfield diagram (provided by wing or garrison ADPM). **(T-2)**.

4.4.4. Hot spots when depicted on a different airfield diagram. **(T-2)**.

4.4.5. Decals may be permanently affixed in plain view of the driver or clipped to the inside of the sun visor on the driver's side of the vehicle so it can be flipped down for ready reference.

4.4.6. Decals may be permanently affixed in plain view of the driver or clipped to the inside of the sun visor on the driver's side of the vehicle so it can be flipped down for ready reference.

## 4.5. Airfield Signs.

4.5.1. **Mandatory Sign.** A mandatory sign has white legend on red background and provides an instruction that must be followed. They denote an entrance to a runway or critical area, or other situation such as a no-entry location. At controlled airfields (with active tower), aircraft and vehicles are required to hold at the holding position unless cleared by air traffic control. At uncontrolled airfields, the intent is that traffic may only proceed beyond the sign after appropriate precautions are taken by the pilot and vehicle operators.

4.5.1.1. **(Added-LAKENHEATHSUP) Runway Holding Position Signs.** Runway holding position signs are located on taxiways that intersect a runway and correspond with Runway Hold Position Markings. The runway numbers on the sign are arranged to correspond to the respective runway threshold. On taxiways that intersect the beginning of the takeoff runway, only the designation of the takeoff runway may appear on the sign. For example, “06” indicates the beginning of Runway 06. Vehicle operators or pedestrians will not proceed beyond these signs without approval from ATCT. All vehicles and/or pedestrians will “STOP” before the sign and contact ATCT to request permission to proceed onto the CMA, beyond the hold sign and marking location.

4.5.1.2. **(Added-LAKENHEATHSUP) Instrument Landing System (ILS) Critical Area Holding Position Sign.** The inscription “INST” is used for protection of the ILS critical area at Point 1 North and Point 4 North. Both the ILS critical area signs correspond with Instrument Holding Position Markings. When the ILS is being used, it may be necessary to hold a vehicle or aircraft at designated taxiway locations to protect the critical areas. This prevents vehicles and aircraft on the ground from interfering with the ILS signal being transmitted to an aircraft on final approach.

4.5.2. **Taxiway Guidance and Informational Signs.** These include direction signs, destination signs, other informational signs, and boundary signs.

4.5.2.1. **Taxiway Direction Sign.** This sign has a black legend on a yellow background and always contain arrows oriented to the approximate direction of the turn. These signs indicate directions of other taxiways leading out of an intersection.

4.5.2.2. **Taxiway Location Sign.** This sign has a yellow legend on black background and identifies the taxiway on which an aircraft or vehicle operator is located.

4.5.2.3. **Destination Sign.** This sign indicates the general direction to a remote location.

4.5.2.4. **Boundary Sign.** This sign indicates important boundaries such as Instrument Landing System critical areas and runway approach areas.

4.5.2.5. Other signs are used to provide specific information such as noise abatement procedures, check points, and others.

4.5.3. **Runway Exit Sign.** A runway exit sign is located prior to the runway/taxiway intersection on the side and in the direction from which the aircraft is expected to exit.

4.5.4. Examples of mandatory and informational signs are included in [Attachment 3](#).

**4.6. Airfield Markings.** Airfield markings vary greatly depending on location. The following are common markings present at most DAF owned and/or operated airfields.

4.6.1. **Runway Markings.** Runway centerlines are marked with retro-reflective white paint at uniform intervals in the center of the runway. Runway designations are white numeric characters that indicate the lateral position of the runway. Where applicable, the runway side stripe is marked with a solid white line running the length of the runway.

4.6.2. **Taxiway and Apron Markings.** Unless otherwise indicated, most taxiway, apron, and taxilane markings for both fixed and rotary-wing facilities are marked in retro-reflective yellow. All markings of any color on light-colored pavement are optionally highlighted by marking a black, non-reflective border.

4.6.2.1. **(Added-LAKENHEATHSUP) Taxiway and Apron Markings.** Taxiway and apron markings are yellow in color and consist of centerline, edge, and shoulder markings. Taxiway and taxilane centerline markings consist of a single continuous yellow line to identify the designated path of travel on taxiways, through parking ramps, and to aircraft parking locations. Taxiway and apron edge markings consist of a continuous double yellow line to define the taxiway and apron boundaries from the shoulder. Taxiway shoulder markings identify pavements that are not intended for use by aircraft.

4.6.3. **Visual Flight Rules Hold Position.** Visual flight rules hold position markings are located at least 100 feet from the edge of the runway on all taxiways leading to the runway and consist of four parallel yellow stripes (two solid and two dashed) perpendicular to the axis of taxiway centerline, extending across taxiway with the dashed lines on the runway side. These lines mark the boundary of the CMA. Vehicle operators and/or pedestrians shall not cross the runway hold position or proceed onto the runway without first obtaining permission from the air traffic control tower. **(T-1).**

4.6.4. **Instrument Hold Positions.** These markings are normally placed farther from the runway than the Visual Flight Rules hold position. These markings consist of two solid yellow lines, two feet apart, extending across width of taxiway, connected by pairs of solid yellow lines ten feet apart, on black background. Hold positions are used during Instrument Flight Rules conditions or instrument approach procedures. Instrument Flight Rules hold positions protect Instrument Landing System critical areas to ensure an aircraft's instrument reception is not disrupted during flight. These hold positions are used any time the weather falls below a ceiling less than 800 feet and/or visibility less than 2 miles.

4.6.4.1. **(Added-LAKENHEATHSUP) During inclement weather or when visibility is restricted,** vehicle operators will not cross the instrument hold line without Control Tower approval. In addition to taxiways, portions of the perimeter road and access roads on the airfield fall within the ILS signal critical areas that must be protected from vehicle traffic when an aircraft is on an ILS approach. When the Control Tower activates the red lights, vehicles must stop at marked locations until the light returns to green.

4.6.4.2. **(Added-LAKENHEATHSUP) There are two IFR hold position markings.** One is on Taxiway November located prior to Point 1 North and the other is located on Taxiway November prior to Point 4 North.

4.6.5. Examples of airfield markings are included in [Attachment 3](#).

4.6.6. **(Added-LAKENHEATHSUP) Restricted Area Marking.** Restricted areas are identified by a solid red line on the pavement surface. Entrance is limited to authorized personnel only.

4.6.7. **(Added-LAKENHEATHSUP)** Vehicle Driving Lanes. Vehicle driving lanes are identified by a solid white line along both sides of Taxiway Sierra.

#### 4.7. Airfield Lighting.

4.7.1. Runway edge lights are white except for the last 2,000 feet (600 meters) on an instrument runway, which are yellow (caution zone indication to the pilot). The runway edge lights may be capable of providing small amounts of omnidirectional light.

4.7.2. Taxiway edge lights are blue.

4.7.3. Taxiway centerline lights are a system of aviation green in-pavement lights installed along the taxiway centerlines to provide alignment for aircraft.

4.7.4. Examples of airfield lighting are included in [Attachment 3](#).

4.7.5. **(Added-LAKENHEATHSUP)** Runway end lights are red in color and define the end of the operational runway.

4.7.6. **(Added-LAKENHEATHSUP)** Runway threshold lights are green in color to provide positive identification of the beginning of the operational runway surface.

4.7.7. **(Added-LAKENHEATHSUP)** Refer to AFI 11-218, paragraph 3.9., for additional information on runway lighting systems.

4.7.8. **(Added-LAKENHEATHSUP)** Traffic lights are located in multiple locations along perimeter road. Portions of the perimeter road and access roads on the airfield fall within the ILS signal critical areas that must be protected from vehicle traffic when an aircraft is on an ILS approach. When the Control Tower activates the red lights, vehicles must stop at marked locations until the light returns to green.

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

4.8.1. Vehicle Parking Areas — 5 miles per hour.

4.8.2. Vehicles in close proximity to aircraft (within 50 feet) — 5 miles per hour.

4.8.3. Aircraft towing speed — 5 miles per hour.

4.8.4. Blackout and/or night vision operations — 10 miles per hour.

4.8.4.1. **(Added-LAKENHEATHSUP)** Not Applicable.

4.8.5. Designated traffic lanes on the ramp or taxiway in congested areas or within 200 feet of aircraft parking areas — 15 miles per hour.

4.8.5.1. **(Added-LAKENHEATHSUP)** Vehicle operators encountering taxiing aircraft operations will move to the far left hand side of the driving lane (or taxiway) and stop. On portions of the taxiway where you are not able to meet the 25 feet lateral clearance from the aircraft wingtip without exiting the paved surface, ensure the minimum 10 foot wingtip clearance is maintained. Vehicle operators will hold their position until the aircraft is over 200 feet beyond their vehicle. **Note:** Vehicles must also yield to towing aircraft operations; operators will hold their position until the aircraft is over 50 feet beyond their vehicle. If following an aircraft being towed, maintain a distance of at least 50 feet.

4.8.5.2. **(Added-LAKENHEATHSUP)** After moving to the left-hand edge of the driving lane, if the vehicle operator determines that the aircraft wingspan requires more clearance, drive onto the grass if no other paved surface is available.

4.8.5.3. **(Added-LAKENHEATHSUP)** Upon returning to the paved surface, vehicle operators will stop and check the tires of the vehicle for FOD.

4.8.6. Aircraft Parking Ramp — 15 miles per hour.

4.8.7. Airfield or Perimeter Road — 15 miles per hour.

4.8.7. **(LAKENHEATHSUP)** At RAF Lakenheath, the perimeter road has varying speed limits. Vehicles are to follow the posted speed limit signs.

4.8.8. Aerospace Ground Equipment — 15 miles per hour.

4.8.8.1. **(Added-LAKENHEATHSUP)** Vehicles towing one piece of AGE equipment will not exceed 15 mph. Vehicles towing two or more pieces of equipment will not exceed 10 mph.

4.8.9. During reduced visibility or when snow and ice are present on paved surfaces, reduce speed to 10 mph maximum. Defer vehicle operation when possible and limit to mission essential.

4.8.9.1. **(Added-LAKENHEATHSUP)** With the exception of emergency/alert vehicles, no vehicles will be operated on the airfield when the visibility is 100 feet or less. Airfield speed limit will be 5 mph.

4.8.10. Snow and ice removal vehicles operate at a speed that facilitates safe operations.

4.8.11. “Follow Me” vehicles may exceed the 15 mph flightline speed limit when necessary to accommodate the safe taxiing speed of aircraft.

4.8.12. During emergencies, all emergency response vehicles, e.g., aerospace rescue firefighting equipment, ambulances, airfield management and security forces, may exceed speed limits only with due regard for the safety of persons and property

4.8.13. Taxiways:

4.8.13.1. General purpose vehicles — 15 miles per hour. **Exception:** Vehicle operators may exceed this speed limit when published in an approved wing or base supplement to this instruction.

4.8.13.1.1. **(Added-LAKENHEATHSUP)** At RAF Lakenheath, general purpose vehicles may exceed speed limits when directed to expedite by Air Traffic Control Tower or when responding to actual emergencies.

- 4.8.13.1.2. **(Added-LAKENHEATHSUP)** Taxiway November speed limit will not exceed 25 mph.
- 4.8.13.2. Special purpose vehicles (e.g. tractors, tugs, forklifts, or sweepers).— 10 miles per hour.
- 4.8.14. Active Runways. Drivers should assume a prudent and reasonable speed depending on nature of business on the runway as well as weather conditions.

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

- 4.9.1. Do not park or drive any vehicle closer than 25 feet in front or 200 feet to the rear of any aircraft when engines are operating or are about to be started. Units should add additional safety distance based on assigned aircraft.
- 4.9.1.1. **(Added-LAKENHEATHSUP)** Vehicles must not operate within 200 feet behind a fighter-type aircraft with its engines running at idle speed, unless engaged in approved servicing/loading as directed by technical data. This is increased to 300 feet if the aircraft is taxiing.
- 4.9.1.2. **(Added-LAKENHEATHSUP)** Vehicles must not operate within 400 feet behind a large frame aircraft with its engines running at idle speed, unless engaged in approved servicing/loading as directed by technical data. This is increased to 500 feet if the aircraft is taxiing.
- 4.9.2. Do not operate vehicles within 25 feet of an aircraft unless providing an immediate service to that aircraft (e.g. fueling, servicing).
- 4.9.3. Do not operate a vehicle in front of a taxiing aircraft unless signaled to do so by the pilot or instructed by Air Traffic Control Tower. Do not operate a vehicle between an aircraft and its marshaller.
- 4.9.3.1. **(Added-LAKENHEATHSUP)** With the exception of a Transient Alert “FOLLOW ME” vehicle, no vehicle will be driven into the path of a taxiing aircraft. Never drive a vehicle between a “FOLLOW ME” vehicle and an aircraft, a marshaller and an aircraft, or a fire truck and an aircraft when the fire truck has its emergency lights on.
- 4.9.4. Vehicle operators must yield and give right of way to aircraft in motion. **(T-1)**.
- 4.9.5. Ensure vehicles parked at the side of the aircraft are clear of the wing tips and clearly visible to personnel in the aircraft cockpit.
- 4.9.6. **(Added-LAKENHEATHSUP)** When driving on the airfield, drivers will follow the basic rules of the road. Random travel on the airfield is not authorized. Vehicles traveling on taxiways and aprons will not drive on the center/taxi lines unless performing official duties. Vehicles will drive along taxiway or apron edge and turn 90 degrees to cross.

#### **4.10. Parking and chocking vehicles on the airfield.**

- 4.10.1. Never drive vehicles under any part of the aircraft.
- 4.10.2. Vehicles shall not be backed or parked within 25 feet of any aircraft, unless authorized for operations such as loading or unloading, servicing or towing. **(T-1)**. A spotter shall be posted when backing a vehicle towards an aircraft. **(T-1)**. Prepositioned wheel chocks shall be used to prevent vehicles backing into aircraft. **(T-1)**.

