

22 APRIL 2008



Safety

**USE OF AIRCRAFT EXPLOSIVE CARGO
PARKING AREAS (L-1, K-2, & F-40)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 62 AW/SEW

Certified by: 62 AW/SE
(Lt Col Stephen J. Mortensen)

Supersedes 62AWI91-04, 17 May 2005

Pages: 7

This instruction implements Air Force Manual (AFMAN) 91-201, *Explosive Safety Standards*. It establishes proper procedures for, and applies to, 62d Airlift Wing (AW) using Aircraft Explosive Cargo Parking Areas (Hot Cargo Pads). Safety principles and procedures outlined in this instruction are applicable to all aircraft parking areas. Adherence to the guidelines outlined in this instruction will ensure the safe use of explosives cargo pads and establish procedures to control unrelated operations in cargo pad quantity-distance clear-zones.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afrims.amc.af.mil/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: Paragraphs **2.5.1.**, and **2.5.2.** were added and paragraphs **2.6.** and **2.6.1.** were deleted. Weapons Safety Manager phone number DSN 382-7100 was changed to DSN 382-1312.

1. Emergency Telephone Numbers.

Fire Department	911/117
Explosive Ordnance Disposal	DSN: 382-3290 / Commercial 253-982-3290
Security Forces	911/311

Base Command Post	DSN 382-2635/2236 / Commercial 253-982-2635/2236
Weapons Safety Manager	DSN 382-5179/1312 / Commercial 253-982-5179/1312 / FAX: DSN 382-6553 / Commercial 253-982-6553

2. Explosive Limits.

2.1. Aircraft Explosive Cargo Parking Areas are pre-designated as L-1 (Lima Pad), K-2 (Kilo Pad), and F-40 (Tertiary).

NOTE: Explosive capability of each Explosive Aircraft Parking Area is based on AFMAN 91-201, *Explosive Safety Standards*, and Department of Defense (DoD) 6055.9, *DoD Ammunition and Explosive Safety Standards*. Each parking area has a formal explosive site plan approved by the Department of Defense Explosive Safety Board and the Air Force Safety Center.

WARNING: EXPLOSIVE LIMITS LISTED IN PARA. 2.2. WILL NOT BE EXCEEDED.

2.2. Each parking area is sited for maximum explosive capability as follows:

L-1 (Lima Pad)	30,000 lbs Hazard Class/Division (12) 1.1 25,000 lbs Hazard Class/Division 1.2.1>450 lbs 40,000 lbs Hazard Class/Division 1.2.2 40,000 lbs Hazard Class/Division 1.2.3 100,000 lbs Hazard Class/Division 1.3 Mission Essential Quantity Class/Division 1.4
L-1 Ammo Dock	9,000 lbs Hazard Class/Division (12) 1.1 2,000 lbs Hazard Class/Division 1.2.1>160 lbs 10,000 lbs Hazard Class/Division 1.2.2 20,000 lbs Hazard Class/Division (08) 1.2.3 20,000 lbs Hazard Class/Division 1.3 Mission Essential Quantities Class/Division 1.4
K-2 (Kilo Pad)	30,000 lbs Hazard Class/Division (12) 1.1 25,000 lbs Hazard Class/Division 1.2.1>450 lbs 40,000 lbs Hazard Class/Division 1.2.2 40,000 lbs Hazard Class/Division 1.2.3 100,000 lbs Hazard Class/Division 1.3 Mission Essential Quantity Class/Division 1.4

F-40 (Tertiary)	30,000 lbs Hazard Class/Division 1.1 explosives 25,000 lbs Hazard Class/Division 1.2.1>450 lbs 40,000 lbs Hazard Class/Division 1.2.2 40,000 lbs Hazard Class/Division 1.2.3 100,000 lbs Hazard Class/Division 1.3 Mission Essential Quantity Class/Division 1.4
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2.3. Explosive aircraft parking areas will be used as designated by this instruction or as designated by 62d Airlift Wing Command Post/Airfield Management personnel.

2.4. K-2 (Kilo Pad) and F-40 (Tertiary) are sited as Explosive Aircraft Parking Areas only. Use F-40 only when both L-1 and K-2 are occupied or mission requirements dictate the need.

2.5. L-1 Dock will support L-1 operations only. Explosive quantities on the dock itself will be limited to 9,000 lbs Net Explosive weight (NEW) comprised of Joint Inspected (JI) palletized ordnance. During aircraft loading operations involving Lima pad and the dock, combined NEW for both sites will not exceed 30,000 lbs. Ordnance pallets will be rolled from the transport vehicle to a K-loader via a built-in roller system; no lifting will be performed during the operations. Explosives will only be present at the dock for short periods unless weather conditions interrupt operations. Explosives movement at the dock will coincide only with aircraft notification to advance for upload and quantities will be limited to those for a single airframe.

2.5.1. When the tertiary Hot Cargo pad F-40 is used, aircraft parking spot F-38 falls within minimum acceptable Inter-Magazine (IM) aircraft survivability distances. F-38 will *not* be used for aircraft parking until F-40 has been cleared.

2.5.2. During explosive operations on K-2, the Aircraft Parking Areas listed as F-1 through F-39 are exposed to less than the protective distance required by Air Force standards. The separation distance for aircraft survivability (K-30) required by AFMAN 91-201, Chapter 3, Table 3.3 cannot be met. When aircraft explosives operations are conducted on AECPA K-2, no aircraft will be parked on parking spots F-1 through F-39, nor will concurrent explosive operations be conducted concurrently on any part of the "F" taxiway. 62 AW/SEW will ensure guidelines established by this interim change are strictly enforced.

