

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



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

**LUKE AIR FORCE BASE
Supplement**

13 MARCH 2025

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

AIRFIELD DRIVING

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This Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airfield, Airspace and Range Management* and Department of the Air Force Instruction (DAFI) 13-213, *Airfield Driving*. It applies to all Air Force, Air National Guard (ANG), and Air Force Reserve Command (AFRC) organizations (to include contracted locations) that administer an Airfield Driving Program. At joint, shared use, and overseas airfields, this instruction applies to the facilities that are controlled and used exclusively by the Department of the Air Force, as outlined in real estate documents or letters of agreement. Refer recommended changes and questions about this publication to the OPR using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. 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. This publication may not be supplemented or further implemented or extended. The authorities to waive wing, unit, delta or garrison level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. 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. See DAF Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the tier numbers. This instruction requires the collection and

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SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include revising AFI 13-213 by changing it to a DAFI. Updated paragraphs; updated Attachment 10, Figures **A10.1**, **A10.2**, and **A10.3**.; Updated **Attachment 12**, **Table A12.**, Approved Callsigns; Added **Attachment 13 Figure A13.**, Luke AFB Hot Spots. Deleted **Figure A11.30.**, Internal Restricted Area Marking from previous version.

2.3.6.1. **(Added)** Appointment authority is delegated to the Airfield Operations Flight Commander or representative.

2.7.1.1. **(Added)** Appointment authority is delegated to the Airfield Operations Flight Commander or representative.

2.7.4.1. **(Added)** DAFI 13-213 Luke Supplement, training curriculum and testing material are available on Airfield Driving Training and Certification System (ADTCS) or 56th Fighter Wing (56 FW) SharePoint <https://usaf.dps.mil/teams/56OSS/osa/AMOPS/afldDriving/default.aspx>.

2.7.8.1. **(Added)** No pass will be issued beyond the calendar year in which it was issued. The Wing ADPM will coordinate the pass color with Security Forces for the upcoming year.

2.7.11.1. **(Added)** Utilize 56 FW SharePoint and ADTCS to maintain Continuity Binder.

2.7.18.1. **(Added)** Wing/Unit ADPMs will utilize ADTCS.

2.7.24.1. **(Added)** Unit tests will be administered via the ADTCS website or determined locally by the WADPM. If testing material is not available on the ADTCS website, the wing ADPM will administer paper copy tests and scores will be documented on **Attachment 7 Table A7.1.**, *Airfield Driving Training Documentation and Certification Checklist*. **Note:** Safeguard all testing material as they are a controlled item.

2.8.1.1. **(Added)** Must be trained and certified by Wing ADPM using DAFI 13-213, Attachment 5, *Unit ADPM Training Checklist*.

2.8.3.1. **(Added)** Unit ADPM must utilize ADTCS.

2.8.4.1. **(Added)** Reviews all test failures with the trainee and provides additional training, as required.

2.8.8.1. **(Added)** **Daytime** and night time check rides will not be completed within 24 hours of the airfield familiarization training. Check rides must be conducted at least 24 hours after the airfield familiarization training was completed.

2.8.12.1. **(Added)** Due to the potential of ADTCS down time due to server issues, paper or electronic copies of airfield driving training documentation and certification checklist (Attachment-7) must be kept on file by the Unit ADPM.

2.8.12.2. **(Added)** Confiscate and destroy all AF Form 483s, *Certificate of Competency*, via shredding within 10 working days for personnel who permanent change of station (PCS), separate or retire. Utilize ADTCS website to transfer individuals to new duty station if applicable.

2.8.13.1. **(Added)** Individuals scheduled to deploy must complete their refresher training prior to their departure or ensure their AF Form 483 is valid for the duration of their deployment.

2.8.15.1. **(Added)** Refresher training will be properly documented in ADTCS, and a new AF Form 483 printed with current a current date.

2.8.15.2. **(Added)** Individuals who do not complete refresher training prior to the last day of the month they are due must be suspended in ADTCS and AF Form 483 must be confiscated. Unit personnel that are overdue for annual refresher training must not drive on the airfield.

2.8.20.1. **(Added)** Airfield construction contractors are trained, as applicable, for the areas they are assigned or need access to, based on contract documents.