4.10.3. Unattended vehicles shall be parked with the driver's side facing the aircraft and so it will not interfere with aircraft being towed or taxied. **(T-1). Note:** Local guidance should address procedures at locations where right-hand drive vehicles or equipment are utilized.

4.10.3.1. **(Added-LAKENHEATHSUP)** Vehicles will not be left unattended with the engine running, except aircraft servicing support vehicles that require vehicle engine to operate as power source for auxiliary components.

4.10.4. Ignition shall be turned off; keys left in the ignition; and the gear lever put in reverse gear for manual transmissions, and in 'park' for automatic transmissions. **(T-1).**

4.10.5. All vehicles parked and left unattended will have brakes set or chocks placed in front of and behind a rear wheel, or one chock placed between the tandem wheels of dual (tandem) axle vehicles. **(T-1).** Only alert and emergency vehicles responding to an alert or emergency are exempt from these requirements. **Note:** Aerospace ground equipment towing vehicles may be placed in neutral or park with parking brake set and engine left running during equipment hitching and unhitching operations. Turn off aerospace ground equipment towing vehicles when the driver seat is vacated for any other purpose.

4.10.6. **(Added-LAKENHEATHSUP)** Vehicles will not be parked within the CMA, ILS critical area or on a taxiway. All vehicles parking on an apron or adjacent to a taxiway must meet obstruction clearance criteria and be directly supporting aircraft operations.

4.10.7. **(Added-LAKENHEATHSUP)** Vehicle operators must not be involved in any duties that may distract their attention away from monitoring their vehicle.

4.10.8. **(Added-LAKENHEATHSUP)** Vehicle operators must remain in close proximity (within 25 feet) of the vehicle if temporarily parked in aircraft movement areas. **Note:** Security Forces responding to alarm activations can exceed the 25 feet distance, but must move their vehicles from aircraft movement areas as soon as alarm assessments are completed.

4.10.9. **(Added-LAKENHEATHSUP)** Vehicles and wheeled equipment that do not have an integral braking system will have one rear wheel chocked, both in front of and in back of the tire, while parked on an apron.

4.10.10. **(Added-LAKENHEATHSUP)** Vehicles will be parked with the driver's side towards the aircraft and never pointed towards an aircraft. Vehicles parked at the sides of an aircraft must be parked clear of the wingtips and clearly visible from the cockpit

4.10.11. **(Added-LAKENHEATHSUP)** Aircraft support vehicles, including fuel trucks, follow-me vehicles, etc., must be chocked at all times when parked in any aircraft movement area.

4.10.12. **(Added-LAKENHEATHSUP)** Emergency response vehicles are exempt from these requirements while performing official duties, due to the operational necessity

#### **4.11. Fixed and mobile obstacle distance requirements.**

**4.11. (LAKENHEATHSUP) Fixed and mobile obstacle distance requirements.** At RAF Lakenheath, the USAFEI 32-1007 defines the lateral clearance distance criteria for aircraft movement areas to fixed or mobile obstacles.

4.11.1. The lateral clearance distance from taxiway centerline to fixed or mobile objects is 200 feet. Do not leave vehicles parked or unattended within 200 feet of the taxiway centerline.

4.11.2. The lateral clearance distance from the apron boundary edge to fixed or mobile obstacle is based on the Air Force apron boundary criteria outlined in Unified Facilities Criteria 3-260-01, *Airfield and Heliport Planning and Design*, Table 6-1 Rule 15.

4.11.2. **(LAKENHEATHSUP)** At RAF Lakenheath, the lateral clearance distance from the apron boundary edge to fixed or mobile obstacles is based on the apron boundary criteria outlined in USAFEI 32-1007, *Airfield and Heliport Planning and Design*, Table 6-1 Rule 15.

4.11.3. The lateral clearance distance from the runway centerline is 1000 feet. When operating within this area, do not park and leave a vehicle or equipment unattended.

4.11.3. **(LAKENHEATHSUP)** At RAF Lakenheath, the lateral clearance distance from the runway centerline is 459.5 feet. When operating within this area, do not park and leave a vehicle or equipment unattended.

4.11.4. Do not park aerospace ground equipment or vehicles within any runway, taxiway, taxilane, or apron obstacle clearance distances.

4.11.4.1. **(Added-LAKENHEATHSUP)** Mobile ground support equipment may be located on aprons, but must be positioned to provide minimum wingtip clearance distances prescribed in UFC 3-260-01, Table 6-1, for all aircraft other than those being serviced with the equipment. Equipment may be in place no sooner than three hours before an arrival and must be moved no later than three hours after a departure. When such equipment is not in use, it must be removed from the aircraft parking area and stored in areas that do not violate aircraft clearance requirements for normal operating routes (marked taxilanes or taxiways) or other imaginary surfaces.

**4.12. Control tower light gun signals.** Air traffic controllers use a light gun as a backup system for communicating with aircraft or ground vehicles if their radios stop working. When a vehicle operator experiences a radio failure on a runway or taxiway, vacate the runway as quickly and safely as possible and contact the air traffic control tower or airfield management by other means, such as a cellular or mobile phone to advise of the situation. If this is not practical, then the driver, after vacating the runway, should turn the vehicle toward the tower and start flashing the vehicle headlights and wait for the controller to signal with the light gun. All vehicle operators must know and comply with light gun signals **(T-1)**. Light gun signals are as follows:

4.12.1. **Steady Green Light:** “Cleared to cross,” “Proceed,” “Go”.

4.12.2. **Steady Red Light:** “STOP! Vehicle will not be moved.”

4.12.3. **Flashing Red Light:** “Clear taxiway/runway.”

4.12.4. **Flashing White Light:** “Return to starting point.”

4.12.5. **Red and Green Light:** “General warning. Exercise extreme caution.”

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

4.13.1. Check tires for FOD after returning to pavement if driving on unimproved surfaces (for example, to avoid taxiing aircraft or if performing runway repairs). **(T-1)**.

4.13.1.1. **(Added-LAKENHEATHSUP)** If the pavement requires cleaning after returning to the paved surface (e.g. mud deposits fall from vehicle or tires) the vehicle operator will ensure a sweeper is requested through Airfield Management at the earliest opportunity.

4.13.2. Make every attempt to stay on paved surfaces and avoid driving on unimproved surfaces (e.g. dirt or grass). **(T-1)**.

4.13.3. At a minimum, a FOD check will consist of the following:

4.13.3.1. Inspect the vehicle tires (pull forward to check tire in contact with pavement). **(T-1)**.

4.13.3.2. Ensure all external vehicle components are secured. Secure all items loaded on payload vehicle, to include all tie-down device loose ends such as chains, ropes, packaging or other item that may become dislodged during movement while on the airfield. **(T-1)**.

4.13.3.3. A thorough walk around of the vehicle to check for damaged, loose, or worn parts. **(T-1)**.

4.13.4. Refer to DAFI 21-101, *Aircraft and Equipment Maintenance Management*, Chapter 11 and AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, Chapter 24 for additional information.

4.13.5. **(Added-LAKENHEATHSUP)** Comply with and enforce wing FOD policy. Vehicle operators encountering small amounts of FOD will stop and secure the FOD. Large amounts of debris will immediately be reported to AM, who will dispatch a sweeper. Provide a description and the exact location of the debris. For large amounts, remain at the location until an AM representative arrives to cone off the affected area, or a sweeper arrives.

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

4.14.1. Only use the hands-free capabilities of cellular or mobile phones while driving on the airfield (e.g., texting and driving or holding the phone in your hand to talk while driving is not authorized.)

4.14.1.1. **(Added-LAKENHEATHSUP)** Cellular/mobile phone usage while on the airfield should only be used as operationally necessary.

4.14.2. The wearing of other portable headphones, earphones, or other listening devices while operating a motor vehicle is prohibited. Use of these devices impairs driving and prevents recognition of emergency signals, alarms, or radio calls.

#### **4.15. Restricted Visibility or Night Driving Operations.**

**4.15. (LAKENHEATHSUP) Restricted Visibility or Night Driving Operations.** All vehicles on the RAF Lakenheath airfield will use headlights during the hours of darkness or reduced visibility.

4.15.1. Do not point headlights toward taxiing aircraft or towing operations to prevent blinding pilot or tow vehicle operators.

4.15.2. Use flashing or parking lights at night when vehicles are temporarily parked on any part of the aircraft ramp. This does not apply to vehicles parked in a designated parking area.

4.15.3. Do not operate fueling and explosive loaded (laden) vehicles on the airfield when visibility is less than 300 feet unless approved by the host wing commander.

4.15.3.1. **(Added-LAKENHEATHSUP)** When visibility is less than 300 feet, the airfield speed limit will be 10 mph.

4.15.4. Do not operate vehicles on the airfield when visibility is less than 100 feet. **Exception:** Emergency and/or alert vehicles may be operated when necessary to accomplish the mission.

4.15.4.1. **(Added-LAKENHEATHSUP)** When visibility is less than 100 feet, the airfield speed limit will be 5 mph.

4.15.5. Use a walking guide with a flashing or luminescent wand during emergency movement of alert vehicles when visibility is under 50 feet.

4.15.6. Vehicle operator must stop and hold at instrument hold markings and/or signs when conditions are less than a reported ceiling of 800 feet or 2 miles visibility. **(T-1)**.

4.15.7. Vehicle headlights shining towards a moving aircraft at night shall be turned off immediately to prevent affecting the pilot's night vision and will remain off until the aircraft is out of range. **(T-1)**. However, vehicle parking lights or emergency flashers are turned on so its position is known. Headlights shall be turned on prior to moving the vehicle. **(T-1)**.

4.15.8. **(Added-LAKENHEATHSUP)** Golf-cart type vehicles not equipped with parking lights must be positioned to prevent headlights from being directed toward taxiing aircraft.

4.15.9. **(Added-LAKENHEATHSUP)** Airfield Management will relay reduced visibility driving restrictions to units listed in the base weather support plan and over the Ramp Net. Unit Control Centers must ensure that all their drivers are aware of the restrictions when in place.

**4.16. Driving with Daytime Running Headlights.** During restricted visibility, night time operations or in the vicinity of taxiing aircraft, must park vehicles with daytime running headlights in a safe location with headlights off, parking brake set, and emergency flashers on. **(T-1)**.

**4.17. Operating Non-Vehicular Equipment.** Examples of non-vehicular equipment include segway, bicycle, tricycle, golf cart, all-terrain vehicle, mower, or aerospace ground equipment).

4.17.1. Non-vehicular equipment operators are required to know requirements in this instruction and wing or base supplement. Unless otherwise directed, personnel operating non-vehicular equipment are exempt from state and/or country driver's licensing requirements. However, personnel operating non-vehicular equipment must complete airfield driver's qualification training in accordance to this instruction. **(T-1)**.

4.17.2. Tricycles parked on the airfield will have a braking device engaged to prevent inadvertent movement. **(T-1)**. For night use, equip bicycles and tricycles with an operating headlight and reflectors or reflective tape. Equip non-vehicular equipment with forward and rear lamps if operated at night.

4.17.3. Place all non-vehicular equipment parked on the airfield so as not to impede aircraft or traffic flow.

4.17.4. **(Added-LAKENHEATHSUP)** For the purpose of this supplement, cyclists are considered vehicle operators and will remain in the vehicle driving lanes and comply with the same guidelines as any other vehicle operator. Cyclists operating on the airfield are required to obtain an AF Form 483; however, they do not require a POV pass. **Note:** Recreational activities are prohibited on the airfield.

4.17.5. **(Added-LAKENHEATHSUP)** Personal motorcycles, moped/scooters, bicycles, and tricycles are not authorized on the parking ramps, taxiways, or runway.

4.17.6. **(Added-LAKENHEATHSUP)** Unit owned golf-cart type or similar utility vehicles (electric or gas) are authorized on taxiways and aprons only. Vehicle must be equipped with headlights and taillights visible from 200 feet during hours of darkness and periods of reduced visibility.

4.17.6.1. **(Added-LAKENHEATHSUP)** Personnel who are authorized to operate electric, gas or gasoline-powered golf-type carts are required to complete airfield driver training and possess an AF Form 483.

4.17.7. **(Added-LAKENHEATHSUP)** Civilian taxis (hackneys/hackney carriages) are not authorized airfield access.

**4.18. Use of Perimeter, In-Field or other Airfield Roads.** Runway(s), taxiway(s), or CMAs shall not be used for convenience. **(T-3).** To the max extent possible, utilize perimeter, in-field, or other airfield roads.

4.18.1. **(Added-LAKENHEATHSUP)** The perimeter road is designated as the primary means for all traffic to gain access to facilities on the North and South sides of the runway. Access to North Perimeter road is only for personnel who directly support munitions operations or base infrastructure. No passing explosive laden vehicles. Drivers transiting Perimeter Road and Rabbit Run Road must have a valid AF Form 483.

4.18.2. **(Added-LAKENHEATHSUP)** No passing explosive laden vehicles.

4.18.3. **(Added-LAKENHEATHSUP)** Rabbit Run Road will only be utilized by Emergency Response Vehicles and personnel traveling to/from their duty location in GOVs or POVs. Personnel in a POV must be in possession of a valid POV pass.

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

4.19.1. **(Added-LAKENHEATHSUP)** Runway Crossing Restriction. Every vehicle operator or pedestrian operating on the airfield is personally responsible to check for approaching aircraft, visually observe the Air Traffic Control Tower, and recognize the location of all runways, taxiway, and aprons. There are no known communications or visual blind spots to the runway. Refer to the airfield diagram, **Attachment 10**, for taxiway visual blind spots. Maintain situational awareness when operating in these areas.

