

**BY ORDER OF THE COMMANDER  
ROYAL AIR FORCE MILDENHALL  
(USAFE)**



**DEPARTMENT OF THE AIR FORCE  
INSTRUCTION**

**13-213**

**ROYAL AIR FORCE MILDENHALL  
Supplement**

**18 MAY 2023**

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

**AIRFIELD DRIVING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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United States Air Forces Europe-Air Forces Africa (USAFE-AFAF) 13-213, Airfield Driving, is supplemented as follows. 100 ARW/CC directs users to read this standalone supplement in conjunction with AFI 13-213 Airfield Driving & MILDI 13-204 Airfield and Air Traffic Control Operations. This supplement applies to all vehicle operators on RAF Mildenhall (EGUN) Airfield.

**SUMMARY OF CHANGES**

This document has been rewritten to transition from a stand-alone instruction to a supplement to USAFE-AFAF DAFI 13-213 Supplement and must be reviewed to its entirety. Major changes include removal of all guidelines already established in AFI 13-213 & DAFI 13-213 Supplement and implementation of RAF Mildenhall's new runway headings.

1.1.1.1. **(Added)** The standards set in this instruction are to control airfield vehicle operations and must be used in conjunction with Mildenhall Instruction (MILDI) 13-204, Airfield and Air Traffic Control Operations.

2.8.13.1. **(Added)** Units deployed to RAF Mildenhall without a host unit will designate one individual to act as the unit ADPM. This unit ADPM will be trained by AM and will then be

responsible for training the remaining deployed unit members. The ADPM will complete local training sheets for deployed drivers and report to AM with completed paperwork and individual AF Form 483 for processing. Deployed units will minimize the number of airfield drivers to the absolute minimum required to perform their mission.

3.2.2.1. **(Added)** Unit ADPM must ensure annual refresher training is conducted for all personnel issued an AF Form 483. As a minimum, refresher training will include reviewing this instruction, MILDI 13-204 Airfield and Air Traffic Control Operations, the local airfield driving orientation training slides, and online refresher test (ADTP). For drivers that do not have access to the ADTP, the same requirements still apply. Additional documentation will be filed with the initial checklist. Note: Airfield Drivers will be completely retrained after five years of driving on the airfield.

3.2.2.2. **(Added)** Unit ADPM will suspend airfield driving privileges for those who do not complete refresher training on the first day of the preceding month after the refresher training was due. All qualified airfield drivers who have been deployed or TDY and/or have not driven on the RAF Mildenhall airfield within six months must re-accomplish annual refresher training to include a day and night orientation and a review of this regulation prior to driving on the RAF Mildenhall airfield. The unit ADPM will annotate completion of this requirement on the AF Form 483 on the airfield driving website.

3.3.1.2.6. **(Added)** CMA drivers must also pass a phraseology test with Airfield Management Personnel at Bldg 669. The phraseology test will be to the “go/no go” standard with a “go” verifying that the operator can communicate with ATCT effectively.

3.3.1.6. **(Added)** All trainees will be certified by unit ADPM before AM will unlock wing test. The Unit ADPM will email AM at 100OSS.OSAA.Airfield [Driving@us.af.mil](mailto:Driving@us.af.mil) to unlock the wing test. The wing test is enabled by one of the Wing ADPMs from the AM section.

4.2.1.1. **(Added)** All emergency response vehicles or authorized escorts responding to an emergency will standby at designated locations on Taxiway Alpha, Bravo, Charlie and HS37, and must be granted permission from ATCT prior to entering the CMA. Note: Secondary emergency vehicles will remain behind the CMA hold lines and will not be permitted access to the runway until ATCT gives permission.

4.2.1.2. **(Added)** Vehicle operators and pedestrians will contact the ATCT via the base land mobile radio Ground net, call sign “Mildenhall Ground” and must always read back all ATC instructions verbatim. Access to any portion of the CMA requires Mildenhall Ground approval. Radio must be monitored and contact with Mildenhall Ground maintained the entire time a vehicle or person is within the CMA.

4.2.9. **(Added)** Towing Procedures (When the ATCT is presumed closed).

4.2.9.1. **(Added)** CMA procedures do not apply, however, a general radio broadcast should be made to announce intensions. Refer to Chapter 2.8.3.2 of MILDI 13-204 for additional guidance. Prior to opening for operations, AM Ops will verify the CMA is sterilized. NOTE: Tower closure is not to be confused with suspension of runway operations and closures should be verified with AM or CP prior to commencing any operations on the airfield.

4.2.9.2. **(Added)** The applicable MOC is the approving authority for aircraft tows. Personnel conducting tows will be in direct contact with appropriate MOC on applicable radio frequency at all times. Should an emergency arise, MOC will contact FD and CP.

4.8.15. **(Added)** 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 center/taxi lines unless performing official duties. Vehicles will drive along the taxiway or apron edge and then turn 90 degrees to cross.

4.9.4.1. **(Added)** Helicopters may operate (hover) on taxiways. It is important airfield drivers look "up" as much as "out" when driving in helicopter operating areas. Drivers must be familiar with designated helicopter operating areas prescribed in MILDI 13-204.

4.11.1.1. **(Added)** Taxiway Lateral Clearance: IAW USAFE 32-1007 164' either side of a taxiway centerline. NOTE: Fixed or mobile objects should not be parked or left unattended within 200 feet of the taxiway centerline to the max extent possible.

4.17.1.1. **(Added)** Unit-owned golf-cart type or similar utility vehicles (electric or gas) are authorized on taxiways and aprons only. Drivers must be airfield driving qualified. To be used at night or during periods of restricted visibility, they must be equipped with headlights and taillights visible from 200', and switched on 30 minutes before sunset to 30 minutes after sunrise. These vehicles must have stenciling or identification plate so it can be readily recognized as specific unit equipment.

4.17.1.2. **(Added)** Bicycle usage. Bicycles are to be used on the airfield while conducting official business only (must be government purchased equipment). Recreational bicycling is prohibited on any portion of the airfield. Bicyclists will utilize the drive lanes if transiting to/from work and will yield to aircraft prior to crossing. Utilizing taxiways, runway or parking aprons are strictly prohibited when transiting to/from work. Bicycles operating on the airfield will follow the same FOD procedures as all other vehicles IAW **Paragraph 5.11** Night operation requires an operational headlamp and reflectors or reflective tape. Tricycles must have a suitable braking device engaged when parked on the airfield.

4.17.1.2.1. **(Added)** Unit-owned bicycles are authorized on taxiways and aprons only. Riders must be airfield driving qualified and wear required individual protective equipment (IPE). Unit-owned bicycles must be marked for unit identification purposes.

4.17.1.2.2. **(Added)** Personally-owned bicycles can be operated as unit-owned if approved by the Unit Commander. If approved, an identification plate with a tracking number must be affixed to the bicycle which clearly identifies the unit. Approved plates will be controlled by the Unit ADPM and tracked in their local database. Unit identification plates must be pre-approved by the Wing ADPM.

4.17.1.2.3. **(Added)** Motorcycles and all-terrain-vehicles (ATVs) are authorized for normal operations; however, they must have approved placards, for tracking purposes, and day/nighttime lights if utilized in inclement weather or hours of darkness. Riders must be airfield driving qualified, wear required IPE and comply with provisions in this instruction.

4.17.1.2.4. **(Added)** Mopeds and scooters are not authorized on the airfield.

4.28.2.1.3. **(Added)** Personnel driving on the airfield must complete airfield driver's training with the sponsoring agency's Unit ADPM or be escorted by a vehicle driver possessing a valid AF Form 483 prior to entry to the airfield. Sponsoring agencies will provide an airfield qualified escort for personnel working on the airfield. Personnel acting as an escort must be authorized and certified to drive on the airfield. **NOTE:** Airfield Management will train non-base assigned

contractors depending on the nature of the situation. These instances will be handled on a case-by-case basis.

4.28.2.1.4. **(Added)** AM does not provide airfield escorts for personnel requiring access to the airfield. If escorts are required, the agency sponsoring the individuals or event is required to provide qualified escorts. The owning/using agency must maintain positive control of all contractors working on or near the airfield.