4.2.1.1. **(Added)** The CMA, Controlled Movement Area, encompasses runways 03L/21R and 03R/21L, Taxiway Alpha, Taxiway Juliet between runways, Taxiway Foxtrot between runways and overruns. The CMA, at a minimum, extends out to 100 feet from pavement edge of runways, overruns, and Taxiway Alpha in any direction. The CMA is depicted in [Figure A10.4](#) and [Figure A10.5](#).

4.2.1.2. **(Added)** The airfield-controlled area is depicted in [Figure A10.3](#).

4.2.6.1. **(Added)** Call signs provided in [Attachment 11](#). (12)

4.2.8.1. **(Added)** Use of airfield for convenience is prohibited.

4.2.8.2. **(Added)** When the airfield is closed (after published operating hours) and/or ATCT is not manned, vehicle operators MUST not access the CMA without prior coordination and approval under any circumstances. The Airfield Manager or Deputy Airfield Manager (Wing ADPM) are the approval authority. Exceptions: first responder vehicles (Fire Department, SFS, MDG, etc.) responding to real world emergencies and 56 CES (Power Production and Airfield Lighting) when conducting daily operational checks for airfield lighting systems and aircraft arresting systems/barrier shacks. All drivers must be CMA qualified to prior to entering the CMA.

4.2.8.3. **(Added)** Personnel working in the CMA during published closed hours will broadcast their location when entering/departing the CMA over the Tower Net: "Attention on the net Attention on the net, "Callsign" is entering/departing the CMA via "Location."

4.2.8.4. **(Added)** If vehicles are still within the CMA when the airfield opens, they must report to Tower via the Tower Net their callsign, location, and expected duration of continued operations.

4.3.2.3. **(Added)** Exit the CMA and contact Airfield Management via landline at (623) 856-7131/DSN 896-7131.

4.4.6.1. **(Added)** All visual aids and decals may be downloaded from 56 FW SharePoint.

4.5.2.5.1. **(Added)** Runway holding position signs are located on taxiways that intersect a runway and correspond with Runway Holding Position Markings. The runway numbers on the sign are

arranged to correspond to the respective runway threshold. Vehicles operators or pedestrians will not proceed beyond these signs without approval from Air Traffic Control Tower (ATCT).

4.5.2.5.2. **(Added)** Instrument Landing System (ILS) Critical Holding Position Sign protects the ILS critical area at Taxiway Alpha. When the instrument landing system is being used, it may be necessary to hold a vehicle or aircraft at the designated taxiway locations to protect the critical areas. Vehicles will be instructed by ATCT to hold short of the INST marking when inclement weather conditions are present.

4.5.2.5.3. **(Added)** Non-mandatory signs are classified as informational and guidance signs. These signs are used as necessary to indicate a specific location, direction, or other useful information. Non-mandatory signs include taxiway location signs, boundary signs, taxiway direction signs and runway exit signs.

4.6.1.1. **(Added)** Runway markings are depicted in [Attachment 3](#).

4.6.2.1. **(Added)** Taxiway and apron markings are depicted in [Attachment 3](#).

4.6.3.1. **(Added)** Visual Flight Rules Hold Positions are depicted in [Attachment 3](#).

4.6.4.1. **(Added)** Instrument Hold Positions are depicted in [Attachment 3](#).

4.6.5.1. **(Added)** Examples of additional airfield markings are depicted in [Attachment 3](#).

4.7.1.1. **(Added)** Runway end lights are red lights that define the end of the operational runway. Threshold lights are co-located with runway end lights.

4.11.5. **(Added)** Taxilane lateral clearance to fixed or mobile obstacles are based off F-35 wingspan and are as follows:

4.11.5.1. **(Added)** Taxilane Bravo and Delta: 47.5 feet.

4.11.5.2. **(Added)** Taxilane Kilo and Lima: 37.5 feet.

4.11.5.3. **(Added)** Parking Taxi lanes in sunshade rows: 27.5 feet.

4.11.6. **(Added)** The lateral distance from both runway centerlines is 1,000 feet. When operating within this area, do not park and leave a vehicle or equipment unattended.

4.11.7. **(Added)** Mobile ground support equipment will be placed on the airfield (taxiway, aprons, etc.) no sooner than three hours before and 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 taxi lanes or taxiways) or other imaginary surfaces.