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

4.20.1. All emergency response vehicles must have approval from the Air Traffic Control Tower to enter and/or cross CMA(s). **(T-1).**

4.20.1.1. **(Added-LAKENHEATHSUP)** All emergency response vehicles responding to an emergency on or near the runway will standby at points 1, 2, 3, and/or 4 and await Tower approval for runway access. Tower will authorize access to the runway from specific points for specific response agencies. **Note:** Secondary emergency vehicles will remain 200 feet behind the CMA hold lines and will not be permitted access to the runway unless Tower provides permission.

4.20.2. Primary (initial) and secondary (follow-on, support) response agencies are determined by wing or base supplement. Follow-on, support response agencies will standby in a designated area (e.g., ramp or taxiway) until called forward by the Fire Chief or on-scene (incident) commander. **(T-3).**

4.20.2.1. **(Added-LAKENHEATHSUP)** Primary response agencies are the Fire Department, Medic Ambulances, AM, Barrier Maintenance, Crash Recovery, Security Forces and Mobile Command Post. All other support vehicles are considered secondary response agencies.

4.20.3. **(Added-LAKENHEATHSUP)** During an emergency situation, either actual or simulated, vehicles/equipment will not be driven or parked in front of emergency response vehicles. All vehicles will remain at least 100 feet to the rear of all emergency response vehicles, or when parking upwind of any emergency location.

4.20.4. **(Added-LAKENHEATHSUP)** Permission to enter an emergency cordon site will be approved by the on-scene commander or senior fire chief.

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

#### **4.22. Airfield Driving During Blackout Conditions.**

**4.22. (LAKENHEATHSUP) Airfield Driving During Blackout Conditions.** Driving on RAF Lakenheath airfield is not permitted while using NVD. If units need to use NVD on the airfield they must have an approved Local Operating Procedure (LOP) coordinated with Airfield Management, 48th Operations Support Squadron Airfield Operations Flight (48 OSS/OSA), and approved by the 48 OSS Commander (48 OSS/CC).

4.22.1. Units operating vehicles on the airfield using night vision devices must have local operating procedures coordinated through the wing or garrison ADPM and approved by the requesting unit's squadron commander. **(T-3).** The local operating procedure must include the items below and require vehicle operators to follow the guidance outlined in AFMAN 24-306, *Section 12D—Vehicle Operations Using Night Vision Devices and Operations Under Blackout (BO) Conditions.* **(T-3).**

4.22.1.1. Driver and assistant driver responsibilities.

4.22.1.2. NVD-related accident reporting procedures.

4.22.1.3. Airfield driving and night vision device (NVD) licensing procedures. **Note:** Annotate "NVD Qualified" on the AF Form 483.

4.22.1.4. Qualification and annual refresher training requirements.

4.22.1.5. NVD instructor qualification requirements.

4.22.2. Use hazard warning flashers or infrared strobe mounted on the vehicle's roof during periods of reduced airfield lighting (or blackout conditions) so the air traffic control tower and aircrew can observe vehicles on the airfield. **Note:** Vehicles must maintain two-way radio communications with the air traffic control tower while operating within the CMA. **(T-1)**.

4.22.3. Designate vehicle routes. Do not mix nonparticipating vehicles with participating NVD vehicles on any CMA. **Note:** Vehicle operations should be kept to a minimum during periods of reduced airfield lighting configurations.

#### **4.23. Vehicle escorts and convoys on the CMA and Non-CMA.**

4.23.1. All escorted personnel must be visible at all times by, and in close proximity to, the escort official. **(T-2)**. The escort official is responsible for relaying air traffic control tower control instructions and/or communication for the escorted group.

4.23.1.1. **(Added-LAKENHEATHSUP)** Escort officials must brief all escorted drivers on route, speed, and procedures.

4.23.2. Escort officials must be trained and certified to drive on the airfield. **(T-1)**. Escort officials may only provide escort into the CMA if they are CMA qualified. **Note:** Airfield management does not provide escorts for airfield construction projects and/or activities generated via submission of base civil engineer work request, or customer service calls.

4.23.2.1. **(Added-LAKENHEATHSUP)** The number of vehicles in a convoy must be limited to the minimum required to accomplish the mission. The convoy must maintain close intervals when crossing the CMA. The convoy escort must be in the lead vehicle and is responsible for all communications with the Control Tower.

#### **4.24. Vehicles equipped with supplemental traction devices.**

4.24.1. Tire chains may only be used on airfield pavements after obtaining coordination and approval from AFM, wing safety, and civil engineer. The requesting agency conducts a risk assessment with the above agencies when evaluating the need for tire chains to minimize pavement damage and FOD.

4.24.1.1. **(Added-LAKENHEATHSUP)** Vehicles equipped with supplemental traction devices (e.g. tire chains, studded tires, etc.) are not authorized to operate on the airfield due to the potential for FOD and pavement damage.

4.24.2. Vehicles equipped with studded tires are not permitted to operate on the airfield without prior coordination with the AFM, wing safety, civil engineer, Transportation, and host wing commander (or equivalent) approval. Publish the list of approved units and vehicles and areas authorized to use studded tires in the wing or base supplement.

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

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

4.26.1. Remain at least 25 feet to the front and 200 feet to the rear of aircraft with engines running.

4.26.2. Remain clear of taxiing traffic and do not pass within 200 feet behind aircraft with engines running.

4.26.3. Do not operate vehicles within 100 feet of a helicopter with rotors in motion. **Note:** Vehicle operators must use extreme caution when driving in the vicinity of helicopters conducting hover checks. **(T-1)**.

4.26.4. **(Added-LAKENHEATHSUP)** Maintenance personnel and aircrews performing above idle engine runs must ensure personnel, vehicles, and aircraft do not pass through hazardous jet blast areas as defined by applicable aircraft Technical Order (TO).

4.26.5. **(Added-LAKENHEATHSUP)** Above Idle Engine Runs are performed on Taxiway Whiskey and Victor Ramp.

4.26.6. **(Added-LAKENHEATHSUP)** Minimum jet blast clearance distances for RAF Lakenheath defined below:

4.26.6.1. **(Added-LAKENHEATHSUP)** 200 feet behind a fighter type aircraft with engines running.

4.26.6.2. **(Added-LAKENHEATHSUP)** 300 feet behind a fighter type aircraft taxiing.

4.26.6.3. **(Added-LAKENHEATHSUP)** 400 feet behind a large frame aircraft with engines

4.26.6.4. **(Added-LAKENHEATHSUP)** 500 feet behind a large frame aircraft taxiing.

#### 4.27. Disabled Vehicle.

4.27.1. When a vehicle has a malfunction that prevents operation under its own power, use every means to alert taxiing aircraft in the vicinity. At a minimum, the ground vehicle operator conduct the following:

4.27.1.1. Leave the vehicle parking lights or emergency flashers on.

4.27.1.2. If the vehicle has two-way radio capability, make the following transmission: "All parties BREAK, BREAK-This is (call sign) with an emergency for Airfield Management, Tower, and Maintenance Operations Center." State the nature of the problem and report your position on the airfield.

4.27.2. Operators of other radio-equipped vehicles (e.g. security forces, civil engineer, or transportation) should make every effort to assist with removing the disabled vehicle from the airfield, especially if the vehicle is located on parking aprons, taxiways, or runway.

4.27.3. If a vehicle is not equipped with a two-way radio, stay with the vehicle and continue attempts to alert any taxiing aircraft or other vehicles in the vicinity.

4.27.4. In the event of a disabled vehicle on the CMA, immediately notify Air Traffic Control Tower and Airfield Management by any means possible to coordinate expeditious removal of the disabled vehicle from the CMA.

4.27.4.1. Do not leave vehicles unattended in the CMA.

4.27.4.2. Remove disabled vehicle using any method in the quickest and safest way possible.

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

4.28.1. Do not grant temporarily assigned personnel, inspection and survey teams and non-base assigned contractors access to the CMA unless they have completed all training and testing requirements outlined in this instruction and wing or base supplement.

4.28.2. Temporarily assigned personnel, inspection and survey teams and non-base assigned contractors must possess an AF Form 483 (or other Federal, DoD agency equivalent) and be trained on the wing or base airfield driving procedures to operate a vehicle on the airfield without an escort. **(T-1)**.

4.28.2.1. The wing or garrison ADPM or as delegated in the wing or base supplement to the unit ADPM may provide a local briefing and/or training when temporarily assigned personnel, inspection and survey teams and non-base assigned contractors driving route(s) do not require access on or across the CMA.

4.28.2.1. **(LAKENHEATHSUP)** At RAF Lakenheath, the Unit ADPM may provide a local briefing/training when temporarily assigned personnel, Inspection/Survey Teams and non-base assigned contractors driving route(s) do not require access on or across the CMA.

4.28.2.1.1. Use **Attachment 8** to document the name and unit of the individual that received the local briefing and/or training.

4.28.2.1.2. Issue a temporary AF Form 483 with the restriction “Ramp Access Only” or “Non-CMA Only” and expiration date.

4.28.2.1.3. **(Added-LAKENHEATHSUP)** Refresher training, documented on the reverse side of the individual’s AF Form 483, must be current for the duration of TDY and/or contract work.

4.28.2.1.4. **(Added-LAKENHEATHSUP)** Unit ADPM will ensure airfield construction contractors are trained, as applicable, for the areas they are working in or need to access to, based upon contract documents.

4.28.2.1.5. **(Added-LAKENHEATHSUP)** Restrictions and expiration date may be documented on the back side of the individual’s home station AF Form 483.

4.28.2.2. The wing or garrison ADPM or designated representative may provide local airfield driving training via handouts and/or PowerPoint® slides and airfield diagrams in lieu of practical training or briefing.

4.28.2.3. Maintain a MFR signed by the unit commander (or equivalent) or contractor lead and approved by the wing or garrison ADPM (or as delegated) in lieu of **Attachment 8**. Include the following on the MFR:

4.28.2.3.1. Individual’s full name and rank.

4.28.2.3.2. Home unit AF Form 483 certificate number.

4.28.2.3.3. The effective dates of the temporary duty assignment or site visit.

4.28.2.3.4. The statement: "Access on or across the CMA is not authorized."

4.28.3. The local briefing and/or training materials should be made available in host nation language where applicable.

4.28.4. If the unit ADPM accomplishes the local training and/or briefing, forward an information copy to the wing or garrison ADPM.

4.28.5. Maintain a file copy of **Attachment 8** and/or signed MFR in accordance with Air Force Records Distribution Schedule (RDS), Table 33-42, Rule 04.00.

#### **4.29. POV and Government Leased Vehicle Passes.**

4.29.1. POV on the airfield are discouraged and are restricted to an absolute minimum.

4.29.1.1. **(Added-LAKENHEATHSUP)** Vehicle passes will only be issued to those individuals whose job requires immediate and direct access to the work area on the airfield. Vehicle passes are issued to the individual, not the vehicle.

4.29.2. Prior to requesting issuance of a vehicle pass, unit commanders and/or host unit commanders should exhaust all means of obtaining a government owned vehicle. This includes, but is not limited to, signing-out a government owned vehicle from transportation and/or vehicle operations for one-time use.

4.29.3. Company and/or contractor representative vehicle passes are issued to fulfill contractual obligations only. Requests for vehicle passes by temporarily assigned personnel are coordinated through unit ADPM and forwarded to the wing or garrison airfield driving program for approval.

4.29.4. Each POV owner, user or operator must possess a valid driver's license or host nation driver's license and current AF Form 483. **(T-1)**.

4.29.5. Request for a vehicle pass or decal are endorsed by the individual's unit commander or company, contractor representative. At a minimum, the MFR or local form or electronic equivalent contains the following information:

4.29.5.1. Owner or User.

4.29.5.2. Organization or Company.

4.29.5.3. Duty Phone.

4.29.5.4. Vehicle Make, Model, Year, Color, License Plate Number and State where vehicle is registered.

4.29.5.5. Pass or Permit number.

4.29.5.6. Area of Operation(s) and/or location.

4.29.5.7. Justification.

4.29.5.8. Effective period or dates.

4.29.6. POV and government leased vehicles passes or decals are differentiated in the wing or base supplement.

4.29.6.1. **(Added-LAKENHEATHSUP)** POV passes are issued for Privately Owned Vehicles. Government Leased Vehicles will be treated as Government Owned Vehicles provided that a copy of the lease agreement or AF form 1800 are carried in the vehicle and are available for inspection at all times.

4.29.7. Maintain vehicle passes or decals supportive information in accordance with Air Force RDS, Table 13-01, Rule 01.00.

4.29.8. A valid (active commercially-obtained insurance at or above State law minimums for the state where the installation is located) is required to operate a POV on DAF-owned and/or operated airfields.

4.29.9. Refer to DAFI 31-101, *Integrated Defense* for additional restrictions concerning operation of POVs in areas containing PL 1-3.

4.29.10. **(Added-LAKENHEATHSUP)** See **Attachment 13** for an example vehicle pass request MFR.

4.29.11. **(Added-LAKENHEATHSUP)** POV passes must be prominently displayed while operating on the airfield. Passes will be placed in the driver's side dash or sun visor of the vehicle at all times while on the airfield. Passes will not be loaned or sub-issued to other personnel. POV passes should be treated as controlled items and secured when not in use.

4.29.12. **(Added-LAKENHEATHSUP)** POV passes are issued on an annual basis from 1 January- 31 December; no passes will be issued beyond 31 December.

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

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

4.29.15. **(Added-LAKENHEATHSUP)** Temporary POV passes will be returned to the Wing ADPM when no longer required.

4.29.16. **(Added-LAKENHEATHSUP)** Contractor vehicles that are clearly marked with company name are not required to have a POV pass. If the vehicle is not clearly marked contractors must receive a POV Pass from Airfield Management.

4.29.17. **(Added-LAKENHEATHSUP)** Individuals with POV passes must utilize the route to their duty location as determined by the Wing ADPM or designated representative. The predetermined route will be annotated on the reverse side of the individual's POV pass. **Note:** failure to utilize the predetermined route will be categorized as an airfield driving violation.

