BY ORDER OF THE COMMANDER
EGLIN AIR FORCE BASE (AFMC)

EGLIN AIR FORCE BASE MANUAL
91-202

10 JUNE 2026

Safety

DESIGNATION OF EXPLOSIVE LOADED AIRCRAFT PARKING AREAS, LOAD/UNLOAD AREAS AND ARM/DE-ARM AREAS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes responsibilities for mishap prevention in handling, storing, transporting, identifying, and controlling explosives and hazardous materials in accordance with Air Force Policy Directive (AFPD) 91-2, Safety Programs in conjunction with corresponding Department of Defense (DoD), Air Force, and AFMC directives. It applies to all activities assigned, attached, TDY or tenant that handle or transport explosives 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. This publication will not be supplemented. Waivers to guidance in this publication must be submitted through 96 TW/SEW in accordance with DESR 6055.09_AFMAN 91-201, Explosive Safety Standards, General Information, Section 1.4. Policy. 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 (IAW) AFI 33-322, Records Management and Information Governance Program and disposed of in accordance with Air Force Records Information System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This revision reflects extensive changes due to criteria and updated guidance in DESR 6055.09_DAFMAN 91-201, Explosive Safety Standards, and must be completely reviewed. Added Live Ordnance Loading Area (LOLA) net explosive weight limit increase, combat aircraft parking to the Special Operations Forces apron, Hot Cargo Parking location additions, evacuation requirements for lightning watches and warnings, and approved hung gun/ordnance areas at Eglin AFB and Duke Field.

1. Reference. DESR 6055.09_DAFMAN 91-201, Explosive Safety Standards. The changes below to DAFI91-202_DAFGM2026-01, are effective immediately.

2. Responsibilities.

2.1. Commanders. Commanders are responsible for their explosive loaded aircraft and explosive operations to ensure that the explosive safety requirements of this manual and DESR 6055.09_DAFMAN 91-201, Explosive Safety Standards, are met.

2.2. Contracting personnel will include compliance with this publication in terms and conditions of contracts, statements of work (SOW), etc., when identified as applicable by the required organization.

2.3. The organization responsible will coordinate with 96 TW/SEW and 96 OSS/OSAM for all TDY aircraft deploying to Eglin AFB and Duke Field for explosive aircraft parking and planned munitions loading.

3. Notification Requirements for Explosive Loaded Aircraft.

3.1. All aircraft units assigned or TDY to Eglin AFB and Duke Field, Maintenance Operations Centers (MOC) will be notified of munitions deliveries and when aircraft loading is complete; and will be given the aircraft tail number, parking location, and hazard class/division of the explosives loaded. Each MOC will provide a flying schedule to the 96th Civil Engineering Squadron Emergency Communication Center (96 TW/CEFC) and will provide notification of aircraft load completions and any changes or deviations to the posted schedules.

3.2. Notifications to the MOC are the responsibility of the personnel loading the aircraft.

3.2.1. Airfield Management will notify 96 TW/SEW upon arrival of explosive-loaded cargo aircraft at Eglin AFB or Duke Field loaded with hazard division (HD) 1.1 and 1.2 munitions; if after duty hours, notify via organizational email: **96tw.sew@us.af.mil**.

3.2.2. Notify the MOC immediately via radio in the event of an emergency and/or call 911. Follow approved emergency procedures in approved explosive load checklists.

4. Posting of Fire Symbols.

4.1. Explosives fire symbols need not be posted for explosives loaded combat aircraft parked in approved explosive parking areas as identified in this manual provided notification requirements of **paragraph 3** are complied with. Fire symbols are also not required for aircraft loaded with exempted munitions IAW DESR 6055.09_DAFMAN 91-201, **paragraph V4**E3.5 AIRCRAFT PARKING AREAS and explosives installed for safe flight operations per **paragraph V4**E3.1.2. Otherwise, post appropriate fire symbols at each aircraft.

4.2. Explosive loaded hot cargo aircraft are not exempt from posting fire symbols. The 96 Logistics Readiness Squadron (96 LRS) is responsible for the posting of fire symbols.

