

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

**EGLIN AIR FORCE BASE MANUAL 91-202**



**26 JANUARY 2011  
Certified Current 02 June 2016**

**Safety**

**DESIGNATION OF EXPLOSIVES LADEN  
VEHICLE ROUTES, COMBAT AIRCRAFT  
PARKING AREAS, EXPLOSIVES  
LOADING/UNLOADING AREAS AND  
ARM/DE-ARM AREAS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 91-2, *Safety Program*, and establishes the designated explosives laden vehicle routes, combat aircraft parking areas, explosive loading/unloading areas, and aircraft arm/de-arm areas located on Eglin AFB. It applies to all activities assigned, attached, TDY or tenant to Eglin AFB that use or deliver explosives to Eglin AFB and test ranges, to include Air Force Reserve, Air National Guard, and Civil Air Patrol. The requirements of this instruction pertaining to contractors will be included in the terms and conditions of the contract. Aircraft parking options beyond those listed here are available on a case-by-case basis subject to implementation of compensatory measures and coordination with the AAC Weapons Safety Office (AAC/SEW) and the 46 OSS Airfield Management Office (46 OSS/OSAM). This publication will not be supplemented and no waivers may be granted for any part of the publication. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate Functional 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 Air Force Records Information System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.mv.af.mil/gcss-af61a/afrims/afrims/rims.cfm>.

## ***SUMMARY OF CHANGES***

This revision reflects extensive changes due to criteria and updated guidance in AFMAN 91-201, *Explosive Safety Standards*, and must be completely reviewed.

**1. References.** AFMAN 91-201, *Explosive Safety Standards*.

**2. Responsibilities:**

2.1. The Commander, 46th Test Wing (46 TW/CC) is responsible for explosives operations on the 46 TW parking ramp (except A and B rows); Sugar row; trim pads; Hardstand (HS) 1; Taxiway Mike West; and Hot Gunlines (HGL) 1 and 3.

2.2. The Commander, AETC 33d Fighter Wing (33 FW/CC) is responsible for explosives operations on the 33 FW aircraft parking ramp; Live Ordnance Load Area (LOLA) and Taxiway C when occupied with 33 FW assets.

2.3. The Commander, 53 Wing (53 WG/CC) is responsible for explosives operations on the LOLA when occupied with 53 WG assets and sponsored TDY aircraft.

2.4. The Commander, 9th Special Operations Squadron (9 SOS/CC) is responsible for explosives operations on the 9th SOS ramp; and on A and B rows of the 46 TW ramp.

2.5. The Directorate of Contracting (AAC/PK) and the Operational Contracting Division (AAC/PKO) will include compliance with this publication in terms and conditions of contracts, statements of work (SOWs), etc., when they are identified as applicable by the requiring organization.

2.5.1. The requiring organization will coordinate with the Weapons Safety office (AAC/SEW) and 46 OSS Airfield Management Office (46 OSS/OSAM) for all TDY aircraft deploying to Eglin for explosive aircraft parking and planned munitions loading.

**3. Requirements for Aircraft Loaded with Explosives:**

3.1. The 46 TW Maintenance Operations Center (46 MXG/MOC) and/or the 33 FW Maintenance Operations Center (33 FW/CPW) will be notified of munitions deliveries and when the aircraft loading is complete. Each Maintenance Operations Center (MOC) will provide a flying schedule to the Fire Alarm Communications Center (FACC), 96 CES/CEFC and advise them of any changes or deviations to the posted schedules. The FACC will also be notified when munitions are loaded or unloaded on aircraft located in areas authorized in Section 8 below; give the aircraft tail number, parking location, and hazard class/division of the explosives. Posting of explosives fire symbols for explosive loaded aircraft is not required provided the provisions of this paragraph are complied with. If the provisions of this paragraph cannot be complied with, post appropriate fire symbols at each aircraft. Notifications to the MOC or posting of the fire symbols are the responsibility of the personnel loading the aircraft, to include TDY aircraft and personnel. Normally installed explosives on aircraft (i.e. ejection seat, canopies) does not constitute explosive loaded.

3.2. Base Operations (46 OSS/OSAM) will notify AAC/SEW and 96 CES/CEFC of all arrivals and departures of explosives loaded cargo aircraft to include Net Explosive Weight (NEW) and Hazard/Class Division (HC/D) of the explosives.

