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AFI 13-213, 1 August 1997, *Airfield Management*, is supplemented as follows:  
AFI 13-213 is applicable to the Air National Guard (ANG) with the following additions.

**SUMMARY OF REVISIONS**

This supplement outlines Air National Guard (ANG) implementation of the requirements of AFI 13-213, *Airfield Management*, 1 August 1997. This supplement includes exceptions supported by ANG unique manpower limitations, organizational structure differences, and units geographically located on civilian airports. ANG units should ensure maximum compliance with the basic instruction unless extenuating circumstances prevent otherwise. Send comments, suggestions and improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, to ANG/DOO, Jefferson Plaza 1, 1411 Jefferson Davis Hwy, Arlington VA 22202-3231.

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**Chapter 1**

**General Information**

1.1.3. ANG units, located on civil airports, use guidance in ANGPAM 32-1001, *Airport Joint Use Agreement*.

1.2. All waivers shall be coordinated with/through ANG/DOOS.

1.3.2.1. ANG/DOOS is the functional OPR for all Airfield Management/Base Operations issues.

1.3.2.2. Exception. Manning standards are determined by ANG/MP.

1.3.2.3. ANG Wing Commanders/ANG Combat Readiness Training Center (CRTTC) Commanders determine the hours of operation for their individual Base Operations and publish those hours in the Instrument Flight Rules (IFR) Supplement.

1.3.3.7. Flight Service Section personnel will perform minimal passenger processing to support unit mission. Large scale passenger processing (i.e. deployments, exercises, or groups, will be properly coordinated with the unit's LG functional OPR.

1.3.3.10. Not applicable to Air National Guard.

1.3.4. The Wing Operations Group Commander (OG/CC) accomplishes these functions.

1.3.5. Not applicable to Air National Guard.

1.3.6. For Air National Guard units the Chief, Airfield Management (CAM) works directly for the OG/CC or the OSF/CC.

1.3.6.5. When located on a civil airport the CAM also provides liaison between civil airport authorities and the wing.

1.3.6.6. Applicable to ANG units that own and operate their own airfield.

- 1.3.7. Each unit will determine applicability of this paragraph based on local manning. However, in most cases, the Chief of Base Operations will be the same individual as the Chief of Airfield Management.

## Chapter 2

### Duties and Responsibilities of the Chief, Airfield Management

- 2.1.1. The Chief of Airfield Management will be the highest ranking 1C0X1 assigned to the Operations Group (OG). The CAM will be designated in writing by the Wing, Operations Group or (CRTC) (Combat Readiness Training) Commander.
- 2.2.5. Units should endeavor to comply with the spirit and intent of this paragraph. However, as a minimum, the CAM must be a member of the Airfield Operations Board (AOB) and report appropriate items that he/she is responsible for.
- 2.2.7. For ANG units located on civilian airports: the CAM is only responsible for that portion of the airfield under direct control of the military.
- 2.2.8. For ANG units located on civilian airports: the CAM is only responsible for initiating non-procedural Notices to Airmen (NOTAM) that effect property/equipment under the direct control of the ANG unit (i.e. aircraft arresting systems).
- 2.2.10. For ANG units located on civilian airports: the CAM/(Chief, Base Operations (CBO) ensures that the unit Flight Line Driving Program is coordinated with the local airport authority, and that the program meets all military, as well as FAR Part 139 requirements.
- 2.2.16. Normally, ANG units, located on civilian airports, are not authorized to close/suspend or resume operations on airport owned runways or taxiways. This authority normally lies with the civil airport authority and may or may not be delegated as local conditions/agreements dictate.
- 2.2.17. For ANG units located on civilian airports: the CAM should be included in all pre-construction, on-going construction and post-construction conferences when the activity effects the military flying operation. The CAM must be included in all conferences when a construction activity is being planned or accomplished on an ANG owned airfields, aircraft parking or movement areas.
- 2.3.1. For ANG units located on civilian airports: airfield inspections are conducted by local airport authorities, who have been trained and certified in accordance with FAR Part 139. Therefore, unless local procedures have been developed, para 2.1.1. through 2.3.1.2.5. are not applicable to ANG units located on civilian airports. (This inspection may be performed by Airfield Management Personnel when an agreement is formally coordinated with, and approved, by the local civil airport authority.)
- 2.3.2. For ANG units located on civilian airports: the Wing or Operations Group Commander determines who is to conduct the Airfield Check. This requirement must be formally coordinated with and approved by the local civil airport authorities.
- 2.4. For ANG units located on civil airports: see para 2.2.17. above.
- 2.6.4. The CAM is the approval/disapproval authority for all additions and deletions to the Secondary Crash Net (SCN).
- 2.6.5.3. Exception. Not required by ANG units.

2.7.3.2. For ANG units on joint use airports the CAM will also maintain a copy of the Airport Joint Use Agreement (AJUA) prepared in accordance with ANGPAM 32-1001 and any other Memorandums of Understanding (MOU), or Letters of Agreement (LOA), that effect ANG airfield operations.

2.8.3. The OG/CC, or other designated person, accomplish this action.

Table 2.1. Applicable only to ANG owned airfields.

### **Chapter 3**

#### **Resources and Facilities**

3.2.2. The Chief, Base Operations will comply with provisions of this paragraph to the maximum extend possible if within the scope of his/her oversight authority.

3.3.2. The Wing or OG/CC will determine console configuration requirements needed to support maximum flight safety and mission requirements.

3.3.4.3. OG/CC will determine whether or not any classified material will be maintained for issue to transient aircrews.

3.3.4.4. See para 3.3.4.3. above.

3.4.1. (Exception) (ANG) Manning standards for the ANG. One qualified person, as a minimum, will be on duty at the Flight Services Section during normal flying hours at airfields not operated by the ANG. The CAM is the approving authority for individual qualifications (i.e. Air Technician AFSC compatibility).

3.4.3. Not applicable to ANG. Airfield Management Personnel may be assigned to FACs other than 13E1.

3.4.6. ANG units may use locally developed forms or automated programs to document significant incidents/events during each tour of duty provided it includes information in paragraph 3.4.6.1.

### **Chapter 4**

#### **Flightline Driver's Familiarization Program**

4.1.2. Delegated to the CAM/CBO by the OG/CC.

4.2. Unit commanders may delegate this authority to the CAM/CBO.

### **Chapter 6**

#### **Airfield Restrictions and Closure Procedures**

6.2.1. ANG units will ensure that local procedures are developed for Official Business Only (OBO) or Prior Permission Required (PPR) restrictions and that they are included in the Flight Information Publication (FLIP). Airfields owned and operated by the ANG will report closures and other restrictions to the ANG Operations Center and make the necessary NOTAM.

### **Chapter 8**

**Training**

8.3.5. Not applicable to ANG.

8.3.7.2.2. Due to manpower limitations, the task certifier and trainer may be the same person.

8.3.7.2.3. Not applicable to ANG.

8.3.8. ANG units shall review training records annually.

8.3.9. Written proficiency testing will be conducted at least annually.

8.3.14.3. N/A to ANG.

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