5. Lightning Watch/Warning Procedures.

5.1. Lightning Watch. A lightning watch will be in effect 30 minutes prior to thunderstorms being within a five nautical mile (nm) radius of the center of the installation airfield or coordinated location. Initiate controlled termination procedures for all explosives operations at outdoor locations equipped with a Lightning Protection System (LPS), at locations (outdoor and indoor) not equipped with an LPS, and at facilities containing exposed explosives, explosive dust, or explosive vapor. Note: Aircraft launch and recovery operations may continue without restriction during a lightning watch.

5.2. Lightning Warning.

5.2.1. A lightning warning will be in effect whenever any lightning occurs within a five nm radius of the installation airfield, or other coordinated location.

5.2.2. Immediately provide personnel protection equivalent to Public Transportation Route Distance (PTRD) from explosive loaded aircraft, parked explosives-laden conveyances, and any other flight-line potential explosion sites (PES) not having an LPS; this evacuation requirement applies to all occupied locations within the PTRD arc of an explosives PES which lacks an LPS.

5.2.3. PTRD distances will be based on air blast overpressure only (minimum fragment distances do not apply).

5.2.4. Contact 96 TW/SEW for help in distances determinations.

5.2.5. Aircraft launch and recovery operations during a lightning warning may be authorized with coordinated approval from the 96 Operations Group (96 OG) and 96 Maintenance Group (96 MXG) Commanders, following procedures established within DAFI21-101_AFMCSUP_96TWSUP and in the Fighter Aircraft Procedures for Lightning within Five Nautical Miles Memorandum. For approved locations, see **paragraph 6**. Authorized Arm/De-Arm Areas. Note: For Tenants and TDY units, the responsible MXG or TDY Commander will be the approval authority.

6. Authorized Arm/De-arm Areas.

6.1. 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 AFB and Duke Field D-8 maps. Digital link can be accessed through 96th Civil Engineering Group Digital Vault Tab Maps — 96th Civil Engineer Group. Always point aircraft in the least hazardous direction with forward firing ordnance. Deviations to approved arm/de-arm locations will be coordinated through 96 TW/SEW, responsible tenant Wing Safety office (as applicable), Installation Airfield Management, responsible Wing Weapons Manager, and approved by responsible MXG Commander.

7. Weapons Load Crew Training/Ground Mounts. Test munitions containing small amounts of HD 1.4 explosive may be located in aircraft maintenance hangars for load crew training and aircraft compatibility tests with prior approval from 96 TW/SEW. Comply with notification requirements in **paragraph 3**.

8. Personnel Qualification/Certification. Only qualified/certified personnel are permitted to install, remove, or handle explosives. For test mission only, the requiring activity will coordinate and obtain approval through the 96 TW/SEW and 96th Wing Weapons Manager when contractor personnel and assets are involved in explosive loading and testing. The Commander responsible will provide guidance with project personnel, supporting activities, and contractor representatives to ensure maximum safety measures are taken in all operations.

9. Designated Aircraft Parking Areas. All designated aircraft parking spots meeting airfield criteria, including trim pads are authorized to load/unload the specific munitions listed in paragraph **9.1 through 9.4** below IAW DESR 6055.09_DAFMAN 91-201, **Paragraph V4**E3.5.2.1 and are exempt from net explosive weight for quantity distance (NEWQD). This does not include ammunition and explosives (AE) carried as cargo. The quantity being loaded/unloaded is limited to one aircraft load. Standard airfield and aircraft separation distances apply. All other munitions must be loaded/unloaded in an approved sited explosive loading area, see **paragraph 12**. Exempted munitions listed here do not have to be added to the total NEWQD when determining aircraft separation. Aircraft being placed in maintenance hangars with explosives are limited and must meet the requirements of T.O. 11A-1-33, Handling and Maintenance of Explosive-Loaded Aircraft.

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

9.2. HD 1.3 internally installed aircraft defensive flares; external mounted flares and rockets must be parked in an approved explosive loading area.