4.14.1.1. **(Added)** Cell phone use should be for official business use only.

4.17.3.1. **(Added)** Motorcycles, mopeds, scooters, bicycles, and tricycles are not authorized on the parking ramps, taxiways, and runways. Electrical or gasoline- powered golf-type carts are permitted to operate on the parking ramps. IAW DAFMAN 91-203, *Air Force Occupational Safety, Fire and Health Standards*, paragraph 24.13.5.4, electrical or gasoline-powered golf-type carts will follow all rules established for all general and special purpose vehicles and be equipped with forward and rear lamps if operated at night. Personnel who are authorized to operate electric or gasoline-powered golf-type carts are required to complete airfield driver training and possess an AF Form 483, *Certificate of Competency*.

4.18.1. **(Added)** Use of airfield-controlled movement areas for convenience is prohibited. Drivers will maximize the use of Flight line Road to access North Ramp, North Perimeter Road to access the north and west areas of the runways, South Perimeter Road to gain access to the South EOR and hush houses, and Interior Access Road to access facilities in-between the runways.

4.19.1. **(Added)** 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. Known communications/radio signal problem areas and visual blind spots are depicted on **Attachment 10**. Crossing/entering the runway will only be in the performance of official duties, access roads airfield access roads must be used to the max extent possible.

4.23.2.1. **(Added)** Escort vehicle is responsible for all convoy drivers' actions.

4.23.2.2. CMA escorts will brief convoy members on escort rules prior to escorting in the CMA.

4.23.2.3. **(Added)** CMA escorts will ensure all convoy vehicles are off the runway or out of the CMA before calling off the runway or CMA.

4.23.2.4. **(Added)** CMA escorts are limited to a maximum 1:5 ratio. Exceptions will be considered case by case for approval from the Wing ADPM.

4.26.4. **(Added)** Due to the airfield layout, vehicle operating in the areas between the sunshades and Flight line Road do not have the required distance (at least 200 feet). Drivers must use extreme caution when operating in these areas. At no time will vehicles be operating between the sunshades while engines are running unless servicing.

4.28.2.1.3. **(Added)** Based on the location of construction activities, scope of the project, assigned ramp for TDY personnel or the size of the deployment, the wing ADPM on a case-by-case basis will decide of either wing or unit level briefing/training.

4.28.2.1.4. **(Added)** The wing or unit ADPM will verify that TDY personnel have a valid home station AF Form 483 and non-base assigned contractors must possess a valid state driver's license. These documents are required to operate a vehicle in a designated non-CMA without an escort.

4.28.2.1.5. **(Added)** Airfield Management personnel will not be responsible for providing escorts to contractors during construction projects or for military/civilian TDY personnel. Sponsoring unit ADPM can determine if contractors have a long-term commitment to conduct work on the airfield and if they will require contractors to complete all training to acquire an AF Form 483.

4.29.10. **(Added)** Vehicle passes will be placed on the dashboard at all times while on the airfield. If this option is not available, place the pass in the most practical spot where it is visible to other airfield users. Passes will not be loaned/sub-loaned to other personnel or vehicles.

4.29.11. **(Added)** All privately owned vehicle (POV) passes are required to be legible, recognizable, and visible when operating the vehicle on the airfield. Contact the wing ADPM to replace lost or faded passes.

4.29.12. **(Added)** POV passes will be returned to the wing ADPM when expired or no longer required. Loss or theft of passes must be reported to Airfield Management immediately.

4.29.13. **(Added)** Renewal request must be sent to the Wing ADPM NLT 15 calendar day prior to expiration for processing. All qualified Airfield Management personnel are designated AM representatives to issue vehicles passes/decals.

4.33.3.1. **(Added)** The Unit Commander and unit ADPM will notify by the Wing ADPM in writing when revoking or suspending a member's airfield driving privileges.

4.33.3.2. **(Added)** Security Forces will notify Airfield Management within 24 hours of temporarily suspending airfield driving privileges.

4.33.3.3. **(Added)** The Airfield Manager and Wing ADPM will use the following guidelines when determining length of suspension: **(Note:** The Airfield Manager or Wing ADPM may deviate from these guidelines on a case-by-case basis.)

4.33.3.4. **(Added)** Use of tobacco, including E-cigarettes, is prohibited on the airfield.

DAVID J. BERKLAND
Commander, 56th Fighter Wing

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

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

DAFI 13-213, *Airfield Driving*, 4 February 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 91-203, *Air Force Occupational Safety, Fire and Health Standards*, 25 March 2022

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

AF Form 483, *Certificate of Competency*

Abbreviations and Acronym

ADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

ADTCS—Airfield Driving Training and Certification System

ADTP—Airfield Drivers Training Program

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFMAN—Air Force Manual

ANG—Air National Guard

AO—Airfield Operations

ATCT—Air Traffic Control Tower

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

DAFI—Department of the Air Force Instruction

DAFMAN—Department of the Air Force Manual

FW—Fighter Wing

ILS—Instrument Landing System

IAW—in accordance with

OPR—Office of Primary Responsibility

TDY—temporary duty

PCS—Permanent Change of Station

POV—Private owned vehicle

RCS—Report Control Symbol

RDS—Records Disposition Schedule

Attachment 10

LUKE AFB AIRFIELD DRIVING DIAGRAM

Figure A10.1. Luke AFB Airfield Driving Diagrams (Front side).

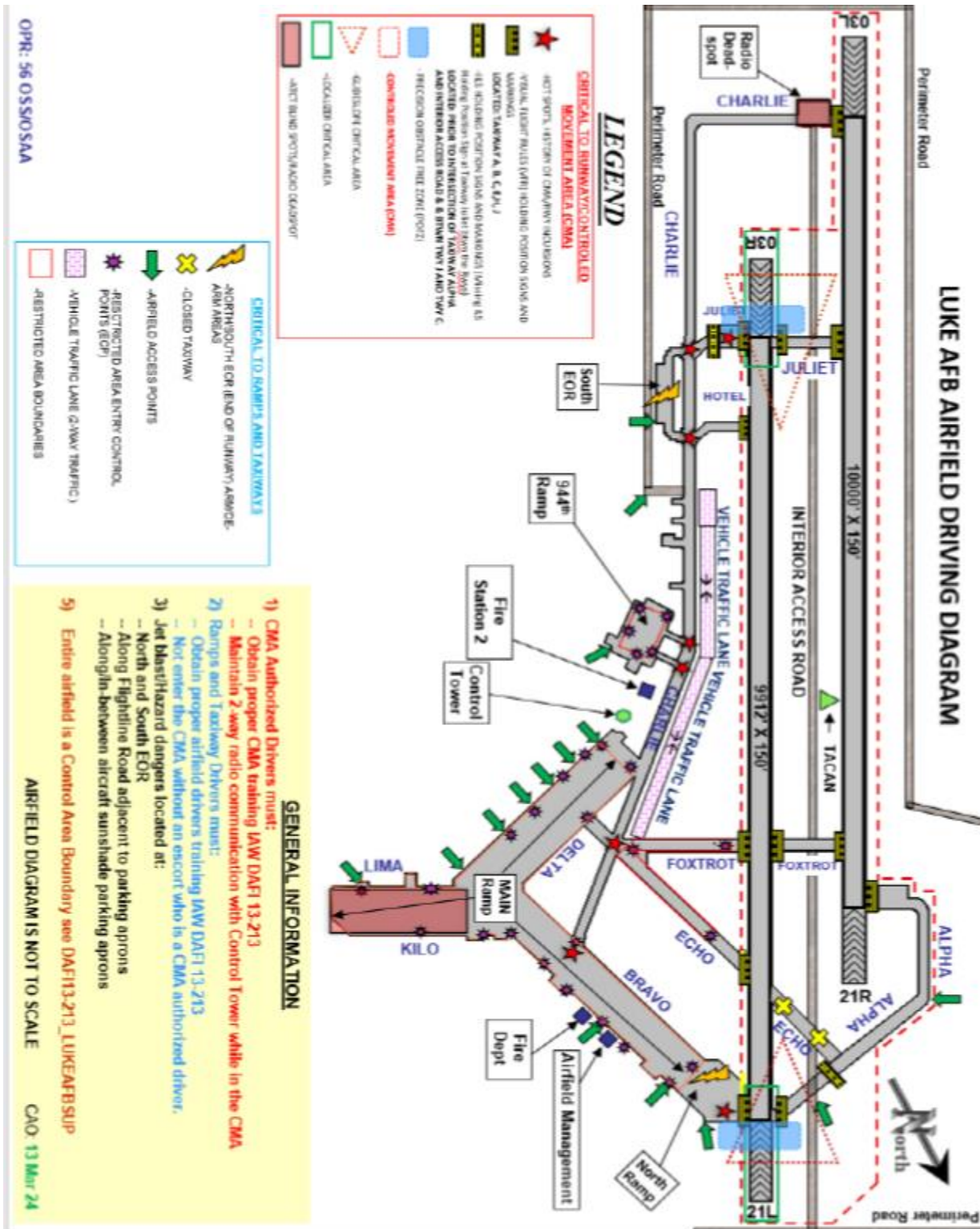
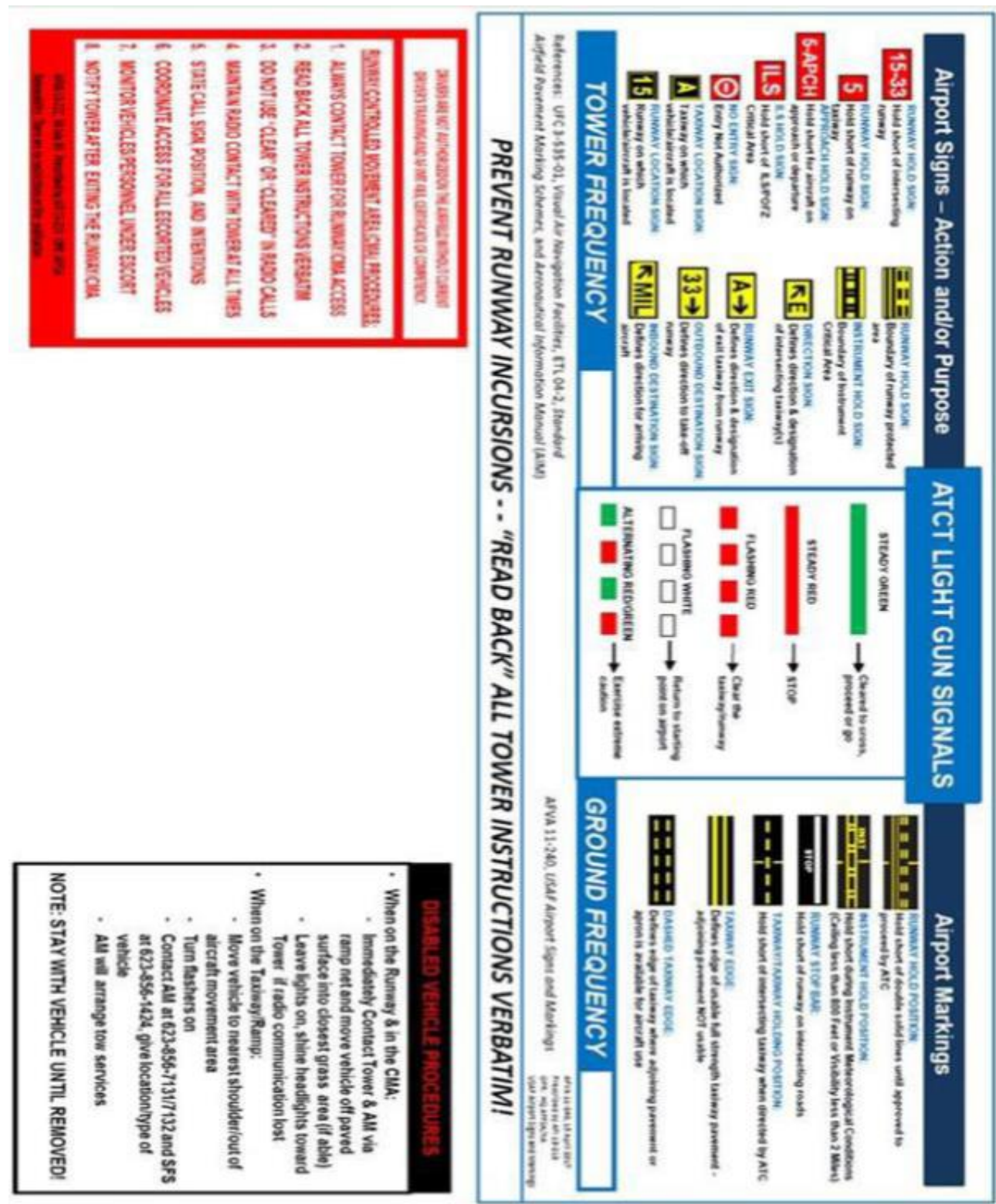


Figure A10.3. Luke AFB Airfield Driving Diagram (Back Side).



