

**BY ORDER OF THE
INSTALLATION COMMANDER**



**CHARLESTON AIR FORCE BASE
INSTRUCTION 16-201**

20 APRIL 2004

Operations Support

**AIRCRAFT/VEHICLES HANDLING
HAZARDOUS MATERIALS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes procedures for the handling of hazardous materials. It is applicable to all units assigned or attached to Charleston AFB. These procedures do not apply to the Department of Energy (DOE) shipments where a "SAFE HAVEN" has been requested; procedures will be IAW Wing ISP 31-1, *Wing Installation Security Plan*.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. Aircraft Parking. The following parking spots are designated for parking of aircraft transporting hazardous material. (See Attachment **A2.15**. Notes)

1.1. Parking spots 40, 41 and 42 are located off Runway 03 and assigned for the loading/unloading of cargo type aircrafts transporting the following amounts of net explosive weight (NEW) of DOD Class/Division explosives and other hazardous materials that require isolated parking.

Table 1. NEW for Parking Spots 40, 41, 42.

	<u>Class/Division</u>	<u>NEW</u>
Spot 40	1.1	2,500 pounds (lbs.)
	1.2.1	NONE
	1.2.2	40,000 lbs.
	1.2.3	34,000 lbs.
	1.3	34,000 lbs.
	1.4	Mission essential quantities.
Spot 41	1.1	2,500 lbs.
	1.2.1	NONE (28,000 lbs. of 1.2.1 during contingencies only)
	1.2.2	40,000 lbs.
	1.2.3	34,000 lbs.
	1.3	34,000 lbs.
	1.4	Mission essential quantities.
Spot 42	1.1	30,000 lbs.
	1.2.1	25,000 lbs. (28,000 lbs. of 1.2.1 during contingencies only)
	1.2.2	40,000 lbs.
	1.2.3	40,000 lbs.
	1.3	40,000 lbs.
	1.4	Mission essential quantities.

1.2. Spots 1 through 6, spots 16 through 26 and spots 29 through 33 may hold up to 5,000 lbs. NEW of DOD Class/Division 1.3. (See Attachment [A2.15](#). Notes)

1.3. Spots 7-15, 27, 28 and all remaining parking spots (except spots 83 through 87), can be used for loading DOD Class/Division 1.3 **NOT EXCEEDING** 1,000 lbs NEW. (See Attachment [A2.15](#). Notes)

1.4. All parking spots may be used to load mission essential quantities of 1.4 Class/Division. (See Attachment [A2.15](#). Notes)

1.5. Spots 43, 44 and 45 may be used to park armed aircraft/dearming aircraft and park aircraft that are loaded with the items listed in the AFMAN 91-201, *Explosives Safety Standards*, para. 3.25.

1.5.1. Loading/unloading of weapons is not authorized, except under emergency conditions. (See Attachment [A2.15](#). Notes)

1.6. Spots 46-50 may be used for the 'ARMED' F-16. Aircraft, i.e., F-15, F-16, may be parked within the hangars of the 2000 area. (See Attachment [A2.15](#). Notes)

2. Responsibilities:

2.1. 437 OSS/OSA (Airfield Management) will:

2.1.1. Upon notification of aircraft arriving or departing with hazardous material prepare a Hazardous Cargo Checklist, and make all listed notifications. The completed form will be filed with the "End of Day" traffic.

2.1.1.1. The agencies to be notified are:

2.1.1.1.1. Maintenance Operations Center (MOC) - HOTLINE

2.1.1.1.2. Command Post - HOTLINE

2.1.1.1.3. Federal Aviation Administration (FAA) Control Tower (Nuclear Only) - HOTLINE

2.1.1.1.4. USAF Clinic Dispensary, 3-6747

2.1.1.1.5. Explosive Ordnance Disposal (EOD), 3-5289 (Non duty hrs through Command Post) Notify EOD of combat aircraft carrying munitions whether "SAFED" or "UNSAFED".