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

9.4. Installed AE on aircraft necessary for safe flight operations per DESR 6055.09_DAFMAN 91-201, **paragraph V4**E3.1.2 (i.e., egress system components, squibs and detonators for jettison external stores, engine-starter cartridges, fire extinguisher cartridges, and destructors in electronic equipment), and other such items or materials necessary for safe flight operations.

9.5. See T.O. 11A-1-33 for further information.

10. Hazard Classifications.

10.1. Munitions receive hazard classifications in their original shipping container for purpose of storage and transportation only. When explosives are removed from their original shipping container, the classification may be affected. DESR 6055.09_DAFMAN 91-201, and technical orders list specific munitions for which the hazard classification changes once the munitions are unpacked. See DESR 6055.09_DAFMAN 91-201, **paragraph V1**E6.11.2.1 through V1.E6.11.2.9.5, for specific examples. All HD 1.2 out of the packaging will be treated as HD 1.1 unless otherwise identified.

10.2. The Joint Hazard Classification System (JHCS) can be accessed through the web at DESKES 7 and you must apply for an account. The JHCS lists the Net Explosive Weight (NEW) and NEWQD. Always use NEWQD for quantity distance calculations. For test assets, an interim hazard classification (IHC) may be issued; IHCs are not listed in the JHCS, and the JHCS is for final classifications only. For additional information on IHCs, contact 96 TW SEW.

11. Explosives Loaded Aircraft Separation.

11.1. Apply aircraft separation for HD 1.1 to allow the maximum separation distance possible between aircraft consistent with operational requirements. K30 separation is desirable for survivability and should be afforded but never less than K11 for Inter-Magazine Distance (IMD). Note: Explosives-loaded aircraft separated from each other only by IMD will be damaged heavily by blast and fragments in the event of an explosion; destruction of all the aircraft by resulting fire is likely.

11.2. For K30 separation, measure from the nearest point of each aircraft. When measuring K11 separation, measure from munition to munition for externally mounted munitions. For K11 separation between cargo aircraft or aircraft with bomb bays, measure from the outside skin of the bomb bay or cargo hold.

11.3. NEW is used to calculate QD by means as a formula of type D (ft) = K*W^(1/3), where "D" is the distance in feet, "K" is a factor (also called K-factor) that is dependent upon the risk assumed or permitted, and "W" is the NEW or NEWQD in pounds. When metric units are used, the symbol "Q" denotes NEQ in kilograms. In the formula D (m) = Km*Q^(1/3), the distance "D" is expressed in meters.

11.4. Aircraft separation is not required for HD 1.2.X, unless aircraft survivability is desired; use PTRD separation for aircraft survivability. See section 10.1 for unpackaged HD 1.2.

11.5. Aircraft separation for HD 1.4 is 50 feet, see DESR 6055.09_DAFMAN 91-201, **Tables V3**E3.T15. AGS (L) IMD Column. If survivability is required by MAJCOM, apply for IBD/PTRD separation; see DESR 6055.09_DAFMAN 91-201, **Tables V3**E3.T15. IBD/PTRD Column.

11.6. Non-explosive Department of Defense (DoD) aircraft will maintain a minimum of K30 separation from explosives loaded aircraft. All non-DoD aircraft must park at K40 Inhabited Building Distance (IBD).

12. Authorized Loading/Unloading Areas Eglin AFB/Duke Field. Aircraft and loaded munitions trailer parked at explosives loading/unloading areas specified in this section must be positioned IAW approved site plans explosives limits and as reflected on the applicable base D-8 map.

12.1. Hard Stand 1 Spot 1. Forward firing munitions are not authorized and there is no concurrent use of Hard Stand 1, spot 2 when there is a hot cargo aircraft parked in spot 1. Only C-130 aircraft and smaller aircraft are authorized to park with hot cargo on Hard Stand 1, Spot 1.

Table 1. Hard Stand 1 NEW Limits.