Attachment 11

AIRFIELD SIGNS, LIGHTING AND MARKINGS

Figure A11.1. Runway Edge Light.



Figure A11.2. Runway Threshold Lights.



Figure A11.3. Runway Threshold/End Light.



Figure A11.4. Runway Entrance Exit Lights.



Figure A11.5. Taxiway Edge Light.



Figure A11.6. Taxiway Entrance/Exit Lights.



Figure A11.7. Taxiway End Lights.



Figure A11.8. Runway Hold Position Marking.



Figure A11.9. Instrument Holding Position Marking.



Figure A11.10. Instrument Holding Position Marking.

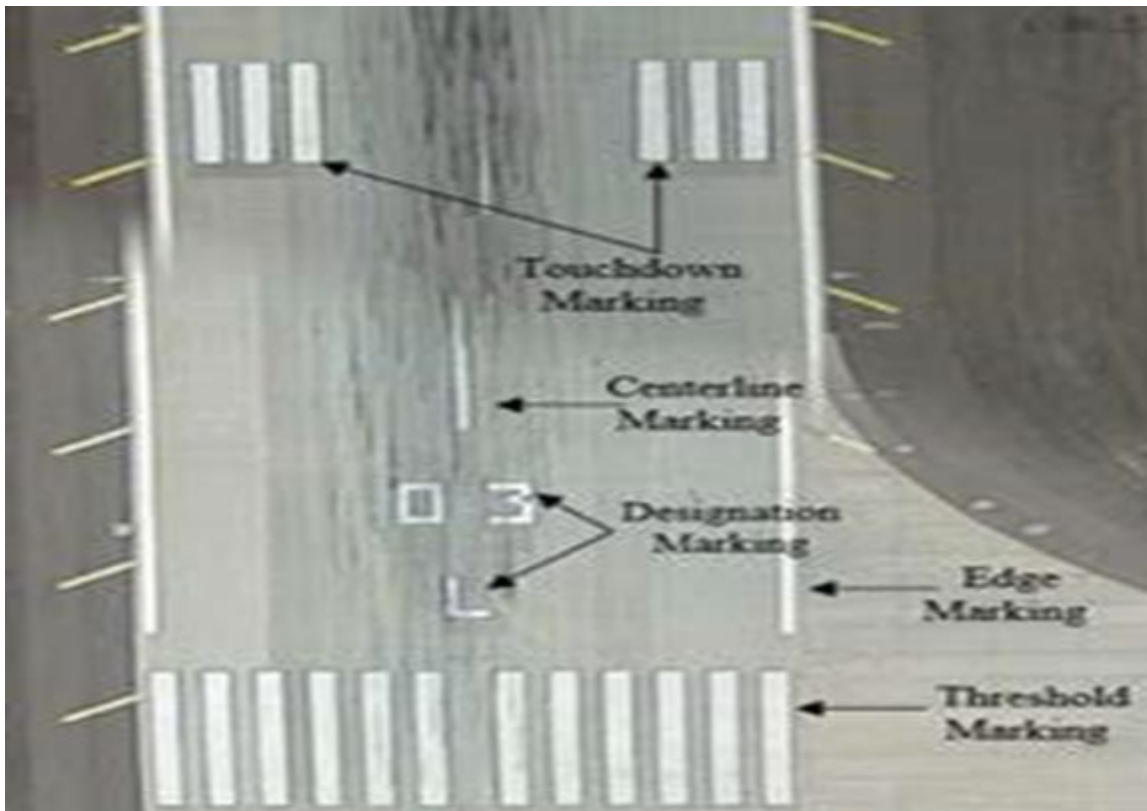


Figure A11.11. Taxiway/Taxilane Centerline Marking.



Figure A11.12. Taxiway/Apron Edge Marking.