#### **4.30. Reporting, Enforcement and Violation Consequences.**

**4.30. (LAKENHEATHSUP) Reporting, Enforcement and Violation Consequences.** At RAF Lakenheath, an airfield violation is any unsafe act on the airfield or any action that violates the airfield driving program.

4.30.1. Unit Commanders and above, Unit ADPMs, Airfield Management and Security Forces Squadron personnel are authorized to temporarily suspend airfield driving privileges.

4.30.1.1. **(Added-LAKENHEATHSUP)** Notify the Wing ADPM, Unit ADPM, and Unit Commander when a revocation or suspension occurs.

4.30.1.2. **(Added-LAKENHEATHSUP)** Unit Commanders can recommend personnel with poor driving records to Wing Safety for Course 5 training.

4.30.1.3. **(Added-LAKENHEATHSUP)** Member's profile in the ADTP site will be suspended. Only the Wing ADPM can rescind the suspension the member's profile.

4.30.2. Airfield Management personnel are authorized to suspend and/or revoke an individual's airfield driving privileges, regardless of unit affiliation. In the event of any airfield driving violation, Airfield Management personnel:

4.30.2.1. Escort individuals off of the airfield.

4.30.2.2. Confiscate individual's AF Form 483.

4.30.2.3. Obtain statement(s) from individual(s) suspected of committing an airfield driving violation(s).

4.30.2.4. Document and report the incident to the wing or garrison ADPM, AFM and AOF/CC.

4.30.3. **Consequences (Non-CMA).** (e.g. speeding, expired POV, no AF Form 483 in possession).

4.30.3.1. First Offense. Incur a warning (minimum) or loss of airfield driving privileges for a period of up to 30 calendar days.

4.30.3.2. Second Offense. Loss of airfield driving privileges for a period of 60 calendar days.

4.30.3.2. **(LAKENHEATHSUP)** Second Offense. At RAF Lakenheath, loss of airfield driving privileges is for a period of 60 days if the second offense occurs within six months of the first offense.

4.30.3.3. Third Offense. Loss of airfield driving privileges for a period of six months.

4.30.3.3. **(LAKENHEATHSUP)** Third Offense. At RAF Lakenheath, loss of airfield driving privileges is for a period of six months if the third offense occurs within six months of the first offense.

4.30.4. **Consequences (CMA).**

4.30.4.1. First Offense. Incur loss of airfield driving privileges for a minimum of 30 calendar days.

4.30.4.2. Second Offense. Loss of airfield driving privileges for six months or permanent revocation if within a 12-month time period.

4.30.4.3. Third Offense. Loss of airfield driving privileges for one year or permanent revocation.

4.30.5. **(Added-LAKENHEATHSUP)** Regardless of the offense, additional training may be directed by the Wing ADPM specific to the violation. Training must be conducted by the Unit ADPM and documented on a memo to 48 OSS/OSAA. Driver may resume airfield driving duties once suspension time is over and additional training has been accomplished, if applicable.

4.30.6. **(Added-LAKENHEATHSUP)** Individuals stopped for suspected violations must surrender their AF Form 483 (and RAF Lakenheath POV Pass if applicable) upon request. Privileges may be suspended on site pending an investigation regarding the event. If privileges are suspended, another certified driver must take control of the vehicle or Airfield Management will escort them from the airfield immediately.

4.30.7. **(Added-LAKENHEATHSUP)** Individuals are encouraged to provide a statement to the Unit ADPM which will be forwarded to the Wing ADPM. The Wing ADPM, in conjunction with Wing Safety, will complete an investigation. Once completed, the Wing ADPM will determine the disposition of the individual's driving privileges. The Wing ADPM will notify the individual's unit commander and Unit ADPM of investigation results.

#### **4.31. Reinstatement of an AF Form 483.**

4.31.1. Prior to reinstatement of airfield driving privileges, individuals will complete all training criteria and testing requirements outlined in **Chapter 3** of this instruction. **(T-3)**.

4.31.2. Upon completion of airfield driver training, Unit Commanders request reinstatement of airfield driving privileges in writing to the Unit Commander responsible for Airfield Management, or as delegated.

#### **4.32. Reporting and documenting Controlled Movement Area Violation events.** See **Attachment 1** for Controlled Movement Area Violation and Runway Incursion definition.

4.32.1. For an actual or suspected runway incursion, the individual's AF Form 483 is surrendered to Airfield Management and airfield driving privileges are temporarily suspended until an investigation and retraining is completed.

4.32.2. The wing or garrison ADPM will notify the unit commander of the individual who committed a runway incursion within three duty days of the alleged incident. **(T-3)**.

4.32.3. Controlled Movement Area Violation events are reported to Wing Safety as outlined in AFMAN 91-223, Chapter 9.

4.32.4. The wing or garrison ADPM and wing safety review the unit's airfield driving program within three duty days to which personnel that commit a controlled movement area violation are assigned. Place emphasis on how the unit trained the individual and their compliance with this instruction and wing or base supplement. The wing or garrison ADPM reports results to the unit commander.

4.32.5. Include the following information in the narrative section of the AF Form 651 and/or AF Form 457:

4.32.5.1. Individual's information (e.g., grade, job title, organization, temporary duty assignment, or base assigned).

4.32.5.2. Individual's experience working on or near the airfield and date trained.

4.32.5.3. If individual was authorized on the airfield and/or CMA.

4.32.5.4. If individual completed all training required to operate a vehicle on the airfield.

4.32.5.5. Approximate location where the controlled movement area violation occurred (e.g., runway or taxiway intersection, distance from threshold or overrun.)

4.32.6. The wing or garrison ADPM maintains a copy of the AF Form 651s and/or AF Form 457s, actions taken, results and supporting documentation in accordance with Air Force RDS, Table 13-06, Rule 15.00 (see Air Force Instruction 91-202, *The US Air Force Mishap Program* and DAFMAN 91-223.) A copy of the final runway incursion Air Force Safety Automated System (AFSAS) report may be obtained from wing safety.

4.32.7. **(Added-LAKENHEATHSUP)** Airfield Management or Airfield Operations Flight Commander will notify USAFE-AFAFRICA/A3AA within 24 hours or a CMAV or Runway Incursion. Initial notification may be verbal or electronic, but must be made within the prescribed 24 hours of an incident. A written follow-up is due within 72 hours.

4.32.7.1. **(Added-LAKENHEATHSUP)** Date/time of CMAV event.

4.32.7.2. **(Added-LAKENHEATHSUP)** Statement of events. Include who, what, where, when, how, experience working on airfield, and reason for CMA access.

4.32.7.3. **(Added-LAKENHEATHSUP)** Indicate if Wing Safety has been notified and if Class E report/HATR (as applicable) has been initiated.

4.32.7.4. **(Added-LAKENHEATHSUP)** Indicate whether the driver/pedestrian possessed a current/valid AF Form 483, if airfield driving training was current, and if driver was authorized to operate the vehicle within the runway/movement area.

4.32.7.5. **(Added-LAKENHEATHSUP)** Outline the corrective actions taken, to include suspension/revocation of license.

4.32.8. **(Added-LAKENHEATHSUP)** Runway Incursions and CMAVs must be briefed at the Airfield Operations Board (AOB).

#### **4.33. Reporting and documenting Non-CMA airfield driving incidents and/or violations.**

4.33.1. The wing or garrison ADPM will report airfield driving incidents and/or violations to the unit commander and the unit ADPM within three duty days. **(T-3)**. Include the following:

4.33.2. Name and grade of the individual, unit, duty phone, unit commander or unit ADPM.

4.33.3. Details of incident and/or violation (including date, time, location, nature, or other pertinent facts).

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

4.34.1. Location and a detailed description of runways, taxiways, ramps or aprons, visual flight rules, and instrument holding position signs and markings.

4.34.2. Airfield access points.

4.34.3. Restricted area boundaries and/or entry control points.

4.34.4. Control area boundary.

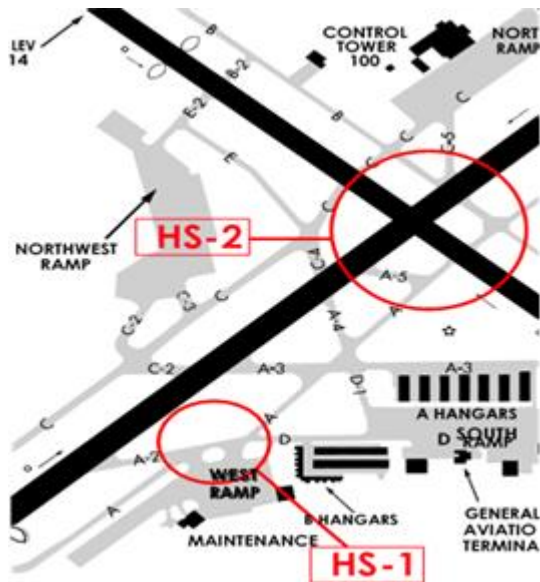
4.34.5. Vehicle traffic lanes and traffic flow.

4.34.6. Critical area boundaries for precision navigational aids (i.e. Instrument Landing System, Precision Approach Radar, Localizer, or Precision Obstacle Free Zone) if applicable.

4.34.7. Location of Airfield Management and Air Traffic Control Tower.

4.34.8. Hot spots (as determined locally). **Note:** A different diagram may be used to depict hot spots. See [Figure 4.1](#) for an example.

**Figure 4.1. Hot Spots.**



4.34.9. Limited or no visibility with the Air Traffic Control Tower blind spots (as applicable).

4.34.10. Communication —dead spots.

4.34.11. Complex runway and/or taxiway intersections.

4.34.12. Other confusing or ambiguous areas identified on airfield.

4.34.13. Include a legend on the airfield diagram to illustrate symbols used.

4.34.14. Jet Blast Hazard areas.

4.34.15. Other areas that pose a hazard to vehicle operators (as determined locally).

4.34.16. CMAs.

**4.35. (Added-LAKENHEATHSUP) Smoking Areas.** Smoking is prohibited on the airfield except in approved unit areas.

## Chapter 5

### RADIO COMMUNICATIONS PHRASEOLOGY, DISCIPLINE AND TECHNIQUES

#### 5.1. General.

5.1.1. Radio communications are a critical link in the Air Traffic Control system. The single, most important thought in communications with the Air Traffic Control Tower is understanding. It is essential to acknowledge each radio communication with controllers by using the appropriate call sign.

5.1.2. Brevity is important, therefore, radio transmissions are kept as brief as possible. However, controllers need to know what you want to do before they can properly carry out their control duties. The vehicle operator should know and understand what the controller wants them to do.

5.1.3. Proper radio communications phraseology, discipline, and techniques. The words "clear" or "clearance" must not be used in communication with air traffic control tower. **(T-1). Exception:** Vehicle operators may reply "Loud and Clear" in response to an air traffic control tower request for radio transmission quality or clarity.

5.1.4. Vehicle operators must be vigilant and monitor air traffic control radio communications frequencies on the airfield for situational awareness, especially when operating on an active runway. **(T-1).**

#### 5.2. Radio Techniques.

5.2.1. Listen before transmitting. Be cognizant of other radio transmissions, multiple transmitters may override and/or block out other receiver messages.

5.2.2. Think before keying the transmitter; know exactly what you need to say before you say it.

5.2.3. Hold the microphone close to your lips and, after pressing the "microphone button," a slight pause may be necessary to be sure, the first word is transmitted clearly. Speak in a normal, conversational tone.

5.2.4. When releasing the microphone button, wait a few seconds before calling again. The controller may be looking for you on the airfield, transmitting on a different frequency, or scanning the runway to enable your request.

5.2.5. Be alert to the sounds or the lack of sounds in the receiver. Check your volume and frequency to make sure that your microphone is not stuck in the transmit position. Frequency blockage can, and has, occurred for extended periods due to unintentional transmitter operation. This type of interference is commonly referred to as a "stuck mike," and controllers may refer to it in this manner when attempting to correct the problem.

5.2.6. Ensure that you are within the performance range of your radio equipment and the ground station equipment. Refer to the airfield diagram to determine possible radio blind spots.

5.2.7. Use caution when using a vehicle mounted and/or handheld radio and operating a vehicle at the same time. When possible, use the radio when the vehicle is safely parked.

**5.3. Phraseology.** Vehicle operators must contact the Air Traffic Control Tower controller every time they proceed onto or leave the CMA. **(T-1)**. When proceeding onto a CMA, advise the controller of three things: **WHO** you are, **WHERE** you are, and **WHAT** your intentions are. Always acknowledge all communications so ground control and other persons know that the message was received. Always give aircraft and Air Traffic Control transmissions priority unless an emergency exists. Very High Frequency and Ultra High Frequency transmissions are reserved for the primary use of aircraft and Air Traffic Control Tower personnel. A typical runway crossing transmission sequence is as follows:

**Table 5.1. Sample Runway Crossing Phraseology.**

<b>VEHICLE OPERATOR:</b>	<i>“JACKSONVILLE TOWER, AIRFIELD ONE.”</i>
<b>Air Traffic Control Tower:</b>	<i>“AIRFIELD ONE, JACKSONVILLE TOWER.”</i>
<b>VEHICLE OPERATOR:</b>	<i>“JACKSONVILLE TOWER, AIRFIELD ONE REQUEST TO CROSS (runway) AT point/intersection.”</i>
<b>Air Traffic Control Tower:</b>	<i>“AIRFIELD ONE, CROSS (runway) AT (point/intersection). or “AIRFIELD ONE, HOLD SHORT OF (runway).”</i>

5.3.1. Vehicle operators must read back Air Traffic Control Tower instructions verbatim. **(T-1)**. If you are unsure of what the controller has transmitted, or if you do not understand an instruction, you **MUST** ask the controller to repeat the instructions (or say again) before taking any action. **(T-1)**. Good communication only occurs when each party knows and understands what the other is saying.