Spot/Aircraft	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	10,000	None	30,000	Capacity

12.2. **Taxilane Mike West (MW).** Mike West Spot 3 is the only parking spot approved for explosive loaded hot cargo aircraft. Spots 3 and 4 are approved for explosive loaded combat aircraft. FFO is not authorized. Coordinate with Airfield Management and 96 TW/SEW prior to parking any explosive loaded aircraft on Mike West.

Table 2. Mike West Hot Cargo NEW Limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
MW Spot 3	25,000	3,000≤180	50,000	(09) 50,000 ≤180	50,000	Capacity
Note: When Hot Cargo Aircraft is parked in Spot 3, all other spots will be empty, and no other aircraft shall be parked at Mike West.						

Table 3. Mike West Combat Aircraft NEW Limits.

Spot/Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
MW Spot 3	1,500	1,500>450	1,500	(12) 1,500 ≤450	1,500	Capacity
MW Spot 4	1,500	1,500>450	1,500	(12) 1,500 ≤450	1,500	Capacity
Note: **When Combat Aircrafts are parked at Spot 3 and/or 4, all other spots will be empty, and no other aircraft shall be parked at Mike West.**						

12.3. **Hot Gun 1 (HG1).** The following tables reflect the sited NEW capacities of HG1. Routine limits will be used unless one or more compensatory measures are employed. If routine NEW limits do not meet mission requirements, coordinate compensatory measures through 96 TW/SEW (882-2540) and 96 TW Airfield Management (882-5313 or 882-5808) as applicable prior to implementation.

12.3.1. A 96 TW/CC Risk Acceptance and Compensatory Measures Memorandum is approved and is on file with 96 TW/SEW. Compensatory Measures can be employed to meet mission requirements. Compensatory measures include (1) closing Taxiway-R to non-military aircraft (requires coordination through Airfield Management and issuance of NOTAM); (2) evacuating Building 940 of all occupants (requires 96 OG/CC; and (3) evacuating non-combat military aircraft adjacent to HG1 (i.e., tanker aircraft).

12.3.2. The following tables list the maximum explosive weight allowed per spot per each Tier level. The limitations of these tables apply to munitions deliveries as well as munitions loading.

12.3.3. Tier Siting Tables.

12.3.3.1. **Table 4** shows Tier 1 NEW routine limits.

12.3.3.2. **Table 5** shows Tier 2 NEW limits (limiting factors are Taxiway-R and bldg. 940).

12.3.3.3. **Table 6** shows Tier 3 NEW limits (limiting factors are Taxiway-R, bldg. 940 and non-combat aircraft adjacent to HG1).

12.3.4. Forward firing munitions are not authorized on Spot 1 unless oriented to earthen berm.

Table 4. Hot Gun 1 Combat Aircraft Tier 1 NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 1	29	29 ≤77	1,000	(5) 29 ≤77	1,000	Capacity
Spot 2	106	106 <99	1,000	(6) 106 ≤106	1,000	Capacity
Spot 3	148	148 <96	1,000	(6) 148 ≤96	1,000	Capacity
Spot 4	205	None	1,000	(5) 205 ≤72	1,000	Capacity
Spot 5	267	None	1,000	(5) 267 ≤71	1,000	Capacity
Spot 6	337	None	1,000	(5) 337 ≤72	1,000	Capacity
Spot 7	421	421 ≤80	1,000	(5) 421 ≤80	1,000	Capacity
Spot 8	2,141	724 <97	1,000	(6) 2,141 ≤97	1,000	Capacity
Spot 9	3,375	1,000 ≤99	1,000	(7) 3,375 ≤127	1,000	Capacity
Spot 10	4,000	1,000 ≤175	1,000	(8) 4,000 ≤175	1,000	Capacity
Spot 11	4,000	1,000≤185	1,000	(8) 4,000 ≤185	1,000	Capacity
Spot 12	3,112	1,000 ≤120	1,000	(7) 4,000 ≤120	1,000	Capacity
Note: See paragraph 12.7.1 when multiple fighter parking spots are used.						