2.1.1.1.6. CE Readiness (Nuclear/hazardous chemicals only), 3-5333/3-5340

2.1.1.1.7. Air Terminal Operations Center (ATOC) - HOTLINE

2.1.1.1.8. Fire Crash Rescue Department - HOTLINE

2.1.1.1.9. Security Forces Control Center, 3-3600

2.1.1.1.10. Wing Safety Office, 3-5606/3-5597 (non-duty hrs through the base operator if a representative is required).

2.1.1.1.11. Operations Group Commander (Nuclear Only), 3-5584

2.1.2. Ensure that aircrews departing Charleston AFB with hazardous material include the term "HAZARDOUS MATERIAL," mission number or flight identifier number in the "REMARKS" section of their flight plan.

2.2. 437 MXG/MOC will:

2.2.1. Relay information received from Airfield Management to Transient Maintenance.

2.2.2. Designate parking spot for explosive laden aircraft. Notify Airfield Management of parking area and any future changes.

2.2.3. Ensure that the quantity-distance criteria of AFMAN 91-201 or approved waivers are observed. If there is any doubt of the Class/Division onboard the aircraft, spots 40, 41 and 42 will be assigned.

2.2.4. Arrange for a standby fire vehicle during maintenance on aircraft loaded with hazardous material.

2.3. 437 AMXS will:

2.3.1. Observe safety precautions when performing maintenance on hazardous material aircraft IAW T.O. 11A-1-33, *Aircraft System Technical Orders and Unit Operations Instruction*. Provide two static grounds IAW T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bounding*.

2.3.2. Position two portable flightline fire extinguishers (wheel type) during loading/unloading explosives.

2.4. 437 CES/CEF will:

2.4.1. Provide fire protection for all aircraft carrying hazardous materials, when requested by aircraft commander through MOC, Command Post or Airfield Management.

2.4.2. Provide portable flightline fire extinguishers (wheel type) for transient maintenance personnel to position at parking spots. Two extinguishers will be provided for loading/unloading operations of explosive laden aircraft.

2.5. 437 CES/CEX is responsible for implementing all procedures necessary to respond to a major accident situation as set forth in IAW 437 OPLAN 32-1, *Disaster Preparedness Operation Plan*.

2.6. 437AW/CP will:

2.6.1. Pass to Airfield Management any information pertaining to the arrival, departure or loading and unloading of aircraft laden with hazardous materials.

2.6.2. Request an events waiver through the Wing Safety Office to the Wing Commander (Attachment 2.8.). Waiver requests are based on operational necessity only, not operational convenience. Annotate the waiver request initiated by Aerial Port Squadron with the approving authority and the duty officer's name.

2.6.3. Notify the Wing Commander when nuclear materials enter/exit the base.

2.6.4. Request EOD assistance, when required.

2.6.5. Brief aircraft commander when hazardous materials are on the departing aircraft.

2.7. The FAA Control Tower will pass to Airfield Management all information on arriving aircraft carrying hazardous cargo.

2.8. 437 SFS will:

2.8.1. Provide security/surveillance on all arriving and departing aircraft transporting hazardous materials IAW Wing ISP 31-1.

2.8.1.1. Exception. If the Branch of Service who maintains custody of the material provides their own security support.

NOTE: Security support must meet AF security directives as outlined in Wing ISP 31-1.

2.8.2. Provide escort when requested by Aerial Port Squadron or Airfield Management.

2.8.3. Conduct surface movement IAW the current ISP.

2.8.4. Direct vehicles transporting hazardous materials to the appropriate gates.

2.8.4.1. Exception: Authorized vehicles requesting "SAFE HAVEN" may enter at any gate. The vehicles will be escorted using the guidance established in the ISP.

2.9. 437 MDG/SG will maintain medical emergency and disaster capability in case of an accident/incident.

2.10. 437 APS will:

- 2.10.1. Develop operating instructions (OI) for the handling and supervision of the loading/unloading of hazardous materials. The instructions will include approved routes for movement of hazardous materials between the flightline and 2100 area. The OI's will be coordinated through Wing Safety.
- 2.10.2. Placard all aircraft transporting hazardous materials AFMAN 24-204, *Preparing Hazardous Material for Military Air Shipments*.
- 2.10.3. Monitor all nuclear material loading/unloading operations performed by loading crews. Ensure trained drivers and certified vehicles are available to perform loading/unloading operations.
- 2.10.4. Pass all hazardous material movements to/from aircraft to Airfield Management.
- 2.10.5. Notify Fire Department with full breakdown of hazardous cargo on board all aircraft (i. e. nomenclature, class, line number, etc).
- 2.10.6. Instruct commercial carriers of the proper points of entry to the base for pickup or delivery of hazardous materials.
- 2.10.7. Furnish necessary placards to vehicle drivers, when required.
- 2.10.8. Inspect departing/arriving commercial motor and DOD vehicles transporting DOT Class A and B explosives, DOT Class A and B poisons and radioactive III materials using DD Form 626, **Motor Vehicle Inspection** (Transporting Hazardous Material). Furnish qualified motor vehicle inspectors to accomplish inspections IAW Department of Transportation and Department of Defense requirements.
- 2.10.9. Notify Fire Department of vehicles transporting hazardous materials departing from the Aerial Port terminal or transit explosive storage area. Direct all vehicles to appropriate gate.
- 2.10.10. Immediately notify Wing Safety and EOD if explosive/munitions containers arrive damaged, or if a content appears damaged. Aerial Port personnel will not open any damaged containers within the 2100 area without EOD or qualified munitions inspector present.
- 2.10.11. Provide Hazardous Cargo briefing to loadmasters for departing aircraft and ensure cargo manifest is signed by aircraft commander/loadmaster.
- 2.10.12. Ensure load messages (AIM-9) contain required hazardous material information IAW AFI 24-201, *Cargo Movement*.
- 2.11. 437 LRS/LGRUO will upon request, furnish vehicles required for movement of hazardous materials, and provide trained-certified vehicle operators. Vehicle operators who transport explosives will be tested and certified by their respective squadron Additional Duty Weapons Safety Representative (ADWSR).
- 2.12. All units transporting explosives on base will:
 - 2.12.1. Notify Fire Department of all "Class A" Movements being transported and destination. The agency owning the material will coordinate with the Law Enforcement Desk for Security Forces escort, when required.
 - 2.12.2. Comply with approved unit Operating Instructions (OIs) and this instruction.
 - 2.12.3. Follow approved explosive routes.

2.12.4. Only operators tested and certified by Wing Safety will operate vehicles transporting DOD explosives on Charleston AFB.

2.13. 437 AW/SE is responsible for coordinating all convoy routes, base entry/exit procedures, loading procedures, storage, and quantity/distance waiver criteria (military and commercial).

3. Combat Aircraft Procedures:

3.1. Charleston AFB does not support combat aircraft, except South East Area Defense Sector (SEADS-OL).

3.2. All previously mentioned procedures of this regulation apply to combat aircraft, except SEADS-OL. Additional requirements follow:

3.2.1. "SAFED" aircraft may be parked at any main ramp parking spot, if it meet the requirements in AFMAN 91-201, Paragraph 3.25.4. Aircraft that do not meet the requirements must be parked in parking areas that have been sited for quality-distance.

3.2.2. Transient Alert will coordinate with aircrew to ensure all combat aircraft being parked on the ramp are "SAFED" upon alert.

3.2.2.1. If Transient Alert will coordinate with aircrew to ensure all combat aircraft will be "SAFED" upon arrival and parked in the appropriate parking slots.

3.2.2.2. The discovery of an "UNSAFED" aircraft will immediately be reported to the MOC, who in-turn will notify Airfield Management.

3.2.3. When Airfield Management is notified of an "UNSAFED" aircraft:

3.2.3.1. The aircrew will be requested to safety their aircraft.

3.2.3.2. If unable to contact the aircrew, Airfield Management will accomplish the Hazardous Material Checklist.

3.2.4. Aircraft with forward firing munitions **WILL NOT** be pointed towards the 2100 area (munitions storage area) or the International Terminal.

3.2.5. T. O. 11A-1-33 will be consulted and Wing Safety notified prior to maintenance being performed on "UNSAFED" aircraft inside hangars.

3.2.6. MOC will notify the Fire Department before having an "UNSAFED" aircraft refueled.

3.3. The following aircraft handling procedures apply to the 1st Air Force Detachment:

3.3.1. "UNSAFED" F-16 aircraft may be parked within the 2000 area. Loading/unloading of AIM 7 and 9 missiles are authorized at this location.

3.3.2. Spot 43 may also be used for the parking of UNSAFED armed aircraft; however, loading/unloading of weapons is not authorized, except under emergency conditions.

3.3.3. Maintenance of aircraft and the placement of aircraft within the maintenance hanger (Bldg. #2030) will be IAW T. O. 11A-1-33.