4.28.2.1.3. **(Added)** AM will only provide TDY personnel training for personnel that require airfield driving privileges on the airfield but are not attached/sponsored by local units. All TDY requirements listed in AFI 13-213 & this publication will apply.

4.34.9.1. **(Added)** Much of Taxiway Bravo, west of Taxiway Charlie are blind spots and not visible from the ATCT. Vehicles must use increased vigilance in these areas to ensure they remain clear of taxiing/towing aircraft. See [Attachment 12](#).

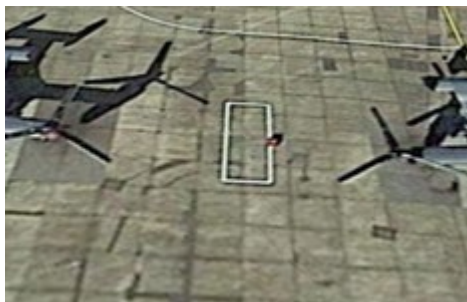
GENE A. JACOBUS, Colonel, USAF  
Commander

**Attachment 3**  
**AIRFIELD DIAGRAM**

**Figure A3.2. (Added) Wing Tip Lines / Edge of Apron Clearance Markings.**



**Figure A3.3. (Added) Non-Standard AGE Boxes.**



**Figure A3.4. (Added) FOD Check Point Sign.**



**Figure A3.5. (Added) Taxiway Crossing Signs and Lights.**



**Attachment 10 (Added)****AIRFIELD RADIO CALLSIGNS**

- A10.1. AIRFIELD 1:** Airfield Manager
- A10.2. AIRFIELD 2:** Deputy Airfield Manager
- A10.3. AIRFIELD 3-9:** Airfield Management Operations Personnel
- A10.4. AIRFIELD LIGHTING:** Civil Engineer Airfield Lighting.
- A10.5. AIRLIFT 1-2:** 727 AMS/CC/CD.
- A10.6. AMC CONVOY:** 727 AMS Air Freight and Maintenance.
- A10.7. AMMO 1-2:** 352 SOMXS Munitions.
- A10.8. ATCALs 1-15.** Airfield Systems
- A10.9. BARRIER MAINTENANCE:** Civil Engineer Barrier Maintenance.
- A10.10. BIRD CONTROL:** Contracted Bird Control Team.
- A10.11. BLACK CAT:** SOG AGE.
- A10.12. BLOODY 1-2:** 100 ARW/CC/CV
- A10.13. BROOM 1-2:** Civil Engineer Snow Control
- A10.14. BUZZARD 1-2:** 351/CC/CV
- A10.15. CHIEF 1-2:** Civil Engineer Fire Chief.
- A10.16. COMMANDO 1-2:** 352 SOG/CC/CD
- A10.17. CONDOR 1-5, CHIEF:** 352 Maintenance Ops.
- A10.18. CONTRACTOR 1-10:** Construction Contractors and Vehicles
- A10.19. COUGAR 1-3, CHIEF:** 100 MXS Maintenance Supervision.
- A10.20. COUGAR 5:** 100 MXS Repair and Reclamation
- A10.21. COUGAR 6:** 100 MXS Electro-Environmental
- A10.22. COUGAR 7:** 100 MXS Fuel Cell
- A10.23. CRASH 4-9:** Civil Engineer Fire Department.
- A10.24. CRUSADER 1-2:** 95 RS/CC/DO.
- A10.25. CRUSADER SAFETY:** 95 RS Safety.
- A10.26. EAGLE 1, SUPER, CHIEF:** 352 SOMXS Maintenance Supervision.
- A10.27. (BLACK, GOLD, BROWN, GRAY, RED, and GREEN) EAGLE:** 352 SOMXS Maintenance.
- A10.28. ENGINE 11-13:** Civil Engineer Fire Department.
- A10.29. FALCON 1-7, CHIEF, BASE, DISPATCH, SUPPORT:** MC130 AMU.