3.3. The 96th Logistics Readiness Squadron (96 LRS) will comply with the requirements of paragraph 3.1 or post explosives fire symbols at explosives loaded cargo aircraft as applicable.

#### **4. Authorized Explosive Laden Vehicle Routes:**

4.1. Vehicles transporting explosives to and from the designated loading areas on Eglin Air Force Base, Duke Field and Eglin Test Ranges will be restricted to designated explosives laden vehicle routes. Primary routes will always be used before alternate routes. Primary and alternate munitions delivery routes are shown on the Eglin, Eglin Reservation, and Duke Field D-8 maps. These maps are available through 96 CEG along with the Eglin GEOBASE Tab Maps at <https://96ceg.eglin.af.mil/website/asp/tabmaps.asp> or on the AAC Safety CoP located at <https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Filter=OO-SE-AA-C1&FolderID=OO-SE-AA-C1-16-9&Tab=0>. Due to the various munitions delivery/pickup areas serviced by the 46 TW munitions storage area, further definition of the alternate munitions delivery routes will be developed as the need arises. Where alternate munitions delivery routes require crossing an active runway, radio contact with the airfield tower is mandatory prior to crossing.

4.2. Specific routes are not required when transporting munitions to and from licensed storage/operating locations on-base. However, vehicles must take the most direct route utilizing the explosives laden routes to the maximum extent possible.

4.3. If munitions must be transported through the city of Fort Walton Beach, contact the Fort Walton Beach Fire Department prior to delivery at 850-833-9565 from 8:00 AM-5:00 PM or 850-833-9571 after hours (on duty Battalion Chief). Notifications will be accomplished when transporting Hazard/Class Division 1.1, 1.2, 1.3 or over 1000 pounds aggregate weight of 1.4 munitions, hazardous chemicals, and other dangerous articles through the city. Notification will include routes to be taken.

4.3.1. Munitions Control will make the notifications for 46 MXS/MWMW.

**5. Authorized Arm/De-arm Areas:** Launch/recovery operations will be performed in the areas immediately adjacent to the active launch and recovery ends of the runways as directed by each maintenance control unit. Locations are specified on the Eglin D-8 map. Deviations to approved arm/de-arm locations will be approved by AAC Safety, Airfield Management, and the responsible Commander.

**6. Weapons Load Crew Training/Ground Mounts:** Training missiles with live guidance and control (G&C) units can be utilized in support of weapons load crew training, provided they are delivered at the beginning of the training day and picked up when training is completed. Test munitions containing small amounts of 1.4 explosives may be located in hangars 71, 102, 103, and 130 for aircraft compatibility tests. Obtain approval from AAC/SEW and notify after munitions are picked up.

**7. Personnel Qualification/Certification:** Only qualified/certified personnel will be permitted to install, remove, or handle explosives. When civilian contractor personnel and/or assets are involved in loading or testing, the requiring activity will coordinate and obtain approval through the Chief of Safety (AAC/SE) and Munitions Maintenance Squadron, Munitions Flight (46 MXS/MXMW). Upon request, AAC/SE will provide guidance to project personnel, supporting

activities, and contractor representatives to make sure that maximum safety measures are taken in all operations.

**8. Designated Aircraft Parking Areas:** All aircraft parking spots, including trim pads used to support the operational requirements of the 46 TW, 53 Wing, 33 FW, 9 SOS, and transient aircraft are authorized for carrying and/or loading/unloading the specific munitions listed in sections 8.1 thru 8.4 below IAW AFMAN 91-201, paragraph 12.47. The quantity being loaded/unloaded is limited to one aircraft load. Standard airfield and aircraft separation distances apply. Aircraft carrying or to be loaded/unloaded with other munitions must be parked in an approved explosives loading area as stipulated in Section Nine below. Explosive loaded aircraft being placed in maintenance hangers must meet the requirements of T.O. 11A-1-33, *Handling and Maintenance of Explosive-Loaded Aircraft*.

8.1. HCD 1.2.2 internal gun ammunition, 30 mm or less.

8.2. HCD 1.3 internally installed aircraft defensive flares (external flares and rockets must be parked in an approved explosive loading area.