Figure A11.13. Taxiway Wingtip Clearance Marking.



Figure A11.14. Runway Hold Sign (Mandatory Sign).



Figure A11.15. ILS Holding Position Sign.



Figure A11.16. Runway Exit Sign.



Figure A11.17. Destination Sign.



Figure A11.18. Taxiway Direction Sign.



Figure A11.19. Taxiway Location Sign.



Figure A11.20. Sunshade Endcap Marking.



Figure A11.21. Hot Pit Markings.



Figure A11.22. Hammerhead Aircraft Hold Position Marking.



Figure A11.23. Bravo Hammerhead Marking.



Figure A11.24. Camera Box Container.



Figure A11.25. Pacman Marking.



Figure A11.26. Instrument Checkpoint Marking.



Figure A11.27. Row Designation Marking.



Figure A11.28. Entry Control Point Marking.



Figure A11.29. Restricted Area Boundary Marking.



Attachment 12
APPROVED CALLSIGNS

Table A12.1. Approved Callsigns.

AGENCY/CALLSIGN	USER
56 FW	
Luke 1	56 FW Wing Commander
T-Bolt 1	56 FW Vice Wing Commander
EMS 1	56 EMS Commander
Engineer 1	56 CES Commander
Lightning 1	56 OG Commander
Scorpion 1	56 CMS Commander
Wizard 1	56 OSS Commander
Defender 1	56 SFS Commander
Flight Safety 1	56 FW/SE
56 CES	
Airfield Lighting	Airfield Lighting
Barrier 1, 2, 3, etc.	Barrier Maintenance
Chief 1, 2	Fire Chief
Command	Incident Commander
Crash 1, 2, 3, etc.	Crash Recovery
Foam/Engine/Tender 1, 2, 3, etc.	Fire Trucks
Heavy 1, 2, 3, etc.	CE Heavy Repair
Sweeper 1, 2, 3, etc.	Airfield Sweeper
Mower 1, 2, 3, etc.	Airfield Mower
Project 1, 2, 3, etc.	CES Project Managers
56 CMS	
Buzzard Lead	QA OIC
Buzzard Chief	QA Chief
Buzzard Base	QA Base
Buzzard 1, 2, 3, etc.	QA Inspectors
56 EMS	
TA 1, 2, 3	Transient Alert
56 MDG	
Medic 364	Flight Medicine

Medic 365	A.R.E Ambulance
56 OSS	
Ops 1	AOF/CC
Airfield 1	Airfield Manager
Airfield 2	Deputy Airfield Manager
Airfield 3, 4, 5, etc.	Airfield Management
RAWS 1, 2, 3, etc.	RAWS
56 SFS	
Alpha 1	Alpha Flight Chief
Bravo 1	Bravo Flight Chief
Charlie 1	Charlie Flight Chief
Sierra 1, 2, 3, 4	SFS Patrols
61 AMU	
Top Dog Super	Lead Production Superintendent
Top Dog 3 & 4	Flightline Expeditor
Top Dog 5	Specialist Expeditor
Top Dog 7	Weapons Expeditor
Top Dog AGE	Air Ground Equipment
Top Dog Debrief	Debrief
Top Dog Tow	Aircraft Tow Team
62 AMU	
Spike Super	Lead Production Superintendent
Spike 3 & 4	Flightline Expeditor
Spike 5	Specialist Expeditor
Spike 7	Weapons Expeditor
Spike AGE	Air Ground Equipment
Spike Debrief	Debrief
Spike Tow	Aircraft Tow Team
63 AMU	
Panther Super	Lead Production Superintendent
Panther 3 & 4	Flightline Expeditor
Panther 5	Specialist Expeditor
Panther 7	Weapons Expeditor

Panther AGE	Air Ground Equipment
Panther Debrief	Debrief
Panther Tow	Aircraft Tow Team
TOP ACES	
Ace Super	Lead Production Superintendent
Ace 3 & 4	Flightline Expeditor
Ace 5	Specialist Expeditor
Ace 7	Weapons Expeditor
Ace AGE	Air Ground Equipment
Ace Debrief	Debrief
Ace Tow	Aircraft Tow Team

Attachment 13

LUKE AFB HOT SPOTS

Figure A13. Luke AFB Hot Spots.

