

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

**MACDILL AIR FORCE BASE
INSTRUCTION 91-202**



**29 JULY 2010
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**Safety
EXPLOSIVES PARKING PLAN**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction designates areas on MacDill Air Force Base (AFB) where suspect explosives loaded vehicles may be temporarily parked and aircraft carrying explosives may be parked, loaded, and unloaded. This instruction implements Air Force Manual (AFMAN) 91-201, *Explosives Safety Standards*. 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/afirms/afirms/>. 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 Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This is a rewrite of the previous MACDILLAFBI 91-101, *Explosives Parking Plan*. The number of the instruction has been changed to coincide with the implemented directive, AFMAN 91-201. This document has been substantially revised and must be completely reviewed. Major changes include: Deleted Reference paragraph and added references to Attachment 1; deleted non-valid explosive parking, and load/unload areas. Added suspect vehicle holding areas and definitions (paragraphs 4.2., 4.2.1., 4.3., 4.3.1., and 4.3.3.); correctly identified Disaster Preparedness grid coordinates for Primary Hot Cargo Pad/Suspect Vehicle Holding Area (paragraph 4.2.1.). Changed unit designation for Detachment 1, Deployed Unit Complex (DUC), from 347th Operations Group to 23rd Wing (paragraph 4.4.). Identified Arm/De-Arm Quick Check Areas

on taxiways M, J, and H (paragraph 4.5.). Corrected taxiway name changes from O and I to P and R, respectively. Added Explosives Loaded Aircraft Parking criteria (paragraph 4.1. through 4.1.4.).

1. General. The intent of this instruction is to reduce the exposure of non-related personnel to explosives/weapons operations.

2. Responsibility. Commanders of units possessing and operating aircraft, commanders of units handling munitions, and commanders of units responsible for the transportation of munitions will ensure that the intent of this instruction is satisfied. Mark the following areas and parking spots on MacDill Disaster Preparedness (DP) maps. In the event more aircraft arrive loaded with explosives than can be accommodated in the below areas, contact the 6th Air Mobility Wing, Safety Office (6 AMW/SE), through the Command Post (6 AMW/CP).

3. Explosives Transportation: All motor vehicle explosives shipments will comply with MacDill AFB Instruction (MACDILLAFBI) 21-100, *Shipment and Receipt of Explosives*.

4. Explosives Loaded Aircraft Parking.

4.1. Aircraft and transient combat aircraft configured with the items listed below are exempt from QD site planning requirements and do not require a site plan. Park these aircraft in a designated aircraft parking area.

4.1.1. HD 1.2.2 internal gun ammunition, 30 mm or less.

4.1.2. HD 1.3 installed aircraft defensive flares.

4.1.3. HD 1.4 munitions (i.e., chaff squibs, captive-carry training missiles, BDU-33s).

4.1.4. Installed explosives necessary for safe flight operations (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.

4.2. Primary Hot Cargo Pad/Suspect Vehicle Holding Area (Attachment 2).

4.2.1. Established as the primary parking, loading, and unloading area for cargo aircraft carrying explosives and the primary suspect vehicle holding area (DP grid coordinates 27 x AK).

4.2.2. Explosive limits:

4.2.2.1. Hazard Class/Division 1.1, 30,000 lbs.

4.2.2.2. Hazard Class/Division 1.2.1, 28,118 lbs.

4.2.2.3. Hazard Class/Division 1.2.2, Capacity.

4.2.2.4. Hazard Class/Division 1.2.3, Capacity.

4.2.2.5. Hazard Class/Division 1.3, Capacity.

4.2.2.6. Hazard Class/Division 1.4, Capacity.

4.3. Alternate Hot Cargo Pad/Primary Suspect Vehicle Holding Area (Attachment 2).

4.3.1. Established as the alternate parking, loading, and unloading area for cargo aircraft carrying explosives or hazardous cargo, and the alternate suspect vehicle holding area (DP grid coordinates 30.5 x AC).

4.3.2. Explosive limits are as stated in paragraph 4.2.2.

4.3.3. When the Alternate Hot Cargo Pad/Primary Suspect Vehicle Holding Area is in use, taxiway L, between taxiways M and K, and taxiway P, between taxiways M and K, will be closed to non-DoD aircraft.

4.4. 23rd Wing, Detachment 1, Deployed Unit Complex (DUC) Aircraft Parking Ramp (Attachment 2).

4.4.1. Up to 14 parking spots are authorized to be used for loading/unloading and parking combat aircraft (DP map grid coordinates 30 x Y).