Table 5. Hot Gun 1 Combat Aircraft Tier 2 NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 1	373	373 <199	1,000	(9) 373 ≤199	1,000	Capacity
Spot 2	450	450 ≤106	1,000	(7) 450 ≤141	1,000	Capacity
Spot 3	1,650	1,000 ≤148	1,000	(8) 1,650 ≤148	1,000	Capacity
Spot 4	1,195	1,000 ≤189	1,000	(9) 1,195 ≤189	1,000	Capacity
Spot 5	1,139	1,000 ≤193	1,000	(9) 1,139 ≤193	1,000	Capacity
Spot 6	1,195	1,000 ≤197	1,000	(9) 1,195 ≤197	1,000	Capacity
Spot 7	1,499	1,000 ≤203	1,000	(9) 1,499 ≤203	1,000	Capacity
Spot 8	3,938	1,000 ≤212	1,000	(9) 3,938 ≤212	1,000	Capacity
Spot 9	4,000	1,000 ≤225	1,000	(9) 4,000 ≤225	1,000	Capacity
Spot 10	4,000	1,000 ≤232	1,000	(9) 4,000 ≤232	1,000	Capacity
Spot 11	4,000	1,000 ≤251	1,000	(10) 4,000 ≤251	1,000	Capacity
Spot 12	4,000	1,000 ≤259	1,000	(10) 4,000 ≤259	1,000	Capacity

Note: See paragraph 12.7.1 when multiple fighter parking spots are used.

Table 6. Hot Gun 1 Combat Aircraft Tier 3 NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 1	373	373 <199	1,000	(9) 373 ≤199	1,000	Capacity
Spot 2	450	450 <193	1,000	(9) 450 ≤199	1,000	Capacity
Spot 3	1,650	1,000 ≤187	1,000	(9) 1,670 ≤187	1,000	Capacity
Spot 4	2,190	1,000 ≤189	1,000	(9) 2,190 ≤189	1,000	Capacity
Spot 5	2,670	1,000 ≤193	1,000	(9) 2,670 ≤193	1,000	Capacity
Spot 6	3,070	1,000 ≤197	1,000	(9) 3,070 ≤197	1,000	Capacity
Spot 7	3,460	1,000 ≤203	1,000	(9) 3,460 ≤203	1,000	Capacity
Spot 8	3,938	1,000 ≤212	1,000	(9) 3,938 ≤212	1,000	Capacity
Spot 9	4,000	1,000 ≤225	1,000	(9) 4,000 ≤225	1,000	Capacity
Spot 10	4,000	1,000 ≤240	1,000	(9) 4,000 ≤240	1,000	Capacity
Spot 11	4,000	1,000 ≤258	1,000	(10) 4,000 ≤258	1,000	Capacity
Spot 12	4,000	1,000 ≤303	1,000	(10) 4,000 ≤303	1,000	Capacity

Note: See paragraph 12.7.1 when multiple fighter parking spots are used.

12.4. Hot Gun 3 (HG3)

12.4. The following table reflect the sited NEW capacities of HG3.

12.4.1. Forward firing munitions are not authorized on Spot 1 unless oriented to earthen berm.

Table 7. Hot Gun 3 Combat Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1				HD 1.2.2	HD 1.2.3	H
Spot 1	334	None				None	None	5,(
Spot 2	277	None				None	None	5,(
Spot 3	248	None				None	None	5,(
Spot 4	225	None				None	None	5,(
Spot 5	202	None				None	None	5,(
Spot 6	180	None				None	None	5,(
Spot 7	162	None				None	None	5,(
Spot 8	147	None				None	None	5,(
Spot 9	131	None				None	None	5,(
Spot 10	118	None				None	None	5,(
			Note: **See paragraph 12.7.1 when multiple fighter parking spots are use**					

12.5. **Bravo Row.**

12.5.1. The following table reflects the sited NEW capacities of Bravo Row spots.

Table 8. Bravo Row Combat Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
B 1	None	None	200	None	200	200
B 2	None	None	200	None	200	200
B 3	None	None	200	None	200	200
B 4	None	None	200	None	200	200
B 5	None	None	200	None	200	200
Note: See paragraphs 11.4 and 11.5 when multiple fighter parking spots are used.						