3. Security.

3.1. When explosive-loaded aircraft are parked on "Hot Cargo Pads" roads passing by these pads are outside of the Public Traffic Route (PTR) requirements of AFMAN 91-201 but well within the Inhabited Building (IB) Quantity-Distance (QD) arcs. Closure of roads is not mandatory but recommended by 62 AW Weapons Safety (SEW). Closure of these roads will enhance security of aircraft and eliminate exposure of personnel to explosive quantity-distance clear-zones.

3.1.1. Closure of public traffic routes and public walkways adjacent to "Hot Cargo Pads" supporting Primary Nuclear Airlift Force (PNAF) mission tasking is mandatory. Roads will remain closed until mission aircraft are downloaded or cargo is removed from the supporting "Hot Cargo Pad."

3.1.2. When roadways and public walkways are blocked to enhance security and safety, the 62d Security Forces Squadron (SFS) will block/barricade the junction of Outer Drive and Perimeter

Road just Northwest of the security forces East gate guard facility. They will also block/barricade at the junction of Perimeter Road and Union Avenue just East of the 62d Aerial Port Squadron (APS) equipment marshalling yard.

3.1.3. See 62d Airlift Wing Instruction (AWI) 91-2 for additional guidance and specific requirements for use of facilities within quantity-distance clear-zones.

3.2. The 62d SFS will determine whether security details are required and who will provide the security details for in transit explosive-laden or PNAF mission aircraft.

3.3. During explosive operations on L-1 or L-1 Dock, the recreational at Morey Pond and building 1505 are exposed to less than the protective distance required by Air Force standards. Personnel and vehicles not directly related to these operations must be evacuated until hazardous cargo aircraft vacate or until Close Air Support Operations (CAS) have terminated. 62 AW/SEW will contact building 1505 occupants to evacuate during these operations.

3.3.1. 62 AW/SEW will notify 62d Civil Engineering Squadron (CES) environmental personnel on proposed/anticipated closure dates. A coordinated effort between 62 AW Weapons Safety and 62 CES environmental personnel will be made to notify the general public of Morey Pond closure dates.

3.3.2. Notification will be posted in the base bulletin, installation newspaper, and electronically via the wing intranet when possible.

3.4. All aircraft parking locations and quantity-distance requirements are annotated and maintained on the installation Explosive Quantity-Distance Map, Tab D-8, located in the 62 AW Weapons Safety Office.

4. Operations.

4.1. The 62 AW Weapons Safety Office will be notified when "Hot Cargo Pads" are in use or scheduled for use via a telephone call or MCCHORDAFB Form 14, *Hazardous/Dangerous Cargo Checklist*.

4.2. The use of F-40 (Tertiary) Hot Cargo Pad, will be granted only when L-1 or K-2 are occupied and the mission requires one open "Hot Cargo Pad" to support unforeseen inbound aircraft with hazardous cargo.

4.3. Aircraft configured with Aerial Defensive Systems (ADS) are not required to be parked on "Hot Cargo Pads." These aircraft may be parked on "C", "D", "E", "F", or "J" aircraft parking ramps, which are currently sited for 1,000 lbs of Hazard Class/Division 1.3 explosives and mission essential quantities (MEQ) for Hazard Class/Division 1.4 explosives. **Exception:** All aircraft parking spots located on "B" ramp are sited for 10,000 lbs of Hazard Class/Division 1.3 explosives and MEQ for Hazard Class/Division 1.4 explosives.

5. Transportation of Explosives.

5.1. Transportation of explosives to and from the 800 and 350 Munitions Storage Areas will comply with directives outlined in 62 AWI 91-5, *Hazardous Materials Transportation Safety Program*.

6. Prescribed and Adopted Forms

- 6.1. **Prescribed Forms.** MCCHORDAFB Form 14, *Hazardous/Dangerous Cargo Checklist*
- 6.2. **Adopted Forms.** AF IMT 847, *Recommendation for Change of Publication.*

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Commander, 62d Airlift Wing

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

DoD 6055.9, *DoD Ammunition and Explosive Safety Standards*

AFI 31-101, *The Air Force Resource Protection Program*

AFMAN 91-201, *Explosive Safety Standards*

AFMAN 91-201_AMCSup, *Explosive Safety Standards*

62 AWI 91-2, *Utilization of Facilities Within Quantity-Distance Clear-Zones*

62 AWI 91-5, *Hazardous Materials Transportation Safety Program*

Abbreviations and Acronyms

ADS—Aerial Defensive Systems

AECA—Aircraft Hot Cargo Parking Area

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

APS—Aerial Port Squadron

AW—Airlift Wing

AWI—Airlift Wing Instruction

CAS—Close Air Support Operations

CES—Civil Engineering Squadron

DoD—Department of Defense

IB—Inhabited Building

IM—Inter-Magazine

JI—Joint Inspected

MEQ—Mission Essential Qualities

NEW—Net Explosive Weight

OPR—Office of Primary Responsibility

PNAF—Primary Nuclear Airlift Force

PTR—Public Traffic Route

QD—Quantity-Distance

RDS—Records Disposition Schedule

SEW—Weapons Safety

SFS—Security Forces Squadron