8.3. HCD 1.4 munitions (i.e. chaff squibs, captive-carry training missiles, BDU-33s, etc.). Items may be carried internally or externally.

8.4. Installed aircraft explosives necessary for safe flight operations per AFMAN 91-201, paragraph 12.46.

**9. Quantity-Distance (Q-D) Separation:** Combat aircraft carrying or to be loaded/unloaded with munitions beyond those designated in Section Eight can be parked without regard to QD as long as they are parked in a designated parking area and meet airfield criteria (exclude AE installed on aircraft (e.g. egress system components, squibs, and detonators for jettisoning external stores, engine-starter cartridges, fire extinguisher cartridges, and destructors in electronic equipment), contained in survival and rescue kits (e.g., flares, signals, explosives components of emergency equipment), and other such items or materials necessary for safe flight operations. All other explosive loaded aircraft must be parked in approved sited locations and as listed in Section 10 below, and be separated from other combat aircraft and facilities using Q-D IAW AFMAN 91-201.

9.1. Provide maximum separation distance between aircraft consistent with operational requirements. Aircraft survivability separation distance (K-30) will be afforded; if K-30 separation cannot be achieved, separate aircraft at the greatest K-factor that can be achieved but never less than K-11. Intermagazine separation distance (K-11) is the minimum distance allowable between two combat aircraft.

9.2. Aircraft separations less than K-30 present additional risks. The responsible Commanders for both the explosives-loaded aircraft and the exposed aircraft must be advised and accept the risk.

9.3. A list of commonly loaded munitions and their K-11/K-30 separations distance is listed in attachment 1. For K-factor separations other than K-11/K-30, use formula  $D = K * \text{NEWQD}^{1/3}$ , where D=distance, K= protection factor depending on degree of risk assumed or permitted, and  $\text{NEWQD}^{1/3}$ = cube root of NEWQD (in pounds). Where distance is known, the K-factor formula is  $K = D / (\text{NEWQD}^{1/3})$ .

9.4. For non-explosive military aircraft, the minimum allowable separation factor from combat aircraft, explosives-loaded cargo aircraft, or munitions holding areas is K-30, minimum 111 ft.

9.5. Measuring Rules.

9.5.1. To meet K-30 separation (survivability criteria), measure from the nearest point of the explosives (when carried externally) to the nearest point of the exposed aircraft. For internally-loaded explosives, measure to and from edge of the aircraft cargo hold or bomb bay.

9.5.2. To meet K-11 separation (propagation criteria); measure distances to and from the nearest point of the explosives, when carried externally. For internally-loaded explosives, measure to and from edge of the aircraft cargo hold or bomb bay.

9.6. Hazard Classifications.

9.6.1. Munitions receive hazard classifications in their original shipping container for storage and transportation. When explosives are removed from their original shipping container, the classification may be affected. Contact AAC/SEW for specific exceptions.

9.6.2. Treat HCD 1.2.X as 1.1 out of the shipping container and apply 1.1 separation criteria. On the airfield, this rule primarily applies to weapons loaded on combat aircraft and munitions placed on transport trailers.

9.7. Mixing Rules (AFMAN 91-201, Paragraph 12.7.1).

9.7.1. As a general rule, when HCD 1.1 is mixed with HCD 1.2.X and 1.3, (except 1.4), sum all the explosive weights and treat as 1.1. Note: Internal HC/D 1.2 gun ammunition and internal HC/D 1.3 defensive flares do not need to be considered with these loads.

9.8. HCD 1.3 Aircraft Separation. If only HCD 1.3 is loaded, apply aircraft separations as follows:

9.8.1. K-11 (propagation criteria): for  $\leq 1000$  lbs NEW =50 ft.

9.8.2. K-30 (survivability criteria): for  $\leq 1000$  lbs NEW =75 ft.

9.8.3. For other separation distances above 1000 lbs, contact AAC/SEW and reference AFMAN 91-201, Table 12.12.

9.9. HCD 1.4 Aircraft Separation. The minimum separation between aircraft for HCD 1.4 is as follows:

9.9.1. K-11 (propagation criteria): for  $< 3000$  lbs NEW =50 ft.

9.9.2. K-30 (survivability criteria): for  $\leq 3000$  lbs NEW =75 ft.

**10. Authorized Loading/Unloading Areas:**

10.1. **Hard Stand 1:** Explosives are authorized for either combat aircraft or explosives loaded cargo aircraft. No external mounted forward firing munitions are authorized. Maximum munitions quantities allowed by HCD are:

Facility	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Hard Stand 1	None	None	30,000	(05)30,000 ≤83	30,000	Capacity

10.2. **Taxiway M-West:** Taxiway Mike West spot 3 is designated for Hot Cargo aircraft only, no external munitions or forward firing munitions are authorized. When spot 3 is utilized for explosive loaded aircraft, all Mike West parking spots 1, 2, 4, 5, and 6 must be vacated and occupants of Building 915 (EOD Robotics) must be vacated. Notify Airfield Management and AAC Weapons Safety prior to parking any explosive loaded aircraft on Mike West spot 3. The net explosive weight authorizations are:

Facility	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Mike West Spot 3	25,000	3000 ≤180	50,000	(09)50,000 ≤180	50,000	Capacity

10.3. **Hot Gun Line 1 (HGL-1):** The Net Explosive Weight (NEW) on Hot Gun Line 1 is limited to 8,000 pounds total per exemption AFMC-EGLIN-84-E3. This table lists the maximum explosive weight per spot without implementing any compensatory measures. Explosives are authorized for combat aircraft only. **Forward firing munitions are not authorized on spot 1.**

10.3.1. A 46 TW/CC risk acceptance has been accomplished and is on file at AAC/SEW. Four different Compensatory Measures can be employed depending on mission requirements. Compensatory measures include (1) closing Taxiway-R to non-military aircraft, (2) evacuating Building 940 of all occupants, (3) evacuating non-combat aircraft adjacent to HGL-1 (i.e. tanker aircraft), and (4) allow separation of aircraft less than K-30 but never less than K-11 separation. Attachment 1 reflects the maximum net explosive weight per spot when implementing one or more compensatory measures.

10.3.2. The following chart reflects normal aircraft parking without any compensatory measures and assumes aircraft separation at K-30 to adjacent spots. Contact AAC/SEW when parking aircraft at less than K-30 and/or to implement compensatory measures for additional aircraft parking options if normal parking and separations cannot meet mission requirements.

HGL 1	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 1	25	429 $\geq$ 75 MCE	1,000	(05)5,000 $\leq$ 75 MCE	1,000	Capacity
Spot 2	105	874 $\geq$ 105 MCE	1,000	(06)5,000 $\leq$ 105 MCE	1,000	Capacity
Spot 3	147	1000 $\leq$ 99 MCE	1,000	(07)5,000 $\leq$ 115 MCE	1,000	Capacity
Spot 4	203	594 $\leq$ 88 MCE	1,000	(06)5,000 $\leq$ 88 MCE	1,000	Capacity
Spot 5	265	541 $\leq$ 84 MCE	1,000	(05)5,000 $\leq$ 84 MCE	1,000	Capacity
Spot 6	334	559 $\leq$ 85 MCE	1,000	(05)5,000 $\leq$ 85 MCE	1,000	Capacity
Spot 7	419	610 $\leq$ 89 MCE	1,000	(06)5,000 $\leq$ 89 MCE	1,000	Capacity
Spot 8	2490	869 $\leq$ 99 MCE	1,000	(06)5,000 $\leq$ 105 MCE	1,000	Capacity
Spot 9	3605	1000 $\leq$ 99 MCE	1,000	(07)5,000 $\leq$ 132 MCE	1,000	Capacity
Spot 10	5513	1000 $\geq$ 178	1,000	(08)5,000 $\leq$ 178	1,000	Capacity
Spot 11	6609	1000 $\geq$ 205	1,000	(09)5,000 $\leq$ 205	1,000	Capacity
Spot 12	3605	1000 $\geq$ 132	1,000	(07)5,000 $\leq$ 132	1,000	Capacity

10.4. **Hot Gun Line 3:** The following chart reflects normal aircraft parking without any compensatory measures and assumes aircraft separation at K-30. Contact AAC/SEW when parking aircraft at less than K-30 and/or to implement compensatory measures for additional aircraft parking options if normal parking and separations cannot meet mission requirements. **Forward firing ordnance is not authorized on spots 1 and 2.** Maximum explosives weights without compensatory measures are:

HGL 3	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 1	334	950 $\geq$ 109	1,000	(06)5,000 $\leq$ 109	1,000	Capacity
Spot 2	227	2343 $\geq$ 164	1,000	(08)5,000 $\leq$ 164	1,000	Capacity
Spot 3	248	4164 $\geq$ 225	1,000	(09)5,000 $\leq$ 211	1,000	Capacity
Spot 4	225	4843 $\geq$ 225	1,000	(09)5,000 $\leq$ 225	1,000	Capacity
Spot 5	202	3760 $\geq$ 201	1,000	(07)5,000 $\leq$ 201	1,000	Capacity
Spot 6	180	2878 $\geq$ 179	1,000	(08)5,000 $\leq$ 179	1,000	Capacity
Spot 7	162	2276 $\geq$ 162	1,000	(08)5,000 $\leq$ 162	1,000	Capacity
Spot 8	147	1826 $\geq$ 147	1,000	(08)5,000 $\leq$ 147	1,000	Capacity
Spot 9	131	1427 $\geq$ 131	1,000	(07)5,000 $\leq$ 131	1,000	Capacity
Spot 10	118	1124 $\geq$ 118	1,000	(07)5,000 $\leq$ 118	1,000	Capacity

10.5. **Aircraft Parking Ramp/Taxiway C:** Only those explosives authorized in paragraph 8 above IAW T.O. 11A-1-33 and AFMAN 91-201, Paragraph 12.47 are authorized for combat aircraft.

10.6. **Live Ordnance Load Area (LOLA)**: The LOLA consists of two rows of aircraft for a total of 16 parking spots. Normal day-to-day separation of explosive loaded aircraft is K-30. When operations are impacted due to space limitations, separation can be reduced by applying the greatest K-factor available but never less than K-11. The following is the maximum allowable Net Explosive Weight (NEW) limits based on K-11 separation and cannot be exceeded regardless of aircraft separation:

Facility	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Rows A01-B07	1,000	1000 $\geq$ 450	1,000	(12)5,000 $\leq$ 450	5,000	Capacity

**11. Forms Adopted** AF Form 847, *Recommendation for Change of Publication*

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Commander

## Attachment 1

**HOT GUN LINE 1 NEW LIMITATIONS IMPLEMENTING COMPENSATORY MEASURES**

1. To meet net explosive weight limitations and meet mission requirements, one or more compensatory measures may have to be implemented. To implement compensatory measures, coordinate with AAC Weapons Safety at 882-2540 Opt.3 and Airfield Management at 882-2614. Airfield Management will also coordinate compensatory measures through the Maintenance Operations Center (MOC) and Transient Alert (TA).
2. To restrict Taxiway-R to non-military assets, a NOTAM must be issued through Airfield Management.
3. Before building 940 can be vacated, approval must be obtained through 46 TW/CC and coordinated through Indyne.
4. Explanation of terms used in this table is located at the end of this table.
5. The limitations for hazard/class divisions 1.2.2, 1.3, and 1.4 are the same for all spots and are listed at the end of this table.
6. The limitations of this chart apply to munitions deliveries as well as munitions loading. Keep all munitions trailers to the front and as close to the earthen-berm as possible.

SPOT 1	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	None	TWR	None	RW 01/19	N/A	N/A	N/A	N/A
1.1 1-450	25	TW-R	367	RW 01/19	N/A	N/A	N/A	N/A
1.2.1	429 lb 1.2.1 ≤ 75 lb MCE	TW-R	1000 lb 1.2.1 ≤ 296 lb MCE	B.940	1000 lb 1.2.1 ≤ 367 lb MCE	RW 01/19	N/A	N/A
1.2.3	(5) 5K 1.2.3 ≤ 75 MCE	TW-R	(10) 5K 1.2.3 ≤ 296 MCE	B.940	(11) 5K 1.2.3 ≤ 367 MCE	RW 01/19	N/A	N/A
SPOT 2	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	None	TW-R	None	RW 01/19	N/A	N/A	N/A	N/A
1.1 1-450	105	TW-R	449	RW 01/19	N/A	N/A	N/A	N/A
1.2.1	874 lb 1.2.1 ≤ 105 lb MCE	TW-R	1000 lb 1.2.1 ≤ 175 lb MCE	B.940	1000 lb 1.2.1 ≤ 449 lb MCE	R/W 01/19	N/A	N/A
1.2.3	(6) 5K 1.2.3 ≤ 105 MCE	TW-R	(08) 5K 1.2.3 175 ≤ MCE	B.940	(12) 5K 1.2.3 ≤ 449 MCE	R/W 01/19	N/A	N/A
SPOT 3	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	None	TW-R	2910	B.940	8000	Exemption	N/A	N/A

1.1 1-450	147	TW-R	N/A	N/A	N/A	N/A	N/A	N/A
1.2.1	1000 lb 1.2.1 ≤ 99 MCE	B.940	1000 lb 1.2.1 > 451 MCE	RW 01/19	1000 lb 1.2.1 ≤ 147 MCE	TW-R	N/A	N/A
1.2.3	(07) 5K 1.2.3 ≤ 115 MCE	B.940	(12) 5K 1.2.3 ≤ 450 MCE	RW 01/19	(08) 5K 1.2.3 ≤ 147 MCE	TW-R	N/A	N/A
<b>SPOT 4</b>	<b>Routine</b>	<b>LIMFAC</b>	<b>TW-R Restricted</b>	<b>LIMFAC</b>	<b>B.940 Vacated</b>	<b>LIMFAC</b>	<b>CAPAG2T3 Vacated</b>	<b>LIMFAC</b>
1.1	None	TW-R	1801	B.940	8000	Exemption	N/A	N/A
1.1 1-450	203	TW-R	N/A	N/A	N/A	N/A	N/A	N/A
1.2.1	594 1.2.1 ≤ 88 lb MCE	B.940	1000 1.2.1 > 451 MCE	RW 01/19	1000 1.2.1 ≤ 203 MCE	TW-R	N/A	N/A
1.2.3	(06) 5K 1.2.3 ≤ 88 MCE	B.940	(12) 5K 1.2.3 ≤ 450 MCE	RW 01/19	(09) 5K 1.2.3 ≤ 203 MCE	TW-R	N/A	N/A
<b>SPOT 5</b>	<b>Routine</b>	<b>LIMFAC</b>	<b>TW-R Restricted</b>	<b>LIMFAC</b>	<b>B.940 Vacated</b>	<b>LIMFAC</b>	<b>CAPAG2T3 Vacated</b>	<b>LIMFAC</b>
1.1	None	TW-R	1656	B.940	8000	Exemption		
1.1 1-450	265	TW-R	N/A	N/A	N/A	N/A	N/A	N/A
1.2.1	541 lb 1.2.1 ≤ 84 MCE	B.940	1000 lb 1.2.1 > 451 MCE	RW 01/19	1000 lb 1.2.1 ≤ 264 MCE	TW-R	N/A	N/A
1.2.3	(05) 5K 1.2.3 ≤ 84 MCE	B.940	(12) 5K 1.2.3 ≤ 450 MCE	RW 01/19	(10) 5K 1.2.3 ≤ 264 MCE	TW-R	N/A	N/A
<b>SPOT 6</b>	<b>Routine</b>	<b>LIMFAC</b>	<b>TW-R Restricted</b>	<b>LIMFAC</b>	<b>B.940 Vacated</b>	<b>LIMFAC</b>	<b>CAPAG2T3 Vacated</b>	<b>LIMFAC</b>
1.1	None	TW-R	1704	B.940	8000	Exemption	N/A	N/A
1.1 1-450	334	TW-R					N/A	N/A
1.2.1	559 lb 1.2.1 ≤ 85 MCE	B.940	1000 lb 1.2.1 > 451 MCE	CapaG2 T3	1000 lb 1.2.1 ≤ 333 MCE	TW-R	N/A	N/A
1.2.3	(05) 5K 1.2.3 ≤ 85 MCE	B.940	(12) 5K 1.2.3 ≤ 450 MCE	CapaG2 T3	(11) 5K 1.2.3 ≤ 333 MCE	TW-R	N/A	N/A
<b>SPOT 7</b>	<b>Routine</b>	<b>LIMFAC</b>	<b>TW-R Restricted</b>	<b>LIMFAC</b>	<b>B.940 Vacated</b>	<b>LIMFAC</b>	<b>CAPAG2T3 Vacated</b>	<b>LIMFAC</b>
1.1	None	TW-R	1805	B.940	8000	Exemption	N/A	N/A
1.1 1-450	419	TW-R	N/A	N/A	N/A	N/A	N/A	N/A
1.2.1	610 lb 1.2.1 ≤ 89 MCE	B.940	1000 lb 1.2.1 > 451 MCE	CapaG2 T3	1000 lb 1.2.1 ≤ 419 MCE	TW-R	N/A	N/A
1.2.3	(06) 5K 1.2.3 ≤	B.940	(12) 5K 1.2.3 ≤ 450 MCE	RW 01/19	(12) 5K 1.2.3 ≤ 419 MCE	TW-R	N/A	N/A

