

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 13-213 AIR
MOBILITY COMMAND Supplement**



**LITTLE ROCK AFB
Supplement**

**1 AUGUST 2018
Incorporating Change 1,**

Space, Missile, Command, and Control

AIRFIELD DRIVING

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This supplement defines, describes and implements airfield driving policies, responsibilities, and procedures for operating vehicles on the airfield in accordance with (IAW) AFI13-213_AMCSUP_I, *Airfield Driving*. The contents of this instruction apply to all military and civilian personnel conducting ground vehicular traffic operations on the airfield at Little Rock AFB to include Air National Guard and Air Force Reserve. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). 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 Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 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 to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. The use of the

name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This interim change revises AFI13-213 by (1) changing the areas defined as CMA (2) updating Attachment 8 Airfield Diagram (3) updating verbiage on Attachment 9 ILS Hold Line removing you must have permission from the tower to proceed past the ILS hold line if the sign is lit.

2.7.4. Review ADTP database at least quarterly. Ensure all personnel are completing training in reasonable time and still have a need to drive on the airfield, out process (PCS/PCA) or delete members as applicable. Personnel who do not complete all training within 30 days (Active Duty), 60 Days (Guard and Reserve) (steps 2-4 in the ADTP site) will be removed and will have to restart training.

2.7.9. Develops a unit test (Min 25 Questions) that will be taken and administered via the ADTP web site. This unit test must be passed before proceeding to Step 4 in the ADTP site (Wing Test). Failures to the unit test follow the same guidelines as outlined in [paragraphs 3.2.4.4.1 – 3.2.4.4.3](#).

2.7.14. Maintains an electronic binder in TAB format outlined in [paragraph 2.6.7](#) on the airfield driving SharePoint site. The link will be provided to Unit ADPM's based on appointment letter.

2.13. (Added) Contracting.

2.13.1. **(Added)** Ensure airfield construction or other projects that affect the airfield environment contain requirements for contractor personnel to comply with the provisions of AFI 13-213, *Airfield Driving*, AFI 13-213_AMCSUP and AFI 13-213_AMCSUP_LITTLE ROCK AFB SUP.

2.13.2. **(Added)** Inform the 19th Security Forces Squadron (SFS) and Airfield Management (AM) of contractors seeking authorization to operate vehicles on the airfield or vehicles that may impact airfield operations. This is to be accomplished prior to any start of operations or activity onto or within the proximity of the airfield.

3.2.1. Responsibilities are outlined in AFI 13-213, [Chapter 2](#), AFI 13-213_AMCSUP, and this supplement.

3.2.2. The primary means for airfield drivers' training and AF IMT 483 issuance is the Airfield Driving Training Program (ADTP) website, <https://webapp.amc.af.mil/ADTP/Pages/System/Login.aspx>. The AFM, Wing ADPM, and other designated AM representatives are responsible for signing AF Form 483s. (T-1)

3.2.2.3. Trainers and certifiers will ensure all training requirements have been completed IAW AFI 13-213 and this supplement, and annotated accordingly on the ADTP. The certifier and trainer will verify, validate, and annotate completion of each respective task on the ADTP website as the trainee progresses in training.

3.2.2.3.1. **(Added)** The Wing ADPM or designated representative will issue an AF IMT 483 via the ADTP after all training requirements have been successfully completed.

3.2.2.3.2. **(Added)** An AF IMT 483 is required to drive on Flightline Road (See [Attachment 8](#)).

3.2.3. Training references and publications are available at 19th AW Airfield Driving SharePoint site.

3.2.3.4. The Wing ADPM and Unit ADPMs or designated representative will provide classroom training as required for newly assigned personnel requiring authorization to operate a vehicle on the airfield within their respective unit. **NOTE: Designation representative must be an authorized trainer listed and approved by their Unit/CC via appointment letter.**

3.2.3.6. **(Added)** Review of AFI 13-213, *Airfield Driving*, AFI 13- 213_AMCSUP, *Airfield Driving*, AFMAN 24-306(I), *Manual for the Wheeled Vehicle Operator*, AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, [Paragraph 24.13](#), and this supplement is required.