- A10.30. FSO 1-2, 48 MDG Ambulance.**
- A10.31. HAZMAT 18:** Civil Engineer Fire Department.
- A10.32. HEARTBEAT 1-2:** 100 OSS/CC/DO
- A10.33. HORIZONTAL 1-9, Civil Engineer Structures.**
- A10.34. ISO 5-8:** 100 MXS Tow Crew.
- A10.35. KILO:** 100 ARW AGE.
- A10.36. LIMA:** AMC AGE.
- A10.37. MAINTENANCE 1-3:** 100 MXG/CC/CD/CM.
- A10.38. MAVERICK 1-3:** 352 SOMXS Maintenance Ops.
- A10.39. MOC:** 100 MXG Maintenance Operations Center.
- A10.40. MOWER:** Contracted Mowing Personnel and Vehicles.
- A10.41. OPS 1:** AOF/CC.
- A10.42. PLOW 1-4:** Civil Engineer Snow Control
- A10.43. QA 1-2:** 100 MXG QA Super/Chief Inspector
- A10.44. QA 3-13:** 100 MXG QA Inspectors
- A10.45. RESCUE 3:** Civil Engineer Fire Department.
- A10.46. RECCE 5:** 95 RS Production Supervisor
- A10.47. RECCE 6:** 95 RS Airfield Expediter
- A10.48. ROMEO:** 95 RS/SOF
- A10.49. SABER:** 100 AMXS Support
- A10.50. SAFETY:** 100 ARW/SE.
- A10.51. SIERRA:** 100 AMXS Vehicle Maintenance
- A10.52. SILENT SHIELD:** DET 2, 25 IS Maintenance
- A10.53. SNOW 1:** Civil Engineer Snow Control Supervisor.
- A10.54. SOG MAINTENANCE 1-3, CHIEF:** 352 SOMXS Maintenance Supervision.
- A10.55. SOG MOC:** 352 Maintenance Operations Center
- A10.56. SOG QA:** 352 Quality Assurance.
- A10.57. SOW SAFETY:** 352 SOW Safety.
- A10.58. SPRAYER 1-2:** Civil Engineer Snow Control
- A10.59. STAFF 1:** 100 ARW Director of Staff.
- A10.60. SUPPORT 1-2:** 100 MSG/CC/CD.
- A10.61. SWEEPER:** Civil Engineer Sweeper Vehicle.

**A10.62. TALON 1:** 100 AMXS/CC.

**A10.63. TANGO:** 95 RS AGE.

**A10.64. TANKER 1-2:** 100 AMXS Aircraft Maintenance Unit Officer in Charge/Superintendent

**A10.65. TANKER 3:** 100 AMXS Lead Production Superintendent.

**A10.66. TANKER 5:** 100 AMXS Production Supervisor.

**A10.67. TANKER 6:** 100 AMXS Airfield Expeditor.

**A10.68. TANKER 7:** 100 AMXS Specialist Team.

**A10.69. TANKER 8:** 100 AMXS Airframe, Power plant General (APG) Team

**A10.70. TANKER 10:** 100 AMXS COMM/Nave

**A10.71. TANKER 11:** 100 AMXS Jets

**A10.72. TANKER 12:** 100 AMXS Aircraft Guidance and Control

**A10.73. TANKER 13:** 100 AMXS Electro-Environmental

**A10.74. TANKER 14:** 100 AMXS Hydraulics

**A10.75. TANKER SUPER:** 100 AMXS Maintenance Supervisor

**A10.76. TANKER TOW:** 100 AMXS Tow Crew.

**A10.77. TANKER 26:** Civil Engineer Fire Department.

**A10.78. TRANSIENT ALERT:** Contracted Transient Maintenance.

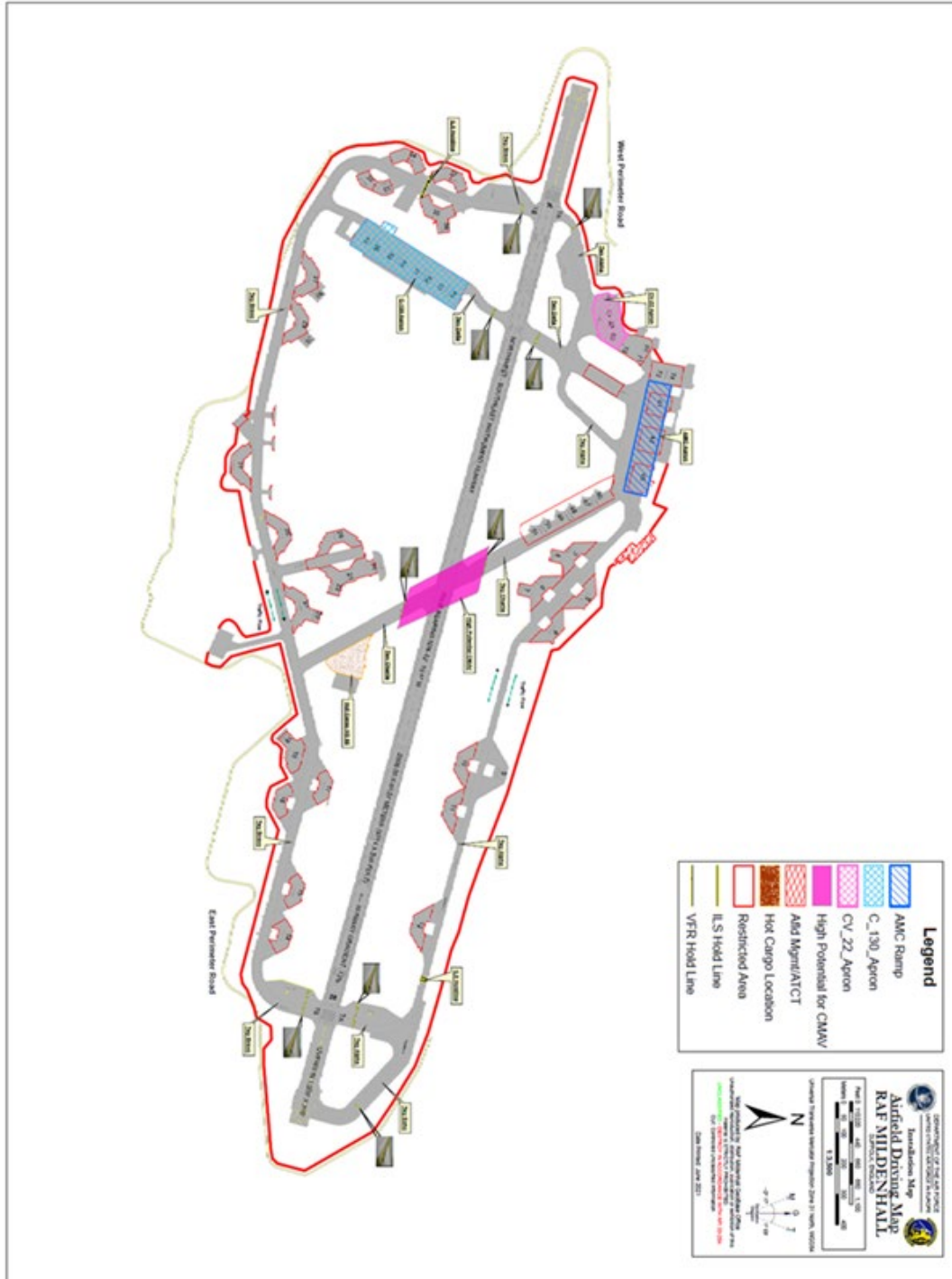
**A10.79. UNIT 16-17:** Civil Engineer Fire Department.

**A10.80. WOLF 1-2:** 100 OG/CC/CD.

Attachment 11 (Added)

RAF MILDENHALL AIRFIELD DIAGRAM

Figure A11.1. (Added) RAF Mildenhall Airfield Diagram.



Attachment 12 (Added)

RAFM AIR TRAFFIC CONTROL BLIND SPOTS

Figure A12.1. (Added) RAFM Air Traffic Control Blind Spots.