**Table 5.2. Sample Read back Instructions.**

<b>VEHICLE OPERATOR:</b> <b>Note:</b> Airfield 1 visually scans the runway prior to entry, and then proceeds across the runway	<i>“AIRFIELD ONE UNDERSTANDS APPROVED TO CROSS (runway) AT (point/intersection). WILL REPORT WHEN OFF.” Or “AIRFIELD ONE, HOLDING SHORT (at location).”</i>
<b>VEHICLE OPERATOR:</b>	<i>“JACKSONVILLE TOWER, AIRFIELD ONE CROSSING COMPLETE, OFF (runway) AT (location).”</i>
<b>Air Traffic Control Tower:</b>	<i>“AIRFIELD ONE, ROGER.”</i>

5.3.2. If vehicle operators are issued hold short instructions, they must provide a read back to the Air Traffic Control Tower. **(T-3)**. See example below.

**Table 5.3. Sample Hold Short Instructions.**

<b>Air Traffic Control Tower:</b>	<i>“AIRFIELD ONE PROCEED VIA TAXIWAY CHARLIE, HOLD SHORT OF RUNWAY TWO SEVEN.”</i>  <i>or</i> <i>“AIRFIELD ONE PROCEED VIA CHARLIE, HOLD SHORT OF RUNWAY TWO SEVEN.”</i>
<b>VEHICLE OPERATOR:</b>	<i>“AIRFIELD ONE, ROGER.”</i>
<b>Air Traffic Control Tower:</b>	<i>“AIRFIELD ONE, READ BACK HOLD INSTRUCTIONS.”</i>
<b>VEHICLE OPERATOR:</b>	<i>“AIRFIELD ONE, PROCEEDING VIA CHARLIE, WILL HOLD SHORT OF RUNWAY TWO SEVEN.”</i>

**5.4. Common Use Phrases.** Table 5.4. provides the meaning of commonly used radio phraseology.

**Table 5.4. Common Use Phrases.**

What Is Said:	What It Means:
Acknowledge	Let me know you have received and understand this message.
Advise Intentions	Let me know what you plan to do.
Affirmative	Yes.
Correction	An error has been made in the transmission, and the correct version follows.
Go Ahead	Proceed with your message only. <b>Note:</b> Use of this phrase does not authorize requestor to “Go Ahead” with, or carry out, their request.
Hold/Hold Short	Phrase used during ground operations to keep a vehicle or aircraft within a specified area or at a specified point while awaiting further clearance from air traffic control.
How do you hear me?	Question relating to the quality of the transmission or to determine how well the transmission is being received.
Immediately or without delay, Expedite	Phrase used by Air Traffic Control when such action compliance is required to avoid an imminent situation.
Negative	"No" or "permission not granted" or "that is not correct."
Out	The radio conversation is ended, and no response is expected.
Over	My radio transmission is ended, and I expect a response.
Read Back	Repeat my message to me.
Roger	I have received all of your last transmission.

Stand By	The controller or pilot should pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy.
Unable	Indicates inability to comply with a specific instruction, request, or clearance.
Verify	Request confirmation of information.
Wilco	I have received your message, understand it, and will comply with it.

**5.5. Phonetic Aviation Alphabet.** Because some letters have similar sounds, like B and P, the international aviation industry uses the following words to reduce confusion. For example, Taxiway "B" would be referred to as Taxiway Bravo on the radio. Know and use the following Phonetic Aviation Alphabet:

**Table 5.5. Phonetic Aviation Alphabet.**

<b>A</b>	ALPHA	<b>N</b>	NOVEMBER
<b>B</b>	BRAVO	<b>O</b>	OSCAR
<b>C</b>	CHARLIE	<b>P</b>	PAPA
<b>D</b>	DELTA	<b>Q</b>	QUEBEC
<b>E</b>	ECHO	<b>R</b>	ROMEO
<b>F</b>	FOXTROT	<b>S</b>	SIERRA
<b>G</b>	GOLF	<b>T</b>	TANGO
<b>H</b>	HOTEL	<b>U</b>	UNIFORM
<b>I</b>	INDIA	<b>V</b>	VICTOR
<b>J</b>	JULIETT	<b>W</b>	WHISKEY
<b>K</b>	KILO	<b>X</b>	X-RAY
<b>L</b>	LIMA	<b>Y</b>	YANKEE
<b>M</b>	MIKE	<b>Z</b>	ZULU

## Chapter 6 (Added-LAKENHEATHSUP)

### INDUSTRIAL AREA/AGE GATE CROSSING

**6.1. (LAKENHEATHSUP) General.** This chapter covers specifics regarding the crossing point on Taxiway Sierra at RAF Lakenheath and applies to all personnel regardless of possession of an AF Form 483.

**6.2. (LAKENHEATHSUP) Crossing Location and Use.**

6.2.1. **(LAKENHEATHSUP)** The industrial AGE gate crossing is located next to Hangar 6 and is the only authorized crossing point for POVs in the industrial area.

6.2.2. **(LAKENHEATHSUP)** POVs must cross in a straight line (do not turn left or right) to enter/exit the industrial area. **Note:** Vehicles issued a POV pass may turn left or right to enter the restricted area at the ECP.

6.2.3. **(LAKENHEATHSUP)** Personnel do not require AF Form 483 or RAF Lakenheath POV Pass to cross taxiway Sierra at this point.

6.2.4. **(LAKENHEATHSUP)** FOD checks are not required at this crossing area.

**6.3. (LAKENHEATHSUP) Right-of-Way Procedures.**

6.3.1. **(LAKENHEATHSUP)** Vehicles waiting to cross will yield to all other vehicles in the taxiway driving lanes.

6.3.2. **(LAKENHEATHSUP)** All vehicles waiting to cross will yield to aircraft within the industrial area/AGE gate. **Note:** Aircraft enter/exit the industrial area/AGE gate crossing perimeter at the restricted area ECPs (see [Attachment 12](#)). These ECPs are 300 feet to the left and right of the industrial area/AGE gate crossing.

6.3.3. **(LAKENHEATHSUP)** Vehicles will not cross if a taxiing aircraft is at the restricted area ECP.

6.3.4. **(LAKENHEATHSUP)** Vehicles will not cross until a taxiing aircraft has exited the industrial area/AGE gate area via the opposing restricted area ECP. This will ensure the minimum 300 feet of required distance behind a taxing aircraft. **Note:** Never drive between a “FOLLOW ME” escort vehicle and a taxing aircraft, regardless of the distance between the two.

6.3.5. **(LAKENHEATHSUP)** Vehicles will not cross in front of a towed aircraft, unless the aircrew/marshaller gives a positive signal to proceed. Vehicles may cross after a towed aircraft has passed their positions by a minimum of 50 feet.

6.3.6. **(LAKENHEATHSUP)** Vehicles experiencing mechanical problems will follow the procedures in **Paragraph 4.27**.

JOSEPH T. GUASTELLA JR, Lt Gen, USAF  
Deputy Chief of Staff, Operations

**(LAKENHEATHSUP)**

JASON A. CAMILETTI, Colonel, USAF  
Commander, 48th Fighter Wing

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

- (Added-LAKENHEATHSUP) AFECD, 31 October 2017
- (Added-LAKENHEATHSUP) AFI 13-204v2, *Airfield Operations Standardization and Evaluations* 31 August 2010
- (Added-LAKENHEATHSUP) AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015
- (Added-LAKENHEATHSUP) AFI 31-101, *Integrated Defense*, 5 July 2017
- (Added-LAKENHEATHSUP) AFI 33-322, *Records Management and Information Governance Program*, 22 March 2020
- (Added-LAKENHEATHSUP) AFI 48-123, *Medical Examinations and Standards*, 5 November 2013
- (Added-LAKENHEATHSUP) AFI 91-202, *The US Air Force Mishap Program*, 24 June 2015
- (Added-LAKENHEATHSUP) AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, 9 December 2016
- (Added-LAKENHEATHSUP) AFMAN 33-363, *Management of Records*, 1 March 2008
- (Added-LAKENHEATHSUP) AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards* 11 December 2018
- (Added-LAKENHEATHSUP) AFMAN 91-223, *Aviation Safety Investigations and Reports*, 14 September 2018
- (Added-LAKENHEATHSUP) AFOCD, 31 October 2017
- AFPD 13-2, *Air Traffic Control, Airfield, Airspace and Range Management*, 3 January 2019
- DAFI 33-360, *Publications and Forms Management*, 1 December 2015
- AFMAN 13-204 Volume 1, *Management of Airfield Operations*, 22 July 2020
- DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020
- AFMAN 24-306, *Operation of Air Force Government Motor Vehicles*, 30 July 2020
- DAFI 31-101, *Integrated Defense*, 25 March 2020
- AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
- AFI 33-324, *The Air Force Information Collections and Reports Management Program*, 22 July 2019
- DAFMAN 48-123, *Medical Examinations and Standards*, 8 December 2020
- AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020
- AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 11 December 2018

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

**(Added-LAKENHEATHSUP)** AFD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, 3 January 2019

**(Added-LAKENHEATHSUP)** AFVA 11-240, *USAF Airport Signs and Markings*, 15 April 2017

**(Added-LAKENHEATHSUP)** AFVA 13-221, *Control Tower Light Signals*, 1 November 2001

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

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

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

**(Added-LAKENHEATHSUP)** DAFI 33-360, *Publications and Forms Management*, 1 December 2015

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

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

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

**(Added-LAKENHEATHSUP)** FAA Order 7110.65Y, *Air Traffic Control*, 20 June 2019

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

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

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

Federal Aviation Administration *Pilot Controller Glossary*

**(Added-LAKENHEATHSUP)** UFC 3-535-01, *Visual Air Navigation Facilities*, 7 March 2018

**(Added-LAKENHEATHSUP)** USAFE-AFAFRICA 32-1007, *Airfield and Heliport Planning and Design*, 2 October 2012

### ***Prescribed Forms***

**(Added-LAKENHEATHSUP)** None

AF Form 483, *Certificate of Competency*

### ***Adopted Forms***

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

**(Added-LAKENHEATHSUP)** AF Form 483, *Certificate of Competency*

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

AF Form 3616, *Daily Record of Facility Operation*

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

AF Form 847, *Recommendation for Change of Publication*

*Abbreviations and Acronyms*

(Added-LAKENHEATHSUP) **ADI**—Airfield Driving Instruction

**ADPM**—Airfield Driving Program Manager

(Added-LAKENHEATHSUP) **ADTP**—Airfield Drivers Training Program

**AF**—Air Force

(Added-LAKENHEATHSUP) **AFAFRICA**—Air Force Forces in Africa

**AFECD**—Air Force Enlisted Classification Directory

**AFSA**—Air Force Flight Standards Agency

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

**AFI**—Air Force Instruction

**AFM**—Airfield Manager

**AFMAN**—Air Force Manual

**AFOCD**—Air Force Officer Classification Directory

**AFPD**—Air Force Policy Directive

(Added-LAKENHEATHSUP) **AFRIMS**—Air Force Records Information Management System

**AFSAS**—Air Force Safety Automated System

(Added-LAKENHEATHSUP) **AFVA**—Air Force Visual Aid

**AO**—Airfield Operations

(Added-LAKENHEATHSUP) **AOB**—Airfield Operations Board

**AOF/CC**—Airfield Operations Flight Commander

(Added-LAKENHEATHSUP) **CC**—Commander

**CMA**—Controlled Movement Area

(Added-LAKENHEATHSUP) **CMA**—Controlled Movement Area

**DAF**—Department of the Air Force

**DAFI**—Department of the Air Force Instruction

**DAFVA**—Department of the Air Force Visual Aid

**DoD**—Department of Defense

**FAA**—Federal Aviation Administration

**FOD**—Foreign Object Damage

**HATR**—Hazardous Air Traffic Report

**MFR**—Memorandum for Record

**MICT**—Management Internal Control Toolset

**(Added-LAKENHEATHSUP) NOTAM**—Notice to Airmen

**NVD**—Night Vision Device

**OPR**—Office of Primary Responsibility

**POV**—Privately Owned Vehicle

**RDS**—Records Disposition Schedule

**RIPWG**—Runway Incursion Prevention Working Group

**SAA**—Senior Airfield Authority

**SAC**—Self-Assessment Communicator

**UFC**—Unified Facilities Criteria

**(Added-LAKENHEATHSUP) USAFE**—United States Air Forces in Europe

**WADPM**—Wing or Garrison Airfield Driving Program Manager

### *Terms*

**(Added-LAKENHEATHSUP) Aerodrome**—A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.

**(Added-LAKENHEATHSUP) AF Form 651 Hazard Air Traffic Report (HATR)**—identifies potentially hazardous aviation practices or procedures based on a particular event and to disseminate information that might prevent similar hazardous conditions at other USAF locations or areas operations. See AFMAN 91-223 and AFI 91-202, for reportable events.

**(Added-LAKENHEATHSUP) Air Force Runway Safety Action Team**—Composed of AFFSA and/or Major Command OPR for Airfield Operations functional experts used to analyze, report and determine corrective actions required to reduce the number of Controlled Movement Area Violations on the airfield. Air Force Runway Safety Action Team functional experts evaluate all pertinent areas that are a part of, or affect, the negative trend or unsafe condition.

**(Added-LAKENHEATHSUP) Aircraft on Final**—Commonly used to mean that an aircraft is on final approach course or is aligned with a landing area.

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

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

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

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

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

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

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

**(Added-LAKENHEATHSUP) Airfield Management Operations (AMOPS)**—A facility located near the airfield that provides aircrews with flight plan processing and planning services.

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

**(Added-LAKENHEATHSUP) Airfield Manager (AFM)**—Works directly for the Airfield Operations Flight Commander and manages airfield management facilities to ensure effective support to the base flying mission and transient aircrews.