3.2.4.3.5. Test is completed in ADTP Step 3, Unit Test, and again in Step 4, Wing Test.

3.2.4.4. Test Failure. Include wing and/or base procedures for test failures (e.g. First, Second or Third time) such as additional time before re-test or remedial training endorsed by the Unit/CC. (T-3)

3.2.4.4.1. **(Added)** First time test failures must receive additional training before a re-test is permitted. Trainee may re-test no earlier than 3 duty days (72 hours) from the original failure date.

3.2.4.4.2. **(Added)** Second time test failures must receive additional training. Trainees may re-test no earlier 7 duty days from the original 2nd test failure date.

3.2.4.4.3. **(Added)** Third time test failures must receive additional training. Trainees may re-test no earlier than 30 duty days from the original 3rd test failure date. Unit ADPM's must also provide an MFR with recommendations for further actions signed by their respective Unit Commander before retesting no later than 7 days after the 3rd test failure date. The MFR must be turned into the Wing ADPM once complete and signed.

3.2.5.1. Trainees will go to the 19th/189th MDG (Optometry Clinic) for color vision screening.

3.2.5.3. **(Added)** The Unit ADPM will validate color vision screening results and check the completed box in the ADTP site Step 2.

3.2.6. The Little Rock AFB airfield diagram is depicted in [Attachment 8](#), *Little Rock AFB Airfield diagram*. The most current airfield diagrams are available on the Airfield Driving SharePoint site.

3.2.7.1.1.1. **(Added)** The areas on the airfield designated as part of the Tower CMA are depicted in Attachment 8, Little Rock AFB Airfield diagram.

3.2.7.2.6.1. Vehicle and/or pedestrian call signs are provided in [Attachment 12](#).

3.2.7.2.9. In the event of radio failure, vehicle operators and/or pedestrians will follow procedures in AFI 13-213 [paragraph 3.2.7.2.9.2](#).

3.2.7.2.9.1. Little Rock AFB ATCT will use light gun signals to advise vehicle operators/pedestrians of vehicle/ATCT radio failure as a backup to the runway lights being flashed. Should ATCT not have control of airfield lights for any reason or edge lights are not currently working, the light gun signals will be used.

3.2.7.2.9.3. If radio problems occur, exit the CMA and contact Airfield Management via COMM (501) 987-6123/6125 and DSN 731-6123/6125. **Note:** Do not enter or cross any runway or taxiway if radio failure is suspected.

3.2.7.4. Airfield driving visual aids/decals and the airfield diagram will be maintained in all vehicles that operate on the airfield. All visual aids and decals may be downloaded from the Airfield Driving SharePoint site or Air Force E-Pubs.

3.2.7.5.1.1. **(Added)** Mandatory signs are provided when an instruction must be followed. Mandatory signs are red with white legend, indicating mandatory holding positions for runways, ILS critical area boundaries, and certain other mandatory instructions to pilots. Informational signs are a yellow sign with black legend, indicating direction, destination, runway exit, clear of a boundary, or other information. Examples of mandatory and informational signs are depicted in [Attachment 10](#).

3.2.7.5.2.1. **(Added)** Runway Markings. Runway markings are white in color and include runway threshold, runway designation, centerline, touchdown, and side stripe markings. Refer to AFI 11-218, *Aircraft Operations and Movement on the Ground*, [paragraph 3.5](#), for additional information. **Note:** Runway shoulder markings and chevron markings in the overruns are yellow in color to identify areas along the edge of the runway and overruns not intended for use by aircraft. Examples of these markings are depicted in [Attachment 9](#).

3.2.7.5.2.2. **(Added)** Taxiway and Apron Markings. Taxiway and apron markings are yellow in color and consist of centerline, edge, and shoulder markings. Taxiway and taxiway 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. Refer to AFI 11-218, [paragraph 3.6](#), for additional information. Examples of these markings are depicted in [Attachment 9](#).

3.2.7.5.2.3. **(Added)** Runway hold position markings indicate where vehicles, pedestrians, and aircraft are to stop. These markings consist of four yellow lines, two solid and two dashed, extending across the width of the taxiway prior to the runway. The solid lines are on the side where vehicles, pedestrians, or aircraft are to hold. These markings are coincidental with Runway Holding Position Signs and personnel must stop and contact ATCT to request permission to proceed beyond these markings. Examples of these markings are depicted in [Attachment 9](#).

3.2.7.5.2.4. **(Added)** ILS Hold Position Markings. ILS hold position markings consist of two yellow solid lines spaced two feet apart connected by pairs of solid lines extending across the width of the taxiway. These markings are adjacent to the mandatory signs described in [paragraph 3.2.7.5.1.1](#). When the ILS critical is being protected, vehicles will stop so no part of the vehicle extends beyond the holding position marking. Examples of these markings are depicted in [Attachment 9](#).

3.2.7.5.2.5. **(Added)** Restricted Area Marking. Restricted areas are identified by a solid red line on the pavement surface. Entrance is limited to authorized personnel only and the AF Form 1199 must be properly marked, worn and visible. Restricted area entry/exit is made through the Entry Control Points. Examples of these markings are depicted in [Attachment 9](#).

3.2.7.5.3.1. **(Added)** Runway Lighting. Little Rock runway lighting consists of runway edge lights, runway end lights, and runway threshold lights, which are used to outline the lateral and longitudinal limits of the usable surface of the runway. Runway edge lights are white in color and define the edge of the runway. Runway end lights are red in color define the end of the operational runway. Runway threshold lights are green in color to provide positive identification of the beginning of the operational runway surface. Refer to AFI 11-218, [paragraph 3.9](#), for additional information on these runway lighting systems. Examples of these lights are depicted in [Attachment 11](#).

3.2.7.5.3.2. **(Added)** Taxiway Edge Lights. Taxiway edge lights are used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These fixtures emit blue light. Examples of these lights are depicted in [Attachment 11](#).

3.2.7.6. Airfield speed limits will be IAW AFI 91-203, [paragraphs 24.13.3.–24.13.4](#). **Note:** Emergency response vehicles meeting a regulatory requirement may exceed the speed limits with prudence, provided personnel and property are not endangered and only when responding to actual (not exercise, training or simulated) emergencies.

3.2.7.6.4. Taxiway speed limits will not exceed 15 mph. Exception: Vehicles on taxiways may exceed speed limits when directed to expedite by ATCT or when responding to actual emergencies.

3.2.7.6.5. Runway/Landing Zone speed limits will not exceed 35 mph. Exception: Vehicles on the runway/landing zone may exceed speed limits when directed to expedite by ATCT or when responding to actual emergencies.

3.2.7.6.6. Traffic lanes on the ramp (flight line road) or within 200 ft of an aircraft speeds will not exceed 15 mph. If within 50ft of an aircraft, speeds will not exceed 5 mph IAW AFI 91-203, [paragraph 24.13.3.1.3](#).

3.2.7.6.7. See AFI 91-203, [paragraph 24.13.4](#) for speed limits for aircraft, equipment and trailer towing.

3.2.7.7. Procedures and standards for vehicles operating in the immediate vicinity of an aircraft will be IAW AFMAN 24-306, [Chapter 20](#), AFI 91-203, [paragraph 24.13.7](#), and AFI 34-1201, [paragraph 11.16](#).

3.2.7.7.1. **(Added)** Except for “Follow Me” vehicles, vehicles will not be parked in front of or driven into the path of taxiing aircraft. No vehicles will be driven between a taxiing aircraft and its “Follow Me” guide. All vehicles must yield to taxiing aircraft. Vehicles will be driven on a paved surface by the shortest route. Only as a last resort should the vehicle drive off the paved surface to ensure adequate clearances for aircraft

3.2.7.8. Vehicle parking and chocking requirements will be IAW AFI 91-203, [paragraph 24.13.7](#).

3.2.7.9. All vehicles operating in/or around the airfield must comply with the following:

3.2.7.9.1. **(Added)** The lateral clearance distance from taxiway centerline to parked or moving vehicles is 200 feet. When operating off the edges of a taxiway do not park or operate a vehicle within 200 feet of the taxiway center line. No vehicle will be parked and left unattended within 200 feet of the taxiway centerline.

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

3.2.7.9.3. **(Added)** 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.

3.2.7.9.4. **(Added)** Mobile ground support equipment will be placed on the airfield (taxiways, aprons, etc.) no sooner than three hours before an arrival and must be moved no later than three hours after a departure. When such equipment is not in use, it shall be removed and stored in areas that do not violate aircraft clearance requirements for normal operating routes (marked taxilanes or taxiways) or other imaginary surfaces.

3.2.7.11. **NOTE:** Vehicle operators will not be required to complete FOD inspections on vehicles unless returning to the airfield from an unpaved surface or construction area IAW 19 AW/CVF Waiver.

3.2.7.13. Procedures for driving on the airfield during restricted visibility or night operations will be accomplished IAW AFI 91-203, paragraph [24.13.9](#). If inclement weather conditions are in effect, personnel will follow ATCT guidance to stop and hold short of "ILS" marking/sign locations.

3.2.7.14. Vehicles with daytime running lights will park in a safe location with ignition off, parking brake set, and emergency flashers on.

3.2.7.15. Vehicles not in the performance of official duties, personal motorcycles, mopeds/scooters, bicycles, and tricycles are not authorized on Little Rock AFB airfield to include flight line road. Electrical or gasoline-powered golf-type carts are permitted to operate on the parking ramps. Standards for the use of these vehicles must be IAW AFI 91-203. Personnel who are authorized to operate electric or gasoline-powered golf-type carts are required to complete airfield driver training and possess an AF IMT 483.

3.2.7.17. Use of the airfield for convenience is prohibited. Drivers will maximize use of perimeter road to gain access to the other side of the airfield. Crossing the runway for ease of access is prohibited.

3.2.7.18. Annual refresher training requirement listed in AFI 13-213 and this supplement will be conducted and documented via the ADTP. The Unit ADPM will ensure all refresher training was successfully completed for each driver within their unit.

3.2.7.18.3. The refresher test consists of all four components (General knowledge, Phraseology, Airfield Diagram and Runway Incursion) of the wing test. Minimum passing score is 100%.

3.2.7.19. Every vehicle operator or pedestrian operating on the airfield is personally responsible to check for approaching aircraft, visually observe the ATCT, and recognize the location of all runways, taxiway, and aprons. Little Rock AFB Airfield does not have any known control tower

or vehicle radio blocked areas, but does have a visual blind area west of Hangar 250 and the Christmas tree apron. Please be aware when operating in these areas.

3.2.7.23.1. **(Added)** Personnel acting as escorts will be trained and certified on the airfield to drive on Little Rock AFB airfield and be fully aware of associated responsibilities. Escorts will have in their possession an AF Form 483, Competency Card while performing escort duties.

3.2.7.23.2. **(Added)** Escorts will brief drivers on route, speed, procedures, etc.

3.2.7.23.3. **(Added)** Except for Fire Department and munitions convoys, escorts will not manage more than five vehicles at one time.

3.2.7.23.4. **(Added)** Personnel providing escort duties will take full responsibility of driver's (those being escorted) actions and not allow drivers to deviate from the escort convoy.

3.2.7.23.5. **(Added)** Personnel escorting individuals into the restricted areas are responsible for that person and must stay in close proximity to the escorted individual. All escorted personnel must be visible at all times by the escort official, and the escort must have escort privileges.

3.2.7.24.2. Studded tires are not authorized on Little Rock AFB Airfield.

3.2.7.26. Smoking is authorized in designated areas only. There are no designated areas north of Flight Line road.

3.2.7.27. Personnel will use caution when driving behind taxiing aircraft and parked aircraft with engines running. Always be aware of your surroundings i.e. marshalls, maintenance personnel etc.

3.2.7.27.1. **(Added)** When engines are running or are about to be started, remain at least 25 feet to the front or 200 feet to the rear of any aircraft. **Note:** When operating near large aircraft, such as C-5, C-17, KC-10, etc., use extreme caution due to jet engine blast.

3.2.8.1. Unit Commanders, Wing ADPM, Unit ADPMs, Airfield Management, and Security Forces personnel are authorized to revoke or suspend airfield driving privileges.

3.2.8.1.1. **(Added)** If the Wing ADPM revokes or suspends airfield driving privileges, the Unit Commander and Unit ADPM will receive written notification.

3.2.8.1.2. **(Added)** First violation will normally incur a warning (minimum) or up to a 15-day suspension of airfield driving privileges. Exception: CMAV/Runway Incursion events automatically incur a minimum 30-day suspension for the first offense. The Wing ADPM will determine the length of suspension.

3.2.8.1.3. **(Added)** A second airfield driving violation will result in a minimum 30 day suspension of airfield driving privileges. Exception: A second CMAV/Runway Incursion event will result in a 3-month suspension, or permanent revocation if within a 12-month time period of 1st offense. The Wing ADPM will determine the length of suspension.

3.2.8.2. Before reissuance of the AF IMT 483, Unit Commanders and Unit ADPM will ensure personnel with suspended driving privileges are retrained and recertified IAW AFI 13-213 and this supplement. An MFR must also be signed by the individuals Unit/CC for reinstatement. An example is provided in [Attachment 13](#).

3.2.8.4. Personnel who do not complete annual refresher training by the date their license expires will have their airfield driving privileges suspended. Once the license is suspended, the member will have to complete all training again from the beginning IAW this supplement.

3.2.9. TDY personnel and non-base assigned contractors will be trained and tracked via paper products within the respective unit for which they fall under.

3.2.9.3. Unit ADPM's will keep paper copies of TDY/Non Base assigned contractors training during the duration of the TDY/Contract. Refresher training is to be conducted IAW this Supplement on an annual basis.

3.2.10.1. POV, GLV, and/or contractor vehicles are not authorized on the airfield without an approved POV Pass (Cone) issued by Airfield Management.

3.2.10.1.1. The Little Rock POV/GLV Pass Request must be done in person with Airfield Management. All requesters will be given a briefing with responsibilities. Those seeking POV/GLV passes, must also possess an AF IMT 483, competency card. A log will kept with the following information for tracking purposes.

3.2.10.1.3. POV/GLV passes are issued as vehicle cones which are checked out on a daily basis from Airfield Management. They are distinguished using two separate color cones (one for POV and one for GLV), however the following procedures must be met for both POV/GLV passes/cones. Before receiving a cone, the driver must be provided an airfield briefing from Airfield Management and the driver must provide information found in [paragraphs 3.2.10.1.1.1 – 3.2.10.1.1.8](#).

3.2.10.1.3.1. **(Added)** Vehicle cones must be signed out at Airfield Management on a daily basis. Drivers will be required to show their competency card prior to the cone being issued. All cones will be returned to Airfield Management at the end of each day. Keeping vehicle cones overnight or past 24 hours is not authorized unless approved by Airfield Management or Wing ADPM.

3.2.10.1.3.2. **(Added)** Vehicle cones (magnetized) should be placed on the vehicle in such a manner as to be visible from 360 degrees (i.e. on the roof)

3.2.10.1.3.3. **(Added)** Vehicle operators are responsible for ensuring their vehicle cones are secured. Cones must be placed inside the vehicle if the vehicle leaves the airfield. Damaged, lost, or stolen vehicle cones must be immediately reported to AM Operations at 987-6123/24. Repeated vehicle cone incidents by the same driver and/or company can lead to the driver/company being banned from operating a motor vehicle anywhere on the airfield.

3.2.10.1.3.4. **(Added)** Permanent cones may be issued to base leadership (i.e. Wing/CC, OG/CC, OSS/CC, etc.) for use on their personal vehicles on an annual basis. The cone will be signed out on an AF IMT 1297 and recertified/changed to a different color in January. The AF IMT 1297 will be filed in the Airfield Driving Cones Log binder. Permanent cones will be issued by no one other than AFM, Wing APDM, NAMO or NAMT.

3.2.10.1.3.5. **(Added)** Passes must be the current year's color. Unit ADPMs, SFS, and ATCT will be notified of the most current pass color when changed by the Wing ADPM.

Attachment 9 (Added)
AIRFIELD MARKINGS

Edge of Stressed Pavement Marking:

A double yellow line used to mark the edge of operational pavement stressed to support aircraft. This marking may be bordered in black.