12.6. **Live Ordnance Loading Area (LOLA).** The LOLA consists of two rows of fighter aircraft for a total of 16 parking spots. Row B is the nearest to the runway and the spots run West to East. Row B, Spot 2 is sited for hot cargo aircraft of C-5 or smaller in size. Row B, Spot 6 is sited for cargo aircraft of C-17 or smaller in size.

12.6.1. Apply aircraft separation distance IAW **paragraph 11**. K11 separation will be maintained between each fighter aircraft. K30 separation will be maintained between all other aircraft.

12.6.2. Compensatory Measure: When an explosive cargo aircraft is parked on HCP Spot B2, the following combat fighter aircraft parking will not be used concurrently; A1, A2, A3, A4, B1, B2, B3, B4 and B5. Only combat fighter aircraft parking spots A5, A6, A7, B6, B7, B8, and B9 meet required QD separation when HCP B2 is utilized.

12.6.3. Compensatory Measure: When an explosives cargo aircraft is parked on HCP Spot B6, the following CAPA spots will not be used: A3, A4, A5, A6, A7, B4, B5, B6, B7, B8, and B9. Only CAPAs A1, A2, B1, B2, B3 and HCP B2 meet required QD separation when HCP B6 is utilized.

12.6.4. Taxiway B is restricted to military use (i.e. no unrelated commercial aircraft) between taxiways E and F whenever the LOLA is being used for explosives operations.

Table 9. LOLA Combat Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
All Spots	4,500	4,000>450	4,000	(12) 5,000 ≤450	5,000	Capacity
Note: See paragraph 12.7.1 when multiple fighter parking spots are used.						

Table 10. LOLA Explosive Cargo Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
B6	30,000	30,000>450	30,000	(12) 30,000 ≤450	30,000	Capacity
B2	30,000	30,000>450	30,000	(12) 30,000 ≤450	30,000	Capacity
Note: See paragraph 12.7.3 when HCP B6 is used, and paragraph 12.7.2 when HCP B2 is used.						

12.7. **Authorized Loading/Unloading Areas at Duke Field.** The following table reflects the sited NEW capacities of Hot Cargo Pads at Duke Field.

12.7.1. Combat aircraft can be parked on Vertical Landing (VL) South and Taxiway (TWY) Delta with Airfield Management and 96 TW/SEW coordination/approval.

Table 11. Duke Field Explosive Cargo Aircraft Spots NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 15B HCP	None	None	None	None	30,000	Capacity
VL South HCP	30,000	28,000 >450	50,000	(12) 50,000 ≤450	50,000	Capacity
TWY-D HCP	30,000	28,000 >450	50,000	(12) 50,000 ≤450	50,000	Capacity

13. Authorized Hung Gun/Ordnance Areas Eglin AFB/Duke Field.

13.1. Hung gun/ordnance operations will be performed at locations designated for hung gun/ordnance area, refer in Chapter 7 of EGLINAFBI13-204, Air Operations. Locations are specified on the Eglin AFB and Duke Field D-8 maps. Always point aircraft in the least hazardous direction with forward firing ordnance.

13.1.1. Eglin AFB has 3 hung gun/ordnance areas. Areas are: HG1, HG3 and LOLA Arm/De-arm area (revetment Arm/De-arm area at the intersection of TWY B and TWY F).

13.1.2. Duke Field's only hung gun/ordnance area is at VL South Pad. If applicable, point forward firing ordnance east.

14. Taxiway Charlie. The following table reflects the sited NEW capacity for Taxiway Charlie on Eglin. The HCP consists of a parking location for C-130 and smaller aircraft.

14.1. Compensatory Measure: When an explosives cargo aircraft is parked on Taxiway Charlie, no other aircraft will be allowed within Inhabited Building Distance (IBD). IBD is 341 feet from outside skin of the cargo hold. Only C-130 aircraft and smaller aircraft are authorized to park with hot cargo on Taxiway Charlie.

Table 12. Taxiway Charlie Explosive Cargo Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
TWY-C	None	None	5,000	None	30,000	Capacity
Note: See paragraph 14.1 when HCP is used.						

15. Hot Gun 2. The following table reflects the sited NEW capacity for Hot Gun 2, Spot 2. The HCP consists of a parking location for C-17s and smaller aircraft.

15.1. Compensatory Measure: When an explosives cargo aircraft is parked on HCP Hot Gun, Spot 2, no aircraft will be allowed on adjacent spots 1 and 3 of Hot Gun 2 and no private aircraft will be allowed to be parked within Inhabited Building Distance (IBD). IBD is 900 feet from the outside skin of the cargo hold.

Table 13. Hot Gun 2 Explosive Cargo Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
Spot 2	None	3,000 < 186	30,000	(09) 30,000 ≤ 260	30,000	Capacity
Note: See paragraph 15.1 when HCP is used.						

16. SOF Ramp. The following table reflects the sited NEW capacity for the Special Operations Forces (SOF) apron spots 1 and 2. The two CAPA spots consist of parking locations exclusively used for C-130 aircraft by the 417th Flight Test Squadron (FLTS).

Table 14. SOF Ramp Combat Aircraft NEW limits.

Spot / Aircraft	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
SOF 1	None	None	None	None	1,000	Capacity
SOF 2	None	None	None	None	1,000	Capacity

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Brig General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

96TWI21-102, *Parking, Launch and recovery of Explosive Loaded Aircraft,* 5 February 2019

33FW21-102, *Parking, Launch and Recovery of Explosive Loaded Aircraft,* 6 December 2024

AFI33-322, *Records Management and Information Governance Program,* 22 March 2020

DAFPD91-2, *Safety Program,* 24 June 2024

DAFI21-101_AFMCSUP_96TWSUP, *Aircraft and Equipment Maintenance Management,* 14 November 2022

DESR6055.09_DAFMAN91-201, *Explosive Safety Standards,* 17 June 2025

EGLINAFBI13-204, *Air Operations,* 1 April 2025

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AE—Ammunition and Explosives

CAPA—Combat Aircraft Parking Area

ECC—Emergency Control Center

HCP—Hot Cargo Pad

HD—Hazard Division

HG—Hot Gun

LIMFAC—Limiting Factor

LOLA—Live Ordnance Loading Area

MCE—Maximum Credible Event

MOC—Maintenance Operations Center

NEW—Net Explosive Weight

NEWQD—Net Explosive Weight for Quantity Distance

NOTAM—Notice to Airmen

RWY—Runway

TDY—Temporary Duty

TWY—Taxiway

QD—Quantity Distance

Terms

Routine NEW—Total quantity of NEW that can be employed on a day-to-day basis without employing any compensatory measure.

NEW—The net explosive weigh limits for each spot based on a LIMFAC. HG1 NEW can be increased due to mission requirements provided that appropriate compensatory measures are employed and coordinated.

NEWQD—The net explosive weight listed in the Joint Hazard Classification System (JHCS) for determining separation distances. This quantity may be less than the NEW due to specific testing and analysis.

LIMFAC—The limited factor that limits the NEW on a particular aircraft parking spot and must be eliminated or mitigated before the NEW can be increased to the next Tier based on mission requirements.

TWY R—A joint-use taxiway which is shared with civilian aircraft and requires more stringent Q-D separation compared to military-use only taxiway.

Runways 2/20 and 12/30—Joint-use runways for civilian and military aircraft and shall remain unaffected by compensatory measures employed in this publication.

Bldg. 940—Building 940 is inhabited by personnel who support the 96th Test Wing aircraft and TDY personnel supporting temporary aircraft missions at Eglin AFB. To compensate for limiting factors at HG1, personnel in Bldg. 940 must be evacuated and approval obtained from 96 OG Commander.

(xx)—The number in parenthesis indicates separation distance in hundreds of feet for inhabited building (IB) calculations.