	89 MCE							
<b>SPOT 8</b>	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	2490	B.940			8000	Exemption		
1.2.1	869 lb 1.2.1 ≤ 99 lb MCE	B.940	1000 lb 1.2.1 > 451 lb MCE	CapaG2 T2	1000 lb 1.2.1 ≤ 413 lb MCE	CapaG2T3	1000 1.2.1 > 451 lb MCE	TW-R
1.2.3	(06) 5K 1.2.3 ≤ 105 MCE	B.940	(12) 5K 1.2.3 ≤ 450 MCE	CapaG2 T2	(12) 5K 1.2.3 ≤ 413 MCE	CapaG3T3	(12) 5K 1.2.3 ≤ 450 MCE	TW-R
<b>SPOT 9</b>	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	3605	B.940	N/A	N/A	8000	Exemption	N/A	N/A
1.2.1	1000 lb 1.2.1 ≤ 99 MCE	B.940	N/A	N/A	1000 lb 1.2.1 ≤ 326 lb MCE	CapaG2T3	1000 1.2.1 > 451 MCE	CapaG2T 2
1.2.3	(07) 5K 1.2.3 ≤ 132 lb MCE	B.940	N/A	N/A	(11) 5K 1.2.3 ≤ 450 MCE	CapaG2T2	(13) 5K 1.2.3 ≤ 450 MCE	CapaG2T 2
<b>SPOT 10</b>	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	5513	B.940	N/A	N/A	8000	Exemption		
1.2.1	1000 1.2.1 ≤ 178 lb MCE	B.940	N/A	N/A	1000 1.2.1 ≤ 257 MCE	CapaG2T3	1000 1.2.1 ≤ 444 MCE	CapaG2T 2
1.2.3	(08) 5K 1.2.3 ≤ 178 MCE	B.940	N/A	N/A	(10) 5K 1.2.3 ≤ 257 MCE	CapaG2T3	(12) 5K 1.2.3 ≤ 444 MCE	CapaG2T 2
<b>SPOT 11</b>	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	6609	CapaG2 T3	N/A	N/A	N/A	N/A	8000	Exemptio n
1.2.1	1000 lb 1.2.1 ≤ 205 lb MCE	CapaG2 T3	N/A	N/A	1000 lb 1.2.1 ≤ 379 lb MCE	CapaG2T2	1000 lb 1.2.1 ≤ 251 lb MCE	B.940
1.2.3	(09) 5K 1.2.3 ≤ 205 lb MCE	CapaG2 T3	N/A	N/A	(11) 5K 1.2.3 ≤ 379 MCE	CapaG2T2	(10) 5K 1.2.3 ≤ 251 lb MCE	B.940
<b>SPOT 12</b>	Routine	LIMFAC	TW-R Restricted	LIMFAC	B.940 Vacated	LIMFAC	CAPAG2T3 Vacated	LIMFAC
1.1	3605	CapaG2 T3	N/A	N/A	N/A	N/A	8000	Exemptio n
1.2.1	1000 lb 1.2.1 ≤ 132 lb MCE	CapaG2 T3	N/A	N/A	N/A	N/A	1000 lb 1.2.1 ≤ 285 lb MCE	CapaG2T 2
1.2.3	(07) 5K 1.2.3 ≤ 132 lb	CapaG2 T3	N/A	N/A	N/A	N/A	(10) 5K 1.2.3 ≤ 285	CapaG2T 2

	MCE						Ib MCE	
All Spots								
1.2.2	1000 lbs	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1.3	5K	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1.4	MEQ	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### EXPLANATION OF TERMS USED IN HGL-1 TABLE.

1. Routine- routine is the hazard/class division limitations without employing any of the compensatory measures (LIMFACS) listed in this table. Note: this does not include aircraft separation which routine separation is based on K-30 distance, see paragraph 9.
2. LIMFAC- is the risk factor that limits the net explosive weight (NEW) on a particular aircraft parking spot and must be eliminated or mitigated before the NEW can be increased based on mission requirements.
3. TW-R- Taxiway-R is a joint use taxiway which is shared by with civilian aircraft ad requires more stringent quantity-distance separation compared to Military-use only assets.
4. R/W 01/19- Runway 01/19 is a joint-use runway for civilian and military aircraft.
5. B.940- building 940 is an inhabited building use by Indyne personnel which support the 46 Test Wing aircraft.
6. CapaG2T2/T3- These two spots are located on hot gun line 2 and are used to refuel aircraft utilizing the fueling pantagraphs.
7. Exemption- This refers to an existing exemption AFSC-EGLIN-AFB-84-E3 which limits the net explosive weight on the Hot Gun Line 1 to 8000 lbs at any given time. The exemption is to the UHF/VHF transmitter site, Bldg.947.
8. (XX) - the numbers in parenthesis indicates separation distance in hundreds of feet.
9. 1.1 1-450 PFNS- This is a quantity-distance reduction authorized by AFMAN 91-201 provided the net explosive weight is limited from 1-450 lbs. PFNS refers to primary fragments not stopped.

**Attachment 2****NET EXPLOSIVES WEIGHTS, HAZARD CLASSIFICATIONS, AND K-FACTOR  
SEPARATION DISTANCES**

**Note:** Information listed above is for informational purposes only, always verify information using the Joint Hazard Classification System (JHCS). Access to the JHCS website is at <https://www3.dac.army.mil/esidb/login/> (you must apply for an account). Caution: T.O. 11A-1-46 has been rescinded and is no longer valid to research classifications. For test assets, an IHC may be issued; IHC's are not listed in the JHCS (the JHCS is for final classifications only). For additional information on IHC's, contact AAC/SES at 882-7304/7328 or the AAC Weapons Safety Office at 882-2540 Ext. 3.

## Common NEWs and A/C Separation Chart

Munitions	HD	NEWQD	K-11	K-30
AIM-7M/WAU-10	1.1	26.1	33	89
AIM-7M/WAU-17	1.1	36	36	99
AIM-9L/M/X	1.1	7.9	22	60
AIM-120A,B,C	1.1	16.9	28	76
AGM-65 (Maverick-All Models)	1.1	100	59	160
AGM-88A HARM	1.2.1	42.42	38	105
AGM-88B HARM	1.2.1	45.25	39	107
AGM-88C HARM	1.2.1	40.8	38	103
AGM-88 HARM, Tactical	1.2.1	40.8	38	103
AGM-84 E,F HARPOON	1.1	218.58	66	181
AGM-84K,H (SLAM-ER)	1.2.1	166.6	61	165
AGM-114 (Hellfire)	1.1	36	37	99
AGM-130 A	1.1	1283	120	326
AGM-130 C	1.1	873	105	287
AGM-158A (JASSM)	(09) 1.2.3	240	68	186
BLU-109	1.1	535	89	244
BLU-110	1.1	385	80	218
BLU-113	1.1	625	94	256
BLU-122/B	1.1	784	102	277
BLU-126/B	1.1	28	33	91
CBU-87/103/113	1.1	129	56	152
CBU-89/104	1.1	116	54	146
CBU-97/105/115 (All Models)	1.1	108	52	141
GBU-10	1.1	945	108	294
GBU-12	1.1	192	64	173
GBU-27	1.1	535	89	244
GBU-28	1.1	820	103	281
GBU-31 (JDAM)	1.1	945	108	294
GBU-32 (JDAM)	1.1	445	84	225
GBU-38 (JDAM)	1.1	192	64	173
GBU-39/B (SDB)	(05) 1.2.3	37	60	100
MK82	1.1	192	104	173
MK83	1.1	445	134	225
MK84	1.1	945	108	294

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