Runway Hold Line: Two solid yellow lines adjacent to two dashed yellow lines and bordered in black. Hold Lines are painted across all taxiways/shoulders leading to the runway and are located at least 100 feet from the edge of the runway. Vehicles/aircraft must contact the control tower and obtain permission prior to proceeding beyond the hold line and onto the runway.

**Instrument Landing System Hold Line:**

These lines consist of two parallel solid yellow lines with vertical stripes and is augmented with the letters "INST" painted closest to the runway. This marking is bordered in black. Instrument hold lines are painted across Taxiways Foxtrot (east end) and Golf. You must have permission from the tower to proceed past this line when the Instrument Hold Sign is lit and/or the tower has instructed that Precision Approach Critical Area restrictions are in effect.

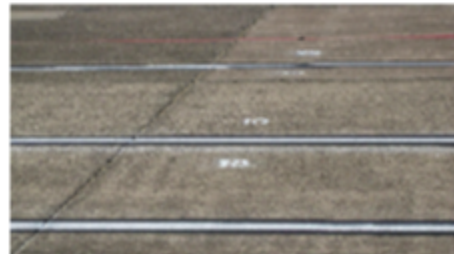
**Restricted Area Boundary Marking:**

A solid red line used to designate restricted areas. Personnel/vehicles are not authorized to cross restricted area boundary markings.

Note: Tower cannot grant permission to cross restricted area boundary markings. Personnel must enter/exit restricted area via an Entry Control Point (ECP). See Attachment 7 for Restricted Area ECP locations.

**Wing Tip Clearance Line:**

Solid white line bordered in black. There are three lines off each side of the centerline, wingtip, 10ft, and 25ft. The lines are currently painted each side off of Txy F centerline in front of Txy Bravo. They are also painted in the Big Bird.



Restricted Area Entry Control Point:

A white rectangle box with the words "Entry Control Point" painted in red. Personnel and vehicles requiring access into restricted area will do so through entry control points only. All personnel entering a restricted area must have a valid restricted area badge (AF Form 1199) authorizing access into the area or be escorted.



Circle of Safety: An area surrounding parked aircraft that vehicles may not normally penetrate. This area extends 10 feet beyond the nose, tail, and wing of an aircraft. Green arc segments have been painted around C-130 parking spots in the restricted area, which represent the circle of safety. Only essential vehicles may penetrate this circle.



Taxiway Centerline Marking: Solid yellow line used to designate the center of the taxiway. This line may be bordered in black.



Taxilane Edge Marking: Double dashed Yellow line. This marking defines the edge of a taxilane where adjoining pavement or apron is available for taxi. This line may be bordered in black. The portion of Taxiway Foxtrot between C-130 rows Alpha and ZI is a Taxilane.



Fire Lane Marking: One solid white line delineate the boundary of the Fire Lane. Fire department vehicles have priority over all other vehicles within the Fire Lane.



CMA Boundary Marking: One solid yellow line adjacent to one yellow dashed line on side of CMA. These markings are painted across Taxiways A, B, C & D and mark the CMA boundary. Contact Tower before crossing this marking.



Stop Bar: This solid white line is painted across access roads leading up to aircraft movement areas to prevent unauthorized access.



Attachment 10 (Added)

AIRFIELD SIGNS

Mandatory Signs: Red background with white inscription. Airfield mandatory signs are located adjacent to runway and instrument hold lines (see paras 3.1.2. and 3.1.3.). You must have permission from Tower to go past these signs and associated hold lines.



Runway End
(Taxiway E)



Intersecting Taxiway
(Taxiways B, C, D, H, & J)



Runway End
(Taxiway A)



Instrument Critical Area
(Taxiways A, F, & G)

Warning Active Runway:

Black background with yellow inscription warning personnel they are entering an active runway and tower clearance is required. These signs are located adjacent to Runway hold signs and markings.



Taxiway Location: Black background with yellow inscription and border. Identifies taxiway on which the aircraft/vehicle is located.



Taxiway Direction: Yellow background with black inscription. Defines direction and designation of intersecting taxiway(s).



Aircraft Parking Row Signs: Yellow background with black inscription. Identifies adjacent aircraft parking locations south of Taxiway Foxtrot.



