

**AIR FORCE**  
**QUALIFICATION TRAINING PACKAGE (AFQTP)**



FOR  
**ENGINEERING**  
(3E5X1)

**MODULE 17**

**BASE COMPREHENSIVE PLAN (BCP) PROGRAM**

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Career Field Education and Training Plan (CFETP) references from 1 April 02 version.

OPR: HQ AFCESA/CEOF  
(SMSgt Pat Abbott)

Certified by: HQ AFCESA/CEOF  
(CMSgt Myrl F. Kibbe)  
Pages: 20/Distribution F

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**AIR FORCE QUALIFICATION TRAINING PACKAGES  
FOR  
ENGINEERING  
(3E5X1)**

**INTRODUCTION**

**Before starting this AFQTP**, refer to and read the "[AFQTP Trainer/Trainee Guide](#)."

**AFQTPs are mandatory and must be completed** to fulfill task knowledge requirements on core and diamond tasks for upgrade training. **It is important for the trainer and trainee to understand** that an AFQTP **does not** replace hands-on training, nor will completion of an AFQTP meