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Maintenance

DELIVERY OF MUNITIONS

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This 482d Fighter Wing Instruction (482 FWI) establishes procedures for delivery and transfer of munitions to and from the Munitions Storage Area and the 482d Fighter Wing (482 FW) Aircraft Parking Ramp, Alert Facility, and the Live Ordnance Loading Area (LOLA). All 482 FW maintenance 1 and munitions personnel and shop supervisors are responsible for ensuring compliance with this instruction. It references Air Force Instruction (AFI) 21-101, Air Force Reserve Command Supplement (AFRC SUP 1), *Aircraft and Equipment Maintenance Management*, AFI 31-101, *Integrated Defense*, Air Force Manual (AFMAN) 91-201, *Explosive Safety Standard's*, Technical Order (TO) 11-1-38, *Positioning and Tie down Procedures for Non-Nuclear Munitions* and TO 35D3-11-36-6WC-2, *Prior to use and Post use of Munitions Handling Equipment*. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR). Refer recommended changes to and questions about this publication to the OPR using Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records* and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm>.

- 1. Explosive Limits:** Tow weight of vehicle and load capacity of trailer will not be exceeded.
- 2. Personnel Limits:** Minimum is one qualified operator; maximum is the seating capacity of the transportation vehicle.
 - 2.1. For Hazard Class/Division 1.1 a minimum of two munitions delivery personnel.

2.2. For 1.1 support to and from the Alert Facility a minimum of one security forces escort with a maximum of two. (**A security forces escort is only required when Force Protection levels dictate**).

2.3. If the alternate route is used, a minimum of one escort, with a maximum of two from either transient alert or base operations to perform escort duties when using the runway as a delivery route.

2.4. For daily operations only one driver is necessary for 1.3, 1.4 munitions, deviation from this requirement is at the discretion of the Munitions Production supervisor.

3. Equipment Requirements: 1 each radio (**ALERT only** - 2 each radios are required for live 1.1 and 1.2 movements) munitions trailer.

3.1. Two (2), 2A10B/C fire extinguishers.

3.1.1. 1 each light cable per trailer.

3.1.2. Applicable placards, chocks and tie-down straps.

3.1.3. TO 11-1-38 & 35D3-11-36-6WC-2 will be used and available.

3.1.4. Tools and equipment as directed by Technical Order.

3.1.5. Munitions Crew Book containing this operating instruction and attachment 2 (attachment 3 is optional).

4. Location of Operations: Munitions delivery.

4.1. 482 aircraft parking ramp located adjacent to the 482d Maintenance Group (482 MXG) maintenance complex.

4.2. Alert Facility 125th Fighter Wing (125 FW), Florida Air National Guard (FANG) aircraft alert facility located at 023 (north east) end of runway.

4.3. Live Ordnance Loading Area (LOLA) located off taxiway PAPA. Specific munitions delivery procedures are identified in 482 FWI 10-100, *Live Ordnance Load Operation*.

4.4. Hot Cargo pad at the intersection of Taxiway BRAVO & PAPA.

4.5. As required and will be directed by Munitions Control.

4.6. 482d Maintenance Squadron 482 MXS), Munitions Storage Area (MSA) and Line Delivery personnel are only authorized to deliver explosive to designated aircraft parking locations or approved explosive sited locations IAW AFMAN 91-201.

5. Training:

5.1. Personnel will have completed flight line driver's training and have in their possession a current AF Form 483, *Certificate of Competency*, stamped for Homestead Air Reserve Base (HARB).

5.2. Proper radio procedures.

5.3. Explosive safety.

5.4. Must be trained and understand Control Tower communications, with the use of light gun signals.

5.5. Must be familiar with the explosive transportation requirements of AFMAN 91-201.

5.6. Must understand all requirements in 482d Maintenance Group Operating Instruction (482 MXGOI) 21-106, *Munitions Electrical Storm/Hazardous Weather Warnings* and 482 MXG OI 32-115, *Munitions Storage Area Fire Prevention, Reporting and Evacuation*.

5.7. Personnel must be aware of Radio Frequency & Electromagnetic Radiation (RF/EMR) transmission points identified in Attachment 3, *Explosive Facility Map (D-8)*. Currently, these transmission points do not interfere with delivery operations.

5.8. Must understand all requirements of this instruction.

6. Safety Precautions: Note: All provisions in TO 11-1-38 and TO 35D3-11-36-6WC-2 that pertain to the operation being performed will be complied with.

6.1. Crew Safety Briefing will be performed prior to beginning the operation.

6.2. Munitions items containing explosive fillers will be handled with extreme care.

6.3. Foreign Object (FOD) checks must be performed prior to crossing or turning onto taxiways/runway.

6.3.1. FOD check will include checking vehicle tires and security of the munitions items loaded on Munitions Material Handling Equipment, (MMHE).

6.3.2. FOD check will be performed prior to entering the Entry Control Point (ECP) for the aircraft parking ramp, LOLA, Transient Ramp, Hot Cargo Pad and the 125th FW FANG alert facility.

6.4. Coordinate with Munitions Control and whenever possible, consult the base weather office to make an accurate assessment of possible weather warnings prior to the start of the operation IAW AFMAN 91-201, section 7H.

6.4.1. In the event of electrical storm warnings, procedures in 482 MXG OI 21-106 apply. Operations will cease and the munitions trailer will be returned to the storage area, or to safe location, if possible.

7. Emergency procedures: In the event of an emergency or unplanned event, notify Munitions Control as to location, nature of emergency/event and assistance required. (Refer to crew briefing checklist.) In the event of fire, fight the fire if possible, from an upwind location until arrival of firefighters. Should fire envelope munitions, record time to give to firefighters and evacuate the area. Notify Munitions Control when emergency is terminated.

8. Step by step procedures: For munitions support to the 482 FW aircraft parking ramp only:

8.1. The Weapons Expediter will requisition the munitions delivery through Munitions Control.

8.1.1. Munitions Control will coordinate and direct all munitions activities.

8.2. Delivery personnel will establish 2-way radio communication with Munitions Control net A8 (primary AMMO net) or net A2 (alternate Maintenance Net). While using the primary route and traveling on Taxiway BRAVO monitor Control Tower net A15 (primary Tower net) and net A7 (alternate Ramp net).

8.3. Personnel will track the munitions delivered to the flightline by aircraft tail number, location, quantity delivered or quantity being returned, using the Line Delivery Worksheet and AF Form 4331, *Munitions Transaction Sheet*.

8.4. Personnel will notify Munitions Control of type and quantity of munitions delivered by Standard Configuration Load (SCL) or Alpha codes and the field number of delivered MMHE.

8.5. Munitions control will track delivery locations by aircraft parking location, SCL or Alpha code, trailer field number, and any other pertinent information.

8.6. Personnel involved in a munitions movement, inside and outside the munitions storage area will notify Munitions Control prior to and upon completion of all movements.

8.6.1. Contact the Control Tower on net 10 (primary) and request permission to go to the 482d Ramp from the Hot Cargo Pad via BRAVO taxiway. (The delivery vehicle will travel down the right side of the taxiway on the concrete). Net 9 is the alternate net for the Tower.

8.6.2. If an explosive incident occurs when munitions are en-route, notify the Munitions Control and the Control Tower so that they can stop traffic and aircraft movement on the taxiway, if necessary. **When delivery of munitions (primary route) is required, the delivery crew will request authorization to cross the red line at the inter taxiway B and A row. Munitions Control will contact Security Forces, MOC and coordinate this action prior to giving authorization to proceed.**

8.6.3. Delivery crew will verify permission to cross the red line off taxiway B. Contact Munitions Control via net 3 and request to break red, wait until cleared prior to proceeding.

8.6.4. Prior to crossing the red line, perform FOD check and verify that all items are secured. Once clearance is obtained, the cross over point will be at the intersection of A row and the taxiway. (See [Attachment 2](#))

8.6.5. Personnel will use the primary explosives route ([Attachment 2](#)) for munitions delivery when directed to do so.

8.7. During normal operations (delivery of aircrew training munitions) the route designated as the alternate will be used. When 1.3 and 1.4 munitions are being delivered, see attachment 2.

8.8. Personnel will notify Munitions Control when delivery is completed and request further instructions if necessary.

8.9. During operational exercises or unique circumstances, i.e., dual-point delivery is authorized at the section supervisor's discretion

9. Step by step procedures: Munitions support for alert facility only. (Primary route only)

9.1. Munitions Control will notify the DoD Police (414-7115), Fire Department (415-7274) and Maintenance Operations center (415-6922 or 415-6923) when 1.1 and 1.2 munitions depart the MSA.

9.2. **Munitions support for alert facility only. (Primary route only)**

9.2.1. Transportation of 1.1 and 1.2 munitions to and from the Munitions Storage Area and the Alert Facility. **Note:** Munitions Control will be manned during normal duty hours while munitions are being delivered to the Alert Facility.

