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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 where suspect explosives loaded vehicles may be temporarily parked and aircraft carrying explosives may be parked, loaded, and unloaded.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Added suspect vehicle holding areas and definitions. Deleted non-valid explosive parking, and load/unload areas.

1. References. AFMAN 91-201, *Explosives Safety Standards*; AFI 91-202, *The US Air Force Mishap Prevention Program*; and DoD 6055.9-STD, *DoD Ammunition and Explosives Safety Standards*.

2. Definitions:

2.1. 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.

2.2. 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.

2.3. 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.

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

2.5. **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).

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

2.7. **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.

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

2.9. **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.

2.10. **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.

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

4. 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/CPO).

5. Explosives Transportation. All motor vehicle explosives shipments will comply with MACDI 21-100, *Shipment and Receipt of Explosives*.

6. Explosives Loaded Aircraft/Vehicle Areas.

6.1. Cargo aircraft and transient combat aircraft containing only HC/D 1.4 ammunition and less than 100 lbs NEW HC/D 1.3 explosives are exempt from Q-D and do not require a site plan. Park these aircraft in a designated aircraft parking area.

6.2. Primary Hot Cargo Pad/Suspect Vehicle Holding Area ([Attachment 1](#)).

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

6.2.2. Explosive limits:

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

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

6.2.2.3. Hazard Class/Division 1.2.2, Capacity.

6.2.2.4. Hazard Class/Division 1.2.3, Capacity.

6.2.2.5. Hazard Class/Division 1.3, Capacity.

6.2.2.6. Hazard Class/Division 1.4, Capacity.

6.3. Alternate Hot Cargo Pad/Primary Suspect Vehicle Holding Area (**Attachment 1**).

6.3.1. 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).

6.3.2. Explosive limits are as stated in para **6.2.2**.

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

6.4. Detachment 1, 347th Operations Group, Deployed Unit Complex (DUC) Aircraft Parking Ramp (**Attachment 1**).

6.4.1. Up to 14 parking spots (F-16) are authorized to be used for loading/unloading and parking combat aircraft (DP map grid coordinates 30 x Y).

6.4.2. Explosive limits:

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

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

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

6.4.2.4. Hazard/Class Division 1.2.3, Operational Limit.

6.4.2.5. Hazard/Class Division 1.3, Operational Limit.

6.4.2.6. Hazard/Class Division 1.4, Operational Limit.

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

6.5. Arm/De-Arm Quick Check Areas are located on taxiways A and F as indicated in **Attachment 1**.

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

6.6.1. Landing on Runway 22:

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

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

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

6.6.2. Landing on Runway 04.

6.6.2.1. Upon landing, the aircraft will execute a turn to the left and back taxi on the runway to Taxiway Alpha.

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

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

6.7. Wing Safety Office will:

6.7.1. Review parking/load plan annually to ensure compliance with Quantity-Distance requirements.

6.7.2. Review this document at least annually.

ARTHUR F. DIEHL III, Brig Gen, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DoD 6055.9-STD, *DoD Ammunition and Explosives Safety Standards*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFMAN 91-201, *Explosives Safety Standards*

MACDI 21-100, *Shipment and Receipt of Explosives*