4.4.2. Explosive limits:

4.4.2.1. Hazard/Class Division (04) 1.1, 500 lbs NEW (Aim-9s & White Phosphorous 2.75 inch rockets only).

4.4.2.2. Hazard/Class Division 1.2.1, 196 lbs NEW.

4.4.2.3. Hazard/Class Division 1.2.2, 10,815 lbs NEW.

4.4.2.4. Hazard/Class Division 1.2.3, Operational Limit.

4.4.2.5. Hazard/Class Division 1.3, Operational Limit.

4.4.2.6. Hazard/Class Division 1.4, Operational Limit.

4.4.2.7. When the DUC Aircraft Parking Ramp is occupied by explosive loaded aircraft, taxiway K, between taxiway P and taxiway L, and taxiway P, between taxiways K and L, are closed to non-DoD aircraft.

4.5. Arm/De-Arm Quick Check Areas are located on taxiways M, J and H as indicated in Attachment 2.

4.6. Hot Gun/Hung Ordnance: Taxiway Alpha is designated as the Hot Gun/Hung Ordnance clearing area with the following procedures:

4.6.1. Landing on Runway 22:

4.6.1.1. Upon landing, the aircraft will continue on the runway to Taxiway Alpha.

4.6.1.2. When parking, the aircraft will point towards the south over the bay before engine shutdown.

4.6.1.3. Hung ordnance removal and gun clearing will be performed in accordance with established procedures.

4.6.2. Landing on Runway 04.

4.6.2.1. Upon landing, the aircraft will execute a left turn on the concrete hammerhead at the departure end of runway 04 and back taxi on the runway to Taxiway Alpha.

- 4.6.2.2. When parking, the aircraft will point towards the south over the bay before engine shutdown.
- 4.6.2.3. Hung ordnance removal and gun clearing will be performed in accordance with established procedures.
- 4.7. Wing Safety Office will:
 - 4.7.1. Review parking/load plan annually to ensure compliance with Quantity-Distance requirements.
 - 4.7.2. Review this document at least annually.

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

LENNY J. RICHOUX, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 91-202, *The US Air Force Mishap Prevention Program*, 1 August 1998
AFMAN 33-363, *Management of Records*, 1 March 2008
AFMAN 91-201, *Explosives Safety Standards*, 17 November 2008
DoD 6055.9-STD, *DoD Ammunition and Explosives Safety Standards*, 29 February 2008
MACDILLAFBI 21-100, *Shipment and Receipt of Explosives*, 22 January 2008

Acronyms and Abbreviations

AMW—6th Air Mobility Wing
AFB—Air Force Base
AFI—Air Force Instruction
AFMAN—Air Force Manual
AFRIMS—Air Force Records Information Management System
CP—Command Post
DP—Disaster Preparedness
DUC—Deployed Unit Complex
ES—Exposed Site
MACDILLAFBI—MacDill Air Force Base Instruction
MSA—Munitions Storage Area
NEW—Net Explosive Weight
OPR—Office of Primary Responsibility
PES—Potential Explosion Site
POL—Petroleum, Oil, and Lubricants
Q-D—Quantity-Distance
RDS—Records Disposition Schedule
SE—Safety Office

Terms

Combat Aircraft Parking Area—Any area specifically designated for the parking of aircraft that are loaded, being loaded, unloaded, or awaiting loading with combat-configured explosives.

Explosives—All ammunition, munitions fillers, demolition materials, solid rocket motors, liquid propellants, cartridges, pyrotechnics, mines, bombs, grenades, warheads of all types, explosive

elements of ejection and aircrew egress systems, air-launched missiles and those explosive components of missile systems and space systems, and assembled kits and devices containing explosive materials.

Explosives—Loaded Aircraft—An aircraft is “explosives-loaded” when it carries munitions or explosives, internally or externally. This term does not include explosive components of aircrew escape systems or pyrotechnics installed in survival and rescue kits.

Munitions Storage Area (MSA)—A designated area of explosives-containing facilities set aside for the exclusive storage or “warehousing” of the base explosives stock.

Exposed Sites (ES)— Any permanent structure, utility, or petroleum, oil, and lubricants (POL), at risk from either blast or fire effects of a Potential Explosion Site (PES).

Hazard Classification—Identifies the hazardous characteristics of explosive items by their assignment to established hazard categories governing storage and transportation.

Net Explosive Weight (NEW)—The total quantity, expressed in pounds, of explosive material or high explosive equivalency in each item or round to be used when applying quantity-distance (Q-D) criteria or other standards.

Non-Related Personnel—Personnel not directly related to the weapons or flight operations involving explosives loaded aircraft, i.e., administrative personnel.

Quantity-Distance (Q-D)—The quantity of explosive material and distance separation relationships that provide defined types of protection. These relationships are based on the level of risk considered acceptable for each stipulated exposure and are tabulated in the Q-D tables. Separation distances are not absolute safe distances but are relative protection or safe distances.

Suspect Vehicle Holding Area—A designated location for placing vehicles containing explosives that are suspected of being in a hazardous condition. These sites also are used for vehicles that may be in a condition that is hazardous to their contents.