9.3. Munitions Control will coordinate the movement, by notifying the appropriate agencies, fire department, security forces and the aircraft control tower. **Note:** During non-duty hour's movement of munitions to the Alert Facility, the individual in charge of the operation will be required to notify the agencies listed in paragraph 8.2.

9.4. Delivery personnel will request security forces escort via Munitions Control when required. Security escort is only required when 1.1 munitions are being transported and force protection dictates.

9.5. Delivery personnel will establish 2-way radio communication with Munitions Control, and on a second radio establish communication with the control tower. Both radio nets will be monitored at all times during movements of explosives to and from the Alert facility.

9.6. Delivery personnel will request clearance prior to traveling on or across the active taxiway BRAVO.

9.7. Personnel will use the primary explosive route, which is the marked roadway that runs parallel to the East of the parallel. (See [Attachment 2](#))

10. Step by step procedures for Munitions support of Alert facility only. (Alternate route only).

10.1. If for any reason the primary route cannot be used, the alternate may be used only when it is **MISSION ESSENTIAL TO DO SO**.

10.2. The alternate delivery route will require traveling down the active runway. The following steps must be taken to ensure that there is no possibility of a mishap.

10.2.1. Delivery crew prior to departing must contact the Control Tower and request an escort from the Air Field Manager. The escort will provide specific instructions prior to accessing the runway. Emergency procedures must be identified and understood. While on the runway the delivery crew is under the direct control of the Control Tower/Escort and must follow all directions and instructions provided.

10.2.2. Delivery personnel will establish 2-way radio communication with Munitions Control net A8 (primary AMMO net) and net A2 (alternate Maintenance net). A second radio will be used to establish communication with the Control Tower net A15 (primary Tower net) and net A7 (alternate Ramp net). Both radio nets will be monitored at all times during movements of live 1.1 and 1.2 explosives to and from Alert Facility. **WARNING: At no time shall a delivery crew use the alternate route until the above steps have been taken.**

11. Step by step procedures for use of alternate gates:

11.1. If directed, alternate gates located along the fence line of Ammo Way may be utilized. All previous requirements will be utilized.

11.2. At the discretion of Munitions Flight supervision or Munitions control, Ammo Way may be used to access Taxi Way BRAVO for any type delivery, via Customs Taxi Way

crossing or the intersection adjacent to the Hot Cargo Pad. **NOTE: During non-duty hours the Crew Chief of the delivery crew will perform tasks identified as Munitions Control.**

DONALD R. LINDBERG, Colonel, USAFR
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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

482 MXGOI 21-106, *Munitions Electrical Storm/Hazardous Weather Warnings*, 1 July 2011

482 MXGOI 32-115, *Munitions Storage Area Fire Prevention, Reporting and Evacuation*, 1 Jan 2008

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 13 January 2011

AFI 31-101, *Integrated Defense*, 10 Aug 2009

AFMAN 91-201, *Explosive Safety Standards*, 12 Jan 2011

AFMAN 33-363, *Management of Records*, 1 March 2008

T.O. 11-1-38, *Positioning and Tie down Procedures for Non-Nuclear Munitions*, 30 Sept 2010

T.O. 35D3-11-36-6WC-2, *Prior to use and Post use of Munitions Handling Equipment*, 17 July 2008

<https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm>

Adopted Forms

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 483, *Certificate of Competency*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4331, *Munitions Transaction Sheet*

Abbreviations and Acronyms

ACC—Air Combat Command

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

CC—Commander

DoD—Department of Defense

ECP—Entry Control Point

e-Publishing—the e-publishing website (www.e-publishing.af.mil)

EOR—End of Runway

FANG—Florida Air National Guard

FOD—Foreign Object Damage
FW—Fighter Wing
FW/CC—Fighter Wing Commander
FWI—Fighter Wing Instruction
HARB—Homestead Air Reserve Base
IAW—In Accordance With
LOLA—Live Ordnance Loading Area
MMHE—Munitions Material Handling Equipment
MOC—Maintenance Operations Center
MSA—Munitions Storage Area
MSG—Maintenance Support Group
MXG—Maintenance Group
MXG CC—Maintenance Group Commander
OPR—Office of Primary Responsibility
RDS—Records Disposition Schedule
RF/EMR—Radio Frequency & Electromagnetic Radiation
SCL—Standard Configuration Load
TO—Technical Order

Attachment 3

MAP

Figure A3.1. Map.