3.3.4. The "pinning" of munitions will be conducted at designated arm/dearm areas. (See [Attachment 3](#))

3.3.5. SEADS-OL will be responsible for ensuring all safety procedures, devices are followed, and safety pins are properly installed for transient fighter aircraft parked within the 2000 area.

4. Emergency Handling Of Explosive Laden Aircraft:

4.1. In the event an explosive laden aircraft is diverted to Charleston AFB for any reason, the following procedures will apply:

4.1.1. Depending on the Class/Division of materials, if possible, spots 40, 41, or 42 will be used.

4.1.2. If spots 40, 41 or 42 are unavailable, parking spots 34, 65, or 66 will be considered if aircraft will be in area 24 hours or less. A separation will be required for aircraft according to class division/net explosive weight.

4.1.3. If authorized parking spots are not available, Command Post will coordinate with Wing Safety to request an Event Waiver from the Wing Commander.

4.1.4. Wing Safety will prepare and forward the necessary Event Waiver notification IAW AFMAN 91-201.

4.2. Parking of explosive laden aircraft during a contingency operation will be IAW [Attachment 3](#).

BROOKS L. BASH, Col, USAF
Commander

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

AFI 24-201, *Cargo Movement*

AFMAN 24-204, *Preparing Hazardous Material for Military Air Shipments*

AFMAN 91-201, *Explosives Safety Standards*

T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bounding*

T.O. 11A-1-33, *Aircraft Systems Technical Orders and Unit Operations Instructions*

WING ISP 31-1, *Wing Installation Security Plan Dated 1 Aug 00*

437 OPLAN 32-1, *Disaster Preparedness Operations*

Abbreviations and Acronyms

ATOC—Air Terminal Operations Center

C/D—Class/Division

DOD—Department of Defense

DOE—Department of Energy

DOT—Department of Transportation

EOD—Explosive Ordnance Center

FAA—Federal Aviation Administration

ISP—Installation Security Plan

MOC—Maintenance Operations Center

NEW—Net Explosive Weight

ORM—Other Regulated Materials

SEADS-OL—South East Area Defense Sector- Operating Location

Attachment 2**TERMS EXPLAINED****A2.1. Hazardous Material.**

A2.1.1. To/From the 2100 area to the 900 area:

A2.1.1.1. Primary: Range Road to Arthur Drive, Arthur Drive to Stewart Avenue, Stewart Avenue to Long Street to Taxiway "E". Travel west in Taxiway "E" to Flight Line Road. Travel south on Flight Line Road to the end of the ramp and proceed on the access road to Taxiway "K". Follow Taxiway "K" to the 2100 area. Reverse the route to travel from 2100 area to 900 area. Reference Exhibit 2.

A2.1.1.2. Alternate: Range Road to Arthur Drive, Arthur Drive to Simpson Street, Simpson Street to Davis Drive, Davis Drive to Graves Avenue, Graves Avenue to access road leading to Taxiway "K". Follow Taxiway "K" to the 2100 area. Reverse the route to travel from 2100 area to 900 area. Reference Exhibit 2.

A2.1.2. This instruction applies to all aircraft carrying any quantity of the following:

A2.1.2.1. DOT Class A and B explosives and blasting agents.

A2.1.2.2. DOD Class/Division 1.1, 1.2 and 1.3 explosives.

A2.1.2.3. DOT Class A poisons.

A2.1.2.4. Biological research materials.

A2.1.2.5. Nuclear materials/components and inert devices.

A2.1.3. This instruction also applies to other hazardous materials when single type materials are shipped in quantities of 1,000 lbs. gross weight or more or any combination of such materials that exceeds 1,000 lbs. gross weight.

A2.2. Department Of Defense (DOD) Classifications. Munitions and explosives are divided into class and division designations. They provide specific levels of protection for personnel and property from the effects of fire and explosion. Munitions and explosives are Class I with six (6) divisions that indicate the types of hazard expected:

A2.2.1. Division 1.1 - Explosives that have a mass explosion hazard. A Mass explosion is one that affects almost the entire load instantaneously.

A2.2.2. Division 1.2 - Explosives that have a projection hazard but not a mass explosion hazard.

A2.2.3. Division 1.3 - Explosives that have a fire hazard and either a minor blast hazard or a minor projection hazard, or both, but not a mass explosion hazard.

A2.2.4. Division 1.4 - Explosive devices that present a minor explosion hazard. No device in the division may contain more than 25 grams (0.9 oz) of a detonating material. The explosive effects are largely confined to the package and no projections of fragments of appreciable size or range are expected. An external fire must not cause virtually instantaneous explosion of almost the entire contents of the package.

A2.2.5. Division 1.5 - Very insensitive explosives. This division is comprised of substances that have a mass explosion hazard but are so insensitive that there is very little probability of initiation or of transition from burning to detonation under normal conditions of transport.

A2.2.6. Division 1.6 - Extremely insensitive articles that do not have a mass explosive hazard. This division is comprised of articles that contain only extremely insensitive detonating substances and that demonstrate a negligible probability of accidental initiation or propagation.

A2.3. Department Of Transportation (DOT) Classification. Classifications established by the DOT for handling materials in transit. Refer to AFMAN 24-204 for hazardous materials transported by military aircraft and Bureau of Explosives Tariff Number BOE-6000 for motor vehicles.

A2.4. Explosive-Laden Aircraft. An aircraft that carries munitions or explosives internally or externally. The term does not include explosive components of aircrew systems or pyrotechnics installed in survival and rescue kits. Refer to AFMAN 91-201, page 92. The two basic types of aircraft are:

A2.4.1. Cargo Aircraft. This includes C-5's, C-17's, C-141's, C-130's and various aircraft flown by contract airlines.

A2.4.2. Combat Aircraft. Aircraft with only egress/pyrotechnic devices are considered "unarmed" for parking purposes. Aircraft with Bomb Dummy Units (BDU) (spotting charges installed) and/or Target Practice (TP) gun ammunition can be considered "unarmed" for parking purposes after all safety pins/devices have been properly installed.

A2.5. Isolated Parking. A location that is so situated as to minimize damage to personnel/property if a mishap should occur when handling hazardous materials aboard an aircraft. spots 40, 41, 42, or HOT CARGO PAD qualify as isolated parking spots unless specific directives require greater isolation. The following requires isolated parking:

A2.5.1. DOD Class/Division 1.1 and 1.2 explosives

A2.5.2. DOD Class/Division 1.3 explosives exceeding 5,000 lbs. NEW

A2.5.3. Class A poison

A2.5.4. Radioactive materials (Fissile Class III)

A2.5.5. Biological research material

A2.6. Placarded. A motor vehicle or K-loader transporting hazardous materials that is marked showing the type and extent of hazard. Such equipment will be placard the following ways:

A2.6.1. Military vehicles/K-loaders will be placarded with DOD fire symbols (half-sized) representing the highest hazard of cargo during movement on base. Motor vehicles/K-loaders transporting less than 1,000 lbs. gross weight of Class/Division 1.4 explosives are exempt from placard requirements. Specific use of DOD fire symbols will be covered in unit operating instructions. Aircraft carrying hazardous materials will be placarded AFMAN 24-204, Table 13-2.

A2.6.2. Commercial motor vehicles will be placarded IAW the DOT classification of the hazardous materials being transported. Military vehicles transporting explosives to/from an off-base location will use DOT placards while on public roads. DOT placards may be used on arriving/departing vehicles while on base as long as no intermediate stops are made.

A2.7. Withdrawal Distance. A specific distance based on the type of hazardous materials involved that provides an acceptable level of protection. See AFMAN 91-201 and AFMAN 32-4004, *Emergency Response Operation*.

A2.8. Waiver. There are two types of waivers pertaining to parking explosive-laden aircraft:

A2.8.1. Event. A waiver authorized by the Wing Commander when explosive quantity distance criteria of AFMAN 91-201 is violated by an unplanned event.

A2.8.2. Formal. A waiver approved by HQ/AMC or Secretary of the Air Force for violation of explosive quantity distance criteria when operational need dictates (will not be used for operational convenience). Processing of a formal waiver request is contained in AFMAN 91-201.

A2.9. Net Explosive Weight (NEW). Actual explosive or high explosive equivalent minus packing and metal parts.

A2.10. Convoy. A group organized for convenience of protection of movement.

A2.11. Safe Haven. A code word given to an agreement between the Department of Energy (DOE) and the Department of Defense (DOD), whereby DOD installations will give temporary storage to DOE shipments in the event of natural disasters, civil disorder or other emergencies.

A2.12. Quantity Distance. The quantity of explosive material and distance separation relationship, which provides defined types of protection. Separation distances are not absolute safe distances, but are relative protective distances.

A2.13. Safed. Term meaning “out of danger,” secured area.

A2.14. Unsafe. Term meaning “hazardous or insecure”.

A2.15. Notes.

A2.15.1. There must be 115 feet separation between explosive laden aircraft and non-explosive aircraft.

A2.15.2. There must be 75 feet separation between explosive laden aircraft.

A2.15.3. The distance is measured from the explosives in each parked aircraft.

A2.15.4. During support/contingency/combat operation, spot 40 will NOT be used.

A2.15.5. See [Attachment 3](#), Contingency Handling of Explosives

Attachment 3

CONTINGENCY HANDLING OF EXPLOSIVES

A3.1. During combat or increased readiness conditions every effort will be made to comply with explosive safety, quantity distances (QD) criteria in AFMAN 91-201. When it is determined that QD criteria cannot be met, this plan may be implemented when directed by the Wing Commander.

A3.2. This plan only applies to actual contingency or tactical operations and will not be used for mobility exercises or normal daily operations.

A3.3. Aircraft loaded with DOD Class/Division (C/D) 1.1 or 1.2 explosives will be parked on spots 40,41, or 42 when available. If these spots are not available, the following parking plan will be used to the greatest extent possible:

Table A3.1. Alternate Parking Plan.

SPOT	NEW	C/D	LIMITATIONS
ITEM	ITEM	ITEM	
65, 66, 67	6,000 lbs.	1.1	Runway 03/21 closed to civilian traffic during loading operations, no C/D 1.2.
29-33	4,000 lbs.	1.1/1.2	
43	30,000 lbs.	1.1/1.2	Aircraft may require towing in/out.
34	30,000 lbs.	1.1/1.2	Runway 03/21 closed to civilian traffic during loading operations.
88, 89	4,000 lbs.	1.1	No C/D 1.2, during loading operations only one aircraft on either spot.

A3.3.1. ITEM 1: Wing Explosive Safety Officer should be contacted to assist in determining parking locations.

A3.3.2. ITEM 2: Category (12) Class/Division 1.2.

A3.3.3. ITEM 3: Closing of runways to civilian use will be coordinated through the Airfield Manager (OSS/OSA).

A3.4. Aircraft containing DOD Class/Division 1.3 explosives will be parked at authorized parking spots. Aircraft carrying more than 5,000 lbs. NEW will be parked on 40, 41 OR 42. If spots 40, 41, 42 are not available, the following criteria will be used to select parking:

Table A3.2. Criteria for Selecting Alternate Parking.

NEW (lbs.)	EXPLOSIVE-LADEN ACFT	OTHER AIRCRAFT
	(ITEM 1)	
5,000-10,000 lbs.	100 FEET	150 FEET
10,000-20,000 lbs.	125 FEET	190 FEET
20,000-30,000 lbs.	145 FEET	215 FEET
30,000-40,000 lbs.	155 FEET	235 FEET