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

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

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

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

**(Added-LAKENHEATHSUP) Approach End of Runway**—The first portion of the runway available for landing. If the runway threshold is displaced, use the displaced threshold latitude/longitude as the approach end of runway.

**(Added-LAKENHEATHSUP) Commercial Vehicle**—A vehicle, which is owned or leased by a commercial firm.

**(Added-LAKENHEATHSUP) Controlled Areas**—Controlled areas are legally defined areas containing Protection Level 4 resources. Only authorized personnel, designated by a unit commander, have access to controlled areas.

**(Added-LAKENHEATHSUP) Controlled Movement Area**—As defined in Airfield Operation Instructions, any portion of the airfield requiring aircraft, vehicles and pedestrians to obtain specific Air Traffic Control Tower approval for (normally via two-way radio contact with the Air Traffic Control Tower).

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

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

**(Added-LAKENHEATHSUP) Controlled Movement Area Violation Event**—An airfield infraction caused by aircraft, vehicles, or pedestrians entering the control movement area without specific Air Traffic Control Tower approval. This definition includes runway incursions and infractions caused by communication errors. Refer to AFMAN 91-223 paragraph 9.1 for reportable Hazardous Air Traffic Report reporting procedures and for reportable Controlled Movement Area Violation events.

**(Added-LAKENHEATHSUP) Controlled Movement Areas include but are not limited to areas used for takeoff, landing and as required taxiing of aircraft. Note**—This definition is used in lieu of "movement area" as defined in the Federal Aviation Administration Pilot Controller Glossary. Also called Controlled Movement Area.

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

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

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

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

**(Added-LAKENHEATHSUP) Government Owned Vehicles**—Vehicles that are owned or leased by the US government.

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

**(Added-LAKENHEATHSUP) Host Wing Commander**—The individual with ultimate responsibility for operating the airfield.

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

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

**(Added-LAKENHEATHSUP) Hot Spot**—A runway safety related problem area or intersection on an airfield. Typically, it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. A confusing condition may be compounded by a miscommunication between a controller and a pilot, and may cause an aircraft separation standard to be compromised. The area may have a history of surface incidents or the potential for surface incidents.

**(Added-LAKENHEATHSUP) Instrument Hold line**—A designated boundary intended to protect the runway environment. Found at the point where a taxiway and runway intersect. Instrument hold line is marked in retro- reflective yellow paint.

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

**(Added-LAKENHEATHSUP) Major Command**—For the purpose of this instruction, includes all United States Air Force Major Commands plus the Air National Guard Readiness Center, Air Force Reserve Command, Direct Reporting Units, and Field Operating Agencies. Major Command also refers to the OPR for Airfield Operations in this instruction.

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

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

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

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

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

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

**(Added-LAKENHEATHSUP) Pilot Deviation**—The action of a pilot that results in the violation of Air Traffic Control instructions, Air Force Instructions and/or Federal Aviation Regulations.

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

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

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

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

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

**(Added-LAKENHEATHSUP) Risk Management Assessment**—is a decision-making process to systematically evaluate possible courses of action, identify risks and benefits, and determine the best courses of action for any given situation.

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

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

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

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

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

**(Added-LAKENHEATHSUP) Spot Check**—A spot check is conducted randomly for the purpose of enforcement and compliance with airfield driving procedures. Spot checks include but are not limited to the accuracy/currency of the driver's Air Force Form 483 and the availability/currency of the local airfield diagram, Air Force Visual Aids (i.e., AFVA11-240, AFVA 13-221, AFVA 13- 222).

**(Added-LAKENHEATHSUP) Unit**—For the purpose of this instruction, the term unit is equivalent to a Squadron, also known as the basic unit in the United States Air Force organizational structure. Squadrons are usually made up of several flights (typically four), and commanded by a field grade officer.

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

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

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

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

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

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

**(Added-LAKENHEATHSUP) Wake Turbulence**—A phenomenon resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.

## Attachment 2

### RUNWAY INCURSION PREVENTION WORKING GROUP (RIPWG)

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

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

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

**A2.4. RIPWG.** The RIPWG will:

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

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

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

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

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

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

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

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

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

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

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

A2.4.2.5. Installing runway guard lights if applicable.

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

A2.4.2.7. Installing Location Signs.

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

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

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

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

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

## Attachment 3

## AIRFIELD SIGNS, MARKING, AND LIGHTING

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













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

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


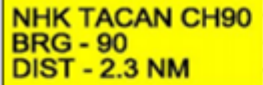
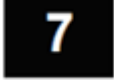





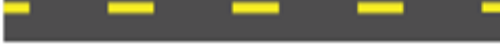
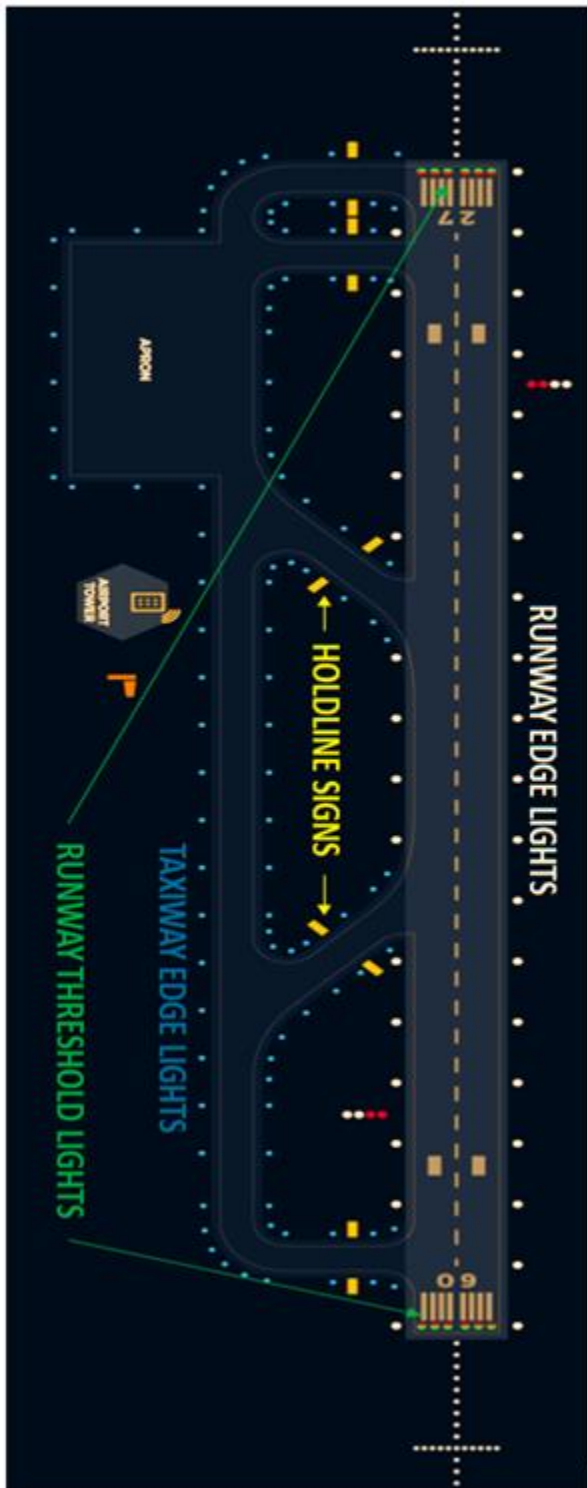
	Inbound Destination
	TACAN Checkpoint Sign
	Distance Remaining
<b>EXAMPLE</b>	<b>TYPE OF MARKING</b>
	Holding Position
	ILS Critical Area/POFZ Boundary
	Taxiway/Taxiway Holding Position
	Non-Movement Area Boundary
	Taxiway Edge
	Dashed Taxiway Edge

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



**Attachment 3 (LAKENHEATHSUP)****AIRFIELD SIGNS, MARKINGS AND LIGHTING**

**Figure A3.4. (LAKENHEATHSUP) Mandatory Runway Hold Position Sign with Taxiway Location Sign.**



**Figure A3.5. (Added-LAKENHEATHSUP) Mandatory Instrument Hold Position Sign.**



**Figure A3.6. (Added-LAKENHEATHSUP) Taxiway Direction Sign with Taxiway Location Sign.**



**Figure A3.7. (Added-LAKENHEATHSUP) Taxiway Direction Sign.**



**Figure A3.8. (Added-LAKENHEATHSUP) Boundary Sign for Runway Protected Area with Taxiway Location Sign.**



**Figure A3.9. (Added-LAKENHEATHSUP) ILS Critical Area Boundary Sign.**



**Figure A3.10. (Added-LAKENHEATHSUP) FOD Check Point Sign and Marking.**



**Figure A3.11. (Added-LAKENHEATHSUP) Vehicle Driving Lane.**



**Figure A3.12. (Added-LAKENHEATHSUP) Runway Edge Light.**



**Figure A3.13. (Added-LAKENHEATHSUP) Taxiway Edge Light.**



**Figure A3.14. (Added-LAKENHEATHSUP) Perimeter Road Traffic Lights.**



## Attachment 4

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

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

[Date]

MEMORANDUM FOR 213 OSS/OSA

FROM: (Unit Commander Office Symbol)

SUBJECT: Appointment of Unit Airfield Driving Program Managers and Trainers

1. The following individuals are appointed as Unit ADPMs (primary/alternate) and trainers. Individuals have received training in accordance with Air Force Instruction 13-213 and applicable wing/base supplement. Both ADPM and Alt ADPM have the authority to certify personnel are qualified to drive on the airfield and will ensure completion and tracking of all airfield drivers training for unit assigned and temporarily assigned personnel.

NAME/Email	OFFICE SYM	DP	483 # _____
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**PRIMARY:**

**ALTERNATE:**

2. The following individuals are appointed as Airfield Driving Program Trainers:

NAME/Email	OFFICE SYM	DP	483 # _____
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3. This letter supersedes all previous letters, same subject.

XXXX X. XXXXX, Lt Col, USAF  
Commander

## Attachment 5

## UNIT AIRFIELD DRIVING PROGRAM MANAGER TRAINING CHECKLIST

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

UNIT AIRFIELD DRIVING PROGRAM MANAGER CHECKLIST			
<b>SECTION I TRAINEE INFORMATION (Completed by the wing or garrison airfield driving program manager)</b>			
Name: (Last, First, MI)	Grade or Civilian equivalent	Unit/Office Symbol or Company Name	Duty Phone
<b>SECTION II QUALIFICATION TRAINING (Completed by trainee and wing or garrison airfield driving program manager).</b>			
	Date Completed	Trainee Initials	WG ADPM Initials
1. Unit Airfield Driving Program Manager (ADPM) duties and responsibilities.			
2. Appointment of unit trainers.			
3. Runway incursion prevention.			
<b>4. Governing Directives:</b>			
4.1. Air Force Manual 24-306, <i>Operation of Air Force Government Motor Vehicles.</i>			
4.2. AFMAN 91-203, <i>Air Force Occupational Safety Fire and Health Standards</i> , Chapter 24.			
4.3. Department of the Air Force Instruction 21-101, <i>Aircraft and Equipment Maintenance Management</i> , Chapter 11.			
5. Testing requirements to include testing security and compromise.			

6. Color vision testing requirements. See Department of the Air Force Manual 48-123, <i>Medical Examinations and Standards</i> for additional information.			
7. <b>Airfield Driver's Training:</b> requirements:			
7.1. Local Qualification.			
7.2. Refresher.			
8. Unit ADPM Continuity Binder.			
9. Reporting, Enforcement, and Violations Consequences.			
10. Vehicle Passes (privately owned and government leased).			
11. Controlled Movement Area (CMA) procedures and training for unit personnel.			
12. Temporarily assigned personnel and Non-based assigned contractors briefing and/or training requirements.			
13. Escort procedures.			
14. Procedures for issuing, revoking and reissuing an AF Form 483, <i>Certificate of Competency</i> .			
15. Participate with the unit ADPM on an actual training session and practical check ride.			
16. AF Form 483 Certificate #:			

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

**Attachment 6****AIRFIELD MANAGEMENT QUALITY CONTROL MEASURES****A6.1. Airfield Management.** Airfield Management should:

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

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

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

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

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

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

**A6.3. Airfield Management.** Airfield Management will:

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

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

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

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

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

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

## Attachment 7

## AIRFIELD DRIVING TRAINING DOCUMENTATION AND CERTIFICATION CHECKLIST

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

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

5.13. Congested Areas.			
5.14. Hot Spots as required locally.			
5.15. ATCT and vehicle blind spots.			
<b>6. Local Vehicle Operator Requirements.</b> Training Outcome(s): Trainee must be knowledgeable on local procedures and requirement for operating a vehicle on the airfield.	<b>Date Completed</b>	<b>Trainee's Initials</b>	<b>Trainer's Initials</b>
6.1. Use of perimeter and infield roadways.			
6.2. Lateral distance requirements for mobile obstacles on an apron/ramp and taxiway.			
6.3. Speed limits for vehicles operating on an apron/ramp and taxiway.			
6.4. Procedures for reporting and removing FOD.			
6.5. Restricted visibility and/or night driving.			
6.6. Procedures for operating bicycles, tricycles, etc. on			
6.7. Use of traction control devices as applicable.			
6.8. Emergency Response Vehicle requirements.			
6.9. Vehicle Escort/Convoy driving procedures as applicable.			
7. Practical Day Airfield Familiarization Training. Training Outcome(s): Trainee must be knowledgeable of the airfield environment. At a minimum, the trainee must demonstrate the ability to operate a vehicle to and from their designated work areas.			
7.1. Practical Day Driving Check-ride			
8. Practical Night (as applicable) Airfield Familiarization Training. Training Outcome(s): Trainee must be knowledgeable of the airfield environment. At a minimum, the trainee must demonstrate the ability to operate a vehicle to and from their designated work areas.			
8.1. Practical Night Driving Check-ride (as applicable).			
9. Review Local AFI 13-213 supplement.			
10. USAF Airfield Driving CBT (Date Completed).			
11. Runway Incursion Prevention Training.			
12. Airfield Diagram/Layout Test [Score:]			
13. General Knowledge Test (written) [Score:]			
14. Runway Incursion Prevention Test [Score:]			
15. Communication Test [Score:]			