Attachment 11 (Added)

AIRFIELD LIGHTING

Runway Lights: White Lights are used to identify the lateral limits of the Runway.
Note: Each light located within the last 2,000 feet of the runway ends are amber.



Taxiway Lights: Blue lights are used to define the width of taxiways.



Obstruction Lights: Single or double red lights are used to identify airfield obstructions that penetrate airfield imaginary surfaces.



Taxiway End Lights: Double orange lights are used to define the end of a taxiway.



Attachment 12 (Added)

AIRFIELD CALLSIGNS

(*****For standardization, the following call signs must be used*****)

Note: Additional call signs may be found in LRAFBI 33-101, Radio Call Signs.

19TH Wing

Call Sign	Unit
ROCK 1	Wing Commander
ROCK 2	Vice Wing Commander
ROCK 3	Operations Group Commander
ROCK 3A	Operations Group Deputy Commander
ROCK 4	Maintenance Group Commander
ROCK 4A	Maintenance Group Deputy Commander
ROCK 5	Support Group Commander
ROCK 5A	Support Group Deputy Commander
ROCK 6	Medical Group Commander
ROCK 6A	Medical Group Deputy Commander
ROCK 7	Director of Staff
ROCK CHIEF	Wing Command Chief
IG LEAD	Wing Inspector General
STAFF LEAD	Wing Director of Staff
COMPTROLLER LEAD	Wing Comptroller
COMMAND POST 1	Wing Command Post Chief
COMMAND POST	Wing Command Post
LEGAL 1	Wing Staff Judge Advocate
PLANS 1	Wing Plans Chief
PROTOCOL 1	Wing Protocol Chief
PROTOCOL 2	Wing Protocol Personnel
SAFETY 1	Wing Safety Chief
SAFETY 2-3	Wing Safety Personnel

19th OSS

AIRFIELD 1	Airfield Manager
AIRFIELD 2	Deputy, Airfield Manager
AIRFIELD-3	Airfield Management Ops Personnel
CONTROL TOWER	Control Tower
BOGEY 1	OSS Commander
BOGEY 2	OSS Operations Officer
AOF 1/2	Airfield Operations Flight Commander

19th CES Fire Protection Flight

CHIEF 1	Fire Chief
CHIEF 2	Assistant Fire Chief
ENGINE 3	Pumper
ENGINE 4	Pumper
TANKER 16	2000 Gallon Tanker
TANKER 19	5000 Gallon Tanker
RESCUE 5	Heavy Rescue
COCO 6	Crash Vehicle
COCO 8	Crash Vehicle
COCO 9	Crash Vehicle
COCO 10	Crash Vehicle

19th CES Operations Flight

HEAVY 1	Heavy Repair Superintendent
SUPPORT 2	Chief Production Control
ENTOMOLOGY 1	Entomology Supervisor
ENTOMOLOGY 2-99	Entomology Personnel
HORIZONTAL 1	Horizontal Supervisor
HORIZONTAL 2	Horizontal NCOIC
HORIZONTAL 3-99	Horizontal Personnel
SWEEPER 1-3	Horizontal Sweepers

19th CES

ENGINEER 1	Base Civil Engineer/Squadron Commander
ENGINEER 2	Deputy Base Civil Engineer
ENGINEER 3	Squadron Superintendent
VEHICLES 1	VCO/VNCO

Attachment 13**SAMPLE REINSTATEMENT MFR FOR AIRFIELD DRIVING***Your Unit's Letterhead**Date:*

MEMORANDUM FOR 19 OSS/OSAA FROM: (Unit)/CC

SUBJECT: Reinstatement of Airfield Driving Privileges

1. Request the following individual's AF Form 483 for Airfield Driving, be reinstated following (revocation/suspension) of his/her airfield driving privileges.

<u>NAME</u>	<u>RANK</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Doe, John	A1C	(your unit)	(duty phone)

2. The Unit Airfield Driving Program Manager (UADPM) has ensured that the above named individual(s) has/have accomplished all required retraining items as directed by 19 OSS/OSAA, in accordance with Little Rock AFB Instruction 13-213.

3. If there are any questions, please contact (Unit ADPMs name and number).

Unit/CC's Signature Block
Commander