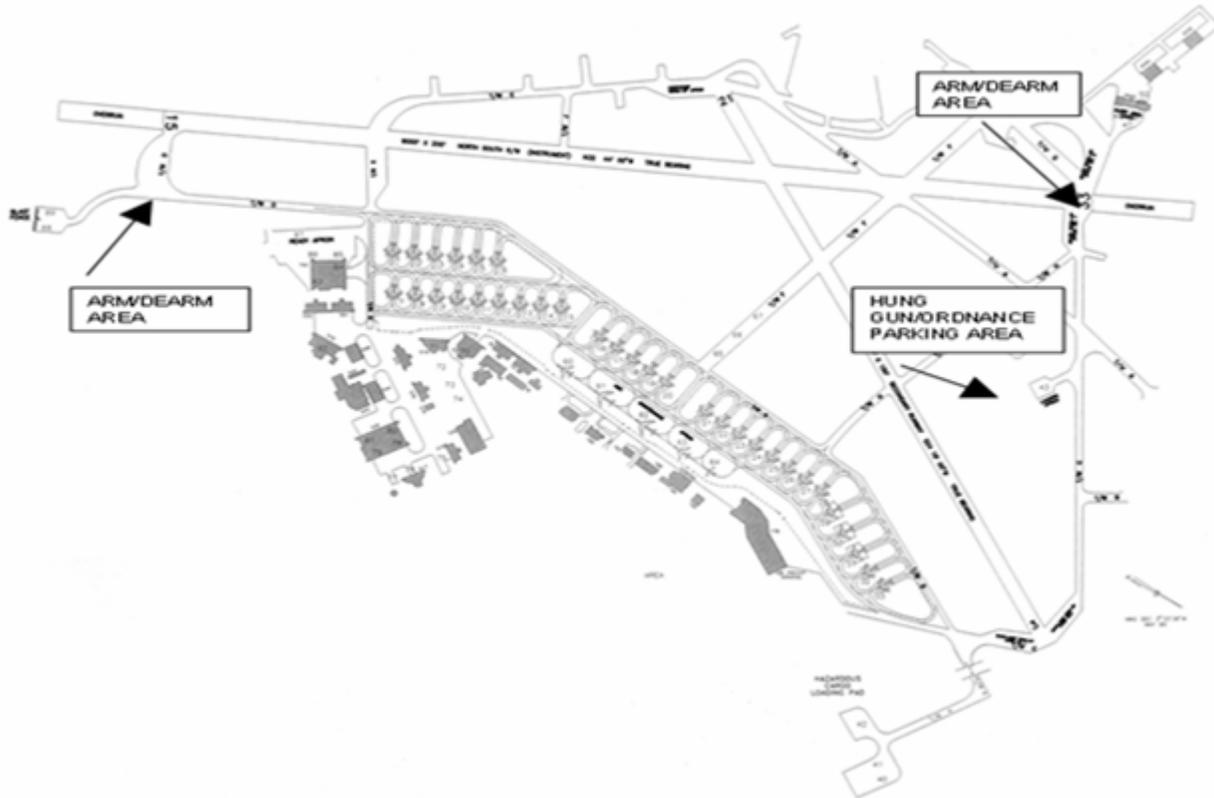
A3.4.1. ITEM 1: If other aircraft contain C/D 1.1 or 1.2, a greater distance may be required (see para [A3.3.](#) above).

A3.5. Explosive-laden aircraft may be parked on the ramp for refueling, servicing, crew rest/change or maintenance performed IAW T.O. 11A-1-33 provided the aircraft is under constant surveillance and the cargo is not loaded/unloaded or handled in any manner. Parking spots will be remotely located away from other aircraft and populated areas.

A3.6. Refueling should, whenever possible, be accomplished prior to aircraft being loaded.

Attachment 4

MUNITONS AND EXPLOSIVE ROUTES

**A4.1. Off Base:**

A4.1.1. To/from the 2100 area: Vehicles will enter and depart from Gate 5.

A4.1.2. To/from the 900 area: Vehicles will enter and depart from Gate 2 and proceed directly to the 900 area. I-26 and Aviation interchange will be used for off base movements.

A4.2. On Base:

A4.2.1. To/from the 2100 area to the 900 area: Vehicles will enter and depart from Gate 2 and proceed directly to the 900 area. I-26 and Aviation interchange will be used for off base movements.

A4.2.2. To/from the 900 area to the Security Forces armory: Arthur Drive to Stewart Avenue, Stewart Avenue to Graves Avenue, Graves Avenue to building 254.

A4.2.3. To/from the 900 area to the Survival Equipment Shop: Arthur Drive to Stewart Avenue, Stewart Avenue to Logan Street to building 710.

A4.2.4. To/from the 900 area to military working dog explosives training areas: Vehicles will travel on the routes with the least expected congestion.

A4.2.5. To/from the 900 area to Special Handling Area: Arthur Drive to Stewart Avenue, Stewart Avenue to the flightline perimeter road to building 178.

A4.2.6. To/from the 900 area to cargo pads: Arthur Drive to Stewart Avenue, Stewart Avenue to the flightline entry point.

A4.2.7. To/from the 900 area to the EOD range: 900 area ECP to the dirt road adjacent to the fence line to the EOD range.

A4.2.8. To/ from the 900 area to other locations as required: Follow one of the above routes as closely as possible and then take the least congested route to the final destination.