16. Demonstrate the ability to contact ATCT for approval to enter/exit the <b>CMA</b> . <b>Note:</b> Required for all personnel that require access on or across taxiways, helipad, and aprons located in the CMA.			
17. Demonstrate the ability to contact ATCT for approval to enter/exit the <b>runway</b> . <b>Note:</b> Required for all personnel that require access on or across taxiways, helipad and aprons located in the CMA.			
<b>SECTION III - Color Vision Test for CMA drivers only. (Completed by Hospital/Medical Treatment Facility Optometry)</b>			
<b>Results: Pass / Fail (Circle one)</b>			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>SECTION IV - TRAINER CERTIFICATION (Completed by Authorized Airfield Driving Trainer)</b>			
I certify the trainee has received all required qualification training requirement annotated above.			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:

I have received and completed all of the training requirement and will comply with my local base's Airfield Driving AFI 13-213 Supplement instructions. I am also fully aware that no vehicle or pedestrian shall enter a runway or other controlled movement area without approval from the Air Traffic Control Tower (ATCT).			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>SECTION VI - UNIT CERTIFICATION (Completed by Unit Commander or Unit ADPM)</b>			
I certify that the above trainee has successfully completed all training requirements to operate a vehicle on _____			
Check all applicable restrictions and/or special access.			
Ramp Only	Daylight Only	CMA Authorized	Other (Specify):
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>SECTION VII - AIRFIELD DRIVING AUTHORIZATION (Completed by the Wing ADPM or designated</b>			
<b>Approved</b>	<b>Disapproved</b>	<b>AF Form 483#:</b>	
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>NOTE:</b> A local form may be used as long as it includes all information listed above.			

## Attachment 8

**TEMPORARILY ASSIGNED PERSONNEL/NON-BASED ASSIGNED CONTRACTORS  
TRAINING CHECKLIST**

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

<b>TEMPORARILY ASSIGNED PERSONNEL/NON-BASED ASSIGNED CONTRACTORS TRAINING CHECKLIST</b>			
<b>SECTION I - TRAINEE INFORMATION (Completed by the Unit Airfield Driving Program Manager or Wing Airfield Driving Program Manager)</b>			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Unit/Office Symbol or Company Name	Duty Phone
<b>SECTION II - QUALIFICATION TRAINING (Completed by the Trainee, Unit Airfield Driving Program Manager or Designated Trainer)</b>			
	<b>Date Completed</b>	<b>Trainee's Initials</b>	<b>Trainer's Initials</b>
1. Explain the difference between mandatory/informational local airfield signs.			
2. Explain the different types of airfield marking (i.e. runway, taxiway, apron/ramp). Provide examples of local airfield markings.			
3. Explain the different types of airfield lighting systems (i.e. runway, taxiway, apron/ramp). Provide examples of local airfield lighting.			
4. Identify the speed limits for general/special purpose vehicles operating on aircraft parking aprons/ramps and taxiways.			
5. Identify the procedures for vehicle operating in the immediate vicinity of base assigned and transient (if applicable) aircraft.			
6. Explain the requirements for parking and chocking vehicles and/or equipment on the airfield.			
7. Identify the lateral distance requirements for mobile obstacles on taxiways and aprons.			
8. Discuss Foreign Object Damage (FOD) control/prevention measures for the airfield.			
9. Identify methods/practices to prevent a runway incursion.			
10. Explain the different types of airfield violations and their consequences.			
11. Identify the proper radio terminology and phraseology.			
12. Provide a local Airfield Diagram.			
13. Identify all restricted areas and entry control points.			
14. Identify all Control Movement Area boundaries.			
15. Identify Free zones, when applicable.			

16. Practical airfield familiarization training. At a minimum, familiarize individual on route(s) to and from the designated work area.			
17. Explain procedures for Night Driving. Reduced visibility and Inclement weather, when applicable.			
18. Explain procedures for reporting an accident or vehicles maintenance problems.			
<b>SECTION III - TRAINING CERTIFICATION (Completed by Trainee, Unit Airfield Driving Program Manager and Wing Airfield Driving Program Manager, as required)</b>			
<b>TRAINEE</b>			
I have received and completed all of the above training requirements and will comply with Air Force Instruction 13-213 and (if applicable) wing/base supplement. I am also fully aware that no vehicle or pedestrian shall enter a runway or other controlled movement areas without approval from the Air Traffic Control Tower.			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>UNIT AIRFIELD DRIVING PROGRAM MANAGER</b>			
I certify that the above individual has completed all training requirements outlined in Air Force Instruction 13-213 and (if applicable) wing/supplement. Check all applicable restrictions.			
<b>Ramp Only</b>	<b>Daylight Hours</b>	<b>Other (Specify):</b>	
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>WING AIRFIELD DRIVING PROGRAM MANAGER OR DESIGNATED REPRESENTATIVE (as required)</b>			
Name: (Last, First, MI):	Rank, Civilian Grade or equivalent:	Signature:	Date:
<b>NOTE:</b> A local form may be used as long as it includes all information listed above.			

**Attachment 9****AIRFIELD DRIVING PROGRAM CONTINUITY BINDER**

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

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

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

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

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

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

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

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

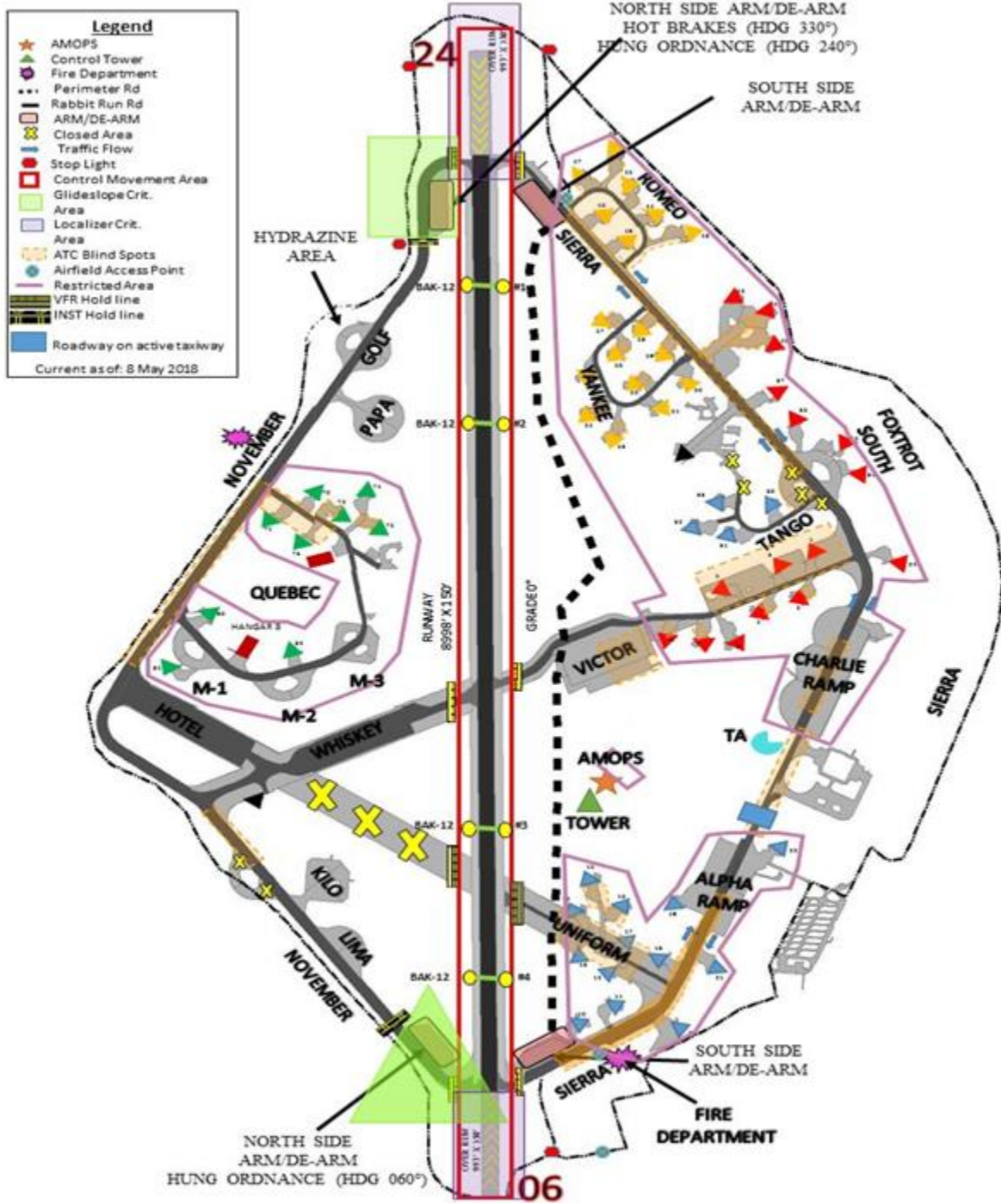
**A9.9. TAB I.** References (e.g., AFMAN 24-306, Section 12; AFMAN 91-203, Chapter 24; and DAFI 21-101, Chapter 11).

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

Attachment 10 (Added-LAKENHEATHSUP)

AIRFIELD DIAGRAM

Figure A10.1. (LAKENHEATHSUP) Airfield Diagram.



## Attachment 11 (Added-LAKENHEATHSUP)

## APPROVED VEHICLE CALL SIGNS

Table A11.1. (LAKENHEATHSUP) Approved Vehicle Call Signs.

CALL SIGN	ORGANIZATION	CALL SIGN	ORGANIZATION
AIRFIELD 1-6	48 OSS/OSAA	FUELS CONTROL	48 LRS/LGRFC
ALPHA 1-2	48 MDOS/SGOPE	FUELS EXPEDITER	48 LRS/LGRFOD
AMMO CHIEF	48 MUNS	FUELS LAB	48 LRS/LGRFIL
AMMO 1-6	48 MUNS	FUELS STORAGE	48 LRS/LGRFOS
ARMS 1-60	48 MUNS	GREEN 6	493 FS/DOL
BADGER 1-2	48 SFS/S3O	GOLD LIFE SUPPORT	48 LRS/LGRFC
BANDIT 1-50	48 MUNS	KILO 6	48 SFS/S3O
BARRIER MAINTENANCE 1-6	48 CES/CEOPP	LANCER 1-2	48 SFS/S3O
BATMAN	48 CES/CEOFH	LEAD 1-3	48 AMXS/MXA
BLUE 1-19	492 AMU/MXAA	LEGO 1-55	48 MUNS
BLUE LIFE SUPPORT	492 FS/DOL	LIMA 4-8	48 SFS/S3O
BLUE SUPER	492 AMU/MXAA	MEDIC 1-10	48 MDOS/SGOE
BLUE TOW	492 AMU/MXAA	MIKE 1-2	48 SFS/S3O
CE 1	48 CES/CC	OPS 1-2	48 OSS/OSA
CHALLENGER 1	48 CS/SCSL	OPS 8	48 CES/CEOF
CHARLIE 4-8	48 SFS/S3O	PGM 1-45	48 MUNS
CHIEF 1-3	48 CES/CEF	PHANTOM 1	48 CS/SCOAR
COBRA 1-50	48 MUNS	RAM 1-2	48 LRS/LGRMF
COMMAND	48 CES/CEF	RAWS 1-6	48 OSS/OSAM
CRASH 5-8	48 CES/CEF	READY 56	48 LRS/LGLO
DAWG 1-2	48 SFS/S3O	RED 1-9	494 AMU/MXAC
DIRT 1-17	48 CEF/CEOFH	RED LIFE SUPPORT	494 FS/DOL
EAGLE 1-5	48 FW LEADERSHIP	RED SUPER	494 AMU/MXAC
ECHO 1-4	48 MDOS/SGOPE	RED TOW	494 AMU/MXAC
ELECTRIC 1-3	48 CES/CEOPE	SAFETY 1-2	48 FW/SE
ENGINE 9-11 and 18-20	48 CES/CEF	SCARECROW 1-2	48 FW/SEF
ENVIRONMENTAL 1-10	48 CE/CEV	SIERRA 4-8	48 LRS/LGRVM
EOD 1	48 CES/CED	TANKER 16, 26	48 CES/CEF
ESCORT 1-15	48 CES	TRAVELER 1	48 CS/SCSLB
FIREPLACE 1	48 CES/CEX	UNIT 3	48 CES/CEF
FUELS 1-7	48 LRS/LGRFIR	VM 1-3	48 SFS/S3O
FUELS COMPLIANCE	48 LRS/LGRFC	SWEEPER 1-3	48 CES/CEOFH

**Attachment 12 (Added-LAKENHEATHSUP)  
INDUSTRIAL AREA/AGE GATE**

**Figure A12.1. (LAKENHEATHSUP) Industrial Area/AGE Gate.**



**Attachment 13 (Added-LAKENHEATHSUP)**  
**REQUEST FOR PRIVATELY OWNED VEHICLE PASSES**

**Figure A13.1. (LAKENHEATHSUP) Request For Privately Owned Vehicle Passes.**

MEMORANDUM FOR 48 OSS/OSAA

FROM: (Unit Commander's Office Symbol)

SUBJECT: Request for Privately Owned Vehicle (POV) Passes

1. In accordance with AFI 13-213, *Airfield Driving*, Section 3.2.10.1.1., I request (number of passes) Restricted and/or Non-restricted POV Passes be granted to my unit. (Provide detailed justification statement here, e.g. no government vehicles available for personnel to access Test Cell Shop located within the restricted area off Taxiway Sierra). At a minimum, our unit's Airfield Driving Program Manager(s) will ensure the following information is inputted into the Airfield Drivers Training Database website when submitting POV pass request(s):

- a. Owner/User.
- b. Organization.
- c. Duty Phone.
- d. Vehicle Make, Model, Year, Color, and License/State.
- e. Pass/Permit Number.
- f. Restricted/Non-restricted.
- g. Justification.
- h. Effective Period/Dates.
- i. POV Restriction Addition to AF Form 483

**Note:** POV Pass number will be provided after approval.

2. This letter supersedes all previous letters, same subject.

FIRST MI. LAST, Lt Col, USAF  
Commander

Attachment:  
Personnel Listing

**Attachment 14 (Added-LAKENHEATHSUP)**

**REQUEST FOR REINSTATEMENT OF AIRFIELD DRIVING PRIVILEGES**

**Figure A14.1. (LAKENHEATHSUP) Request For Reinstatement Of Airfield Driving Privileges.**

MEMORANDUM FOR 48 OSS/OSAA

FROM: (Requesting Unit)

SUBJECT: Request for Privately Owned Vehicle (POV) Passes

1. This request is for reinstatement of airfield driving privileges for (Rank, Full Name).
2. (Rank/Name) has been counseled by his (Supervisor/Section Chief/ADPM/Flight Commander) on the importance of adhering to the provisions outlined in the Airfield Driving Instruction for the safety of everyone operating on the airfield. Upon approval from the 48 OSS/CC, I request the Wing ADPM restore the airfield driving license of (Rank Name) and place (his/her) account back into Step 2 of the ADTP to re-accomplish airfield driving training IAW AFI 13-213 LAKENHEATHSUP.
3. If there are any questions, please contact (Unit ADPM name) at 226-XXX.

FIRST MI LAST, Rank, USAF  
Commander

1st Ind, 48 OSS/CC  
MEMORANDUM FOR 48 OSS/OSAA  
Recommend approval/disapproval

FIRST MI LAST, Rank, USAF  
Commander

2d Ind, 48 OSS/OSAA  
MEMORANDUM FOR Unit/CC  
Concur/Non-Concur

FIRST MI LAST, Rank, USAF  
48 FW Airfield Driving Program Manager

**Attachment 15 (Added-LAKENHEATHSUP)****MISSION ORIENTED PROTECTIVE POSTURE 4 (MOPP 4) DRIVERS TRAINING**

**A15.1. (LAKENHEATHSUP) Objective.** To train and qualify each student to properly operate designated Government Owned Vehicles (GOV) and/or Special Purpose Vehicles (SP) while wearing Chemical Warfare Ground Crew Ensemble (GCE) in MOPP4. This is only a guide. It is the responsibility of the unit to ensure proper training and ensure the individual can safely operate a vehicle in MOPP4, this is very important when operating on the airfield and in the vicinity of any aircraft operation.

**A15.2. (LAKENHEATHSUP) Criterion Objectives for Student Performance.** Given a GOV/SP each student will show safe operation and demonstrate all vehicle capabilities while wearing the GCE in MOPP4 in accordance with prescribed publications.

**A15.3. (LAKENHEATHSUP) Instructor's References.**

A15.3.1. (LAKENHEATHSUP) AFJMAN 24-306.

A15.3.2. (LAKENHEATHSUP) AFI 13-213, RAF Lakenheath Supplement. A51.3.3. Airman's Manual.

**A15.4. (LAKENHEATHSUP) Instructional Aid.**

A15.4.1. (LAKENHEATHSUP) GOV or SP to be determined by requirements for each individual's wartime tasking.

A15.4.1.1. (LAKENHEATHSUP) Training on general purpose vehicles of like design will qualify trainees on all vehicles in that category such as sedans, pickups, carryalls, etc.

A15.4.1.2. (LAKENHEATHSUP) Training on special purpose vehicles will be conducted for each type of vehicle due to diversity in designs and functional purposes of the various types of special purpose vehicles.

A15.4.2. (LAKENHEATHSUP) Chemical Warfare Driving lesson plan. A15.4.3. GCE.

**A15.5. (LAKENHEATHSUP) Student Preparation.**

A15.5.1. (LAKENHEATHSUP) Have a current AF 2293, if required, that is valid for type of vehicle being used for training.

A15.5.2. (LAKENHEATHSUP) Bring entire GCE.

**A15.6. (LAKENHEATHSUP) Presentation Sequence.** Using a lecture and demonstration/performance method of instruction, the instructor will explain the importance to the mission of driving while wearing the GCE in MOPP4. The instructor will have each student operate the vehicle while wearing the GCE in MOPP4 as the instructor supervises. The instructor will ask questions and clarify points of procedure. The instructor will conclude his instructions by summarizing the desired learning outcome expected. For evaluation the instructor will have each student operate the vehicle while wearing the GCE in MOPP4.

**A15.7. (LAKENHEATHSUP) Introduction.**

A15.7.1. (LAKENHEATHSUP) Instructor Activities: Explain the importance of safely operating a GOV/SP while wearing the GCE (MOPP4), and how it effects mission accomplishment.

A15.7.2. (LAKENHEATHSUP) Student Activities: The student will listen, observe, ask and answer questions take part in the lesson so that he/she completely understands what the instructor is communicating

A15.7.3. (LAKENHEATHSUP) Student Outcome: The student should understand the importance of safely operating a vehicle while wearing the GCE.

**A15.8. (LAKENHEATHSUP) Demonstration.**

A15.8.1. (LAKENHEATHSUP) Instructor Activities:

A15.8.1.1. (LAKENHEATHSUP) Give the principals and purpose of safely operating a vehicle while wearing the GCE.

A15.8.1.2. (LAKENHEATHSUP) Demonstrate proper vehicle entry and egress while wearing the GCE.

A15.8.1.3. (LAKENHEATHSUP) Demonstrate proper vehicle operations:

A15.8.1.3.1. (LAKENHEATHSUP) Forward driving.

A15.8.1.3.2. (LAKENHEATHSUP) Left turn.

A15.8.1.3.3. (LAKENHEATHSUP) Right turn.

A15.8.1.3.4. (LAKENHEATHSUP) Full stop.

A15.8.1.3.5. (LAKENHEATHSUP) Backup 50 feet and stop.

A15.8.1.3.6. (LAKENHEATHSUP) Back into a designated area from the left direction.

A15.8.1.3.7. (LAKENHEATHSUP) Back into a designated area from the right direction. **Note:** Spotters must be used in all operations involving backing maneuvers.

A15.8.2. (LAKENHEATHSUP) Student Activities: The student will listen, observe, ask and answer questions. The student should take part in the lesson in order to understand what the instructor is communicating.

A15.8.3. (LAKENHEATHSUP) Student Outcome: Can state the basic rules for safe operation of the designated vehicle while wearing the GCE in MOPP4.

**A15.9. (LAKENHEATHSUP) Performance.**

A15.9.1. (LAKENHEATHSUP) Instructor Activities: The instructor will observe each student as he/she operates the vehicle while wearing the GCE in MOPP 4. Assistance will be provided when necessary and key safety items will be stressed. The instructor will not be dressed in the GCE while supervising the student's performance.

A15.9.2. **(LAKENHEATHSUP)** Student Activities: The student will don the GCE to MOPP4. He/she will then operate the designated vehicle and demonstrate all of the maneuvers outlined by this lesson plan. The student will also demonstrate all capabilities of any special purpose vehicle being used for training. Questions may be asked and instructor assistance may be used as required.

A15.9.3. **(LAKENHEATHSUP)** Student Outcome: The student will become proficient at driving the designated vehicle while wearing the GCE in MOPP4.

**A15.10. (LAKENHEATHSUP) Conclusion.**

A15.10.1. **(LAKENHEATHSUP)** Instructor Activities: Provide remedial training in those areas that were not performed adequately by the student. Answer all questions posed by the student and ensure the student is prepared for the final evaluation.

A15.10.2. **(LAKENHEATHSUP)** Student Activities: The student will ask and answer questions, and take notes if necessary for further study.

A15.10.3. **(LAKENHEATHSUP)** Student Outcome: Correct errors made during the performance phase of instruction. Reinforce those areas that were performed correctly, and ask questions to clarify any areas that are unclear. Must be able to safely operate the designated vehicle while wearing the GCE in MOPP4.

**A15.11. (LAKENHEATHSUP) Evaluation.**

A15.11.1. **(LAKENHEATHSUP)** Instructor Activities: Have the student operate the designated vehicle while wearing the GCE in MOPP4 and evaluate the student's performance.

A15.11.2. **(LAKENHEATHSUP)** Student Activities: Don the GCE to MOPP4 and safely operate the designated vehicle.

A15.11.3. **(LAKENHEATHSUP)** Student Outcome: Is able to safely operate the designated vehicle while wearing the GCE MOPP4.

**Attachment 16 (Added-LAKENHEATHSUP)****MOPP 4 DRIVING PROCEDURES AND KNOWLEDGE**

**A16.1. (LAKENHEATHSUP) General.** Driving in MOPP4 adds more risks than standard daily operations, and makes coordination more difficult. This attachment provides an outline of details that should be covered and items that should be displayed during training. Where applicable, Airman's Manual and local guides should be used to explain actions necessary during differing situations. This is only a guide. It is the responsibility of the unit to ensure proper training and ensure the individual can safely operate a vehicle in MOPP4, this is very important when operating on the airfield and in the vicinity of any aircraft operation.

**A16.2. (LAKENHEATHSUP) Orientations.**

A16.2.1. (LAKENHEATHSUP) Daytime.

A16.2.2. (LAKENHEATHSUP) Darkness.

A16.2.2.1. (LAKENHEATHSUP) Glare from light sources.

A16.2.2.2. (LAKENHEATHSUP) Airfield lighting "sea of lights" effect.

A16.2.3. (LAKENHEATHSUP) Ventilation.

A16.2.3.1. (LAKENHEATHSUP) Windows rolled up.

A16.2.3.2. (LAKENHEATHSUP) Heat / air conditioner / fan – off.

A16.2.4. (LAKENHEATHSUP) Visibility.

A16.2.4.1. (LAKENHEATHSUP) Restricted peripheral vision due to mask. A16.2.4.2. Potential mask condensation and actions.

A16.2.5. (LAKENHEATHSUP) Situational awareness (pay extra attention to where you are and what you are doing).

**A16.3. (LAKENHEATHSUP) Maneuvering.**

A16.3.1. (LAKENHEATHSUP) Shifting and braking.

A16.3.2. (LAKENHEATHSUP) Dexterity in hands and feet are limited due to GCE.

A16.3.3. (LAKENHEATHSUP) Restricted peripheral vision due to mask.

A16.3.4. (LAKENHEATHSUP) Parking.

A16.3.4.1. (LAKENHEATHSUP) Nose in.

A16.3.4.2. (LAKENHEATHSUP) Back in (spotter required).

A16.3.5. (LAKENHEATHSUP) Backing (spotter required).

A16.3.6. (LAKENHEATHSUP) Speed.

A16.3.6.1. (LAKENHEATHSUP) Drive slower than normal.

A16.3.6.1.1. (LAKENHEATHSUP) Allow extra time to arrive.

A16.3.6.1.2. (LAKENHEATHSUP) Allow extra stopping distance.

- A16.3.6.1.3. **(LAKENHEATHSUP)** Allow more space between vehicles.
- A16.3.6.2. **(LAKENHEATHSUP)** Double check before proceeding at intersections.
- A16.3.7. **(LAKENHEATHSUP)** Attack response.
  - A16.3.7.1. **(LAKENHEATHSUP)** Aircraft or ground attack.
    - A16.3.7.1.1. **(LAKENHEATHSUP)** Move vehicle off movement area or to roadside.
    - A16.3.7.1.2. **(LAKENHEATHSUP)** Stay on pavement.
    - A16.3.7.1.3. **(LAKENHEATHSUP)** Ensure wing tip clearance.
    - A16.3.7.1.4. **(LAKENHEATHSUP)** Set parking brake.
    - A16.3.7.1.5. **(LAKENHEATHSUP)** Set 4-way/ hazard flashers (exercise only).
  - A16.3.7.2. **(LAKENHEATHSUP)** Scud attack.
    - A16.3.7.2.1. **(LAKENHEATHSUP)** Stop vehicle in safe location.
    - A16.3.7.2.2. **(LAKENHEATHSUP)** Remain inside until after attack (vehicle may be closest shelter).
    - A16.3.7.2.3. **(LAKENHEATHSUP)** Stay on pavement.
    - A16.3.7.2.4. **(LAKENHEATHSUP)** Ensure wing tip clearance.
    - A16.3.7.2.5. **(LAKENHEATHSUP)** Set parking brake.
    - A16.3.7.2.6. **(LAKENHEATHSUP)** Set 4-way/ hazard flashers (exercise only).
- A16.3.8. **(LAKENHEATHSUP)** Controlled movement area.
  - A16.3.8.1. **(LAKENHEATHSUP)** Radio protocol.
  - A16.3.8.2. **(LAKENHEATHSUP)** Remove mask immediately for: (exercise only).
    - A16.3.8.2.1. **(LAKENHEATHSUP)** Emergency.
    - A16.3.8.2.2. **(LAKENHEATHSUP)** Safety.
    - A16.3.8.2.3. **(LAKENHEATHSUP)** Real world task.
    - A16.3.8.2.4. **(LAKENHEATHSUP)** Disorientation.
  - A16.3.8.3. **(LAKENHEATHSUP)** Microphone position from mask or voice amplifier (prevent feedback, remain readable).
  - A16.3.8.4. **(LAKENHEATHSUP)** Speak slowly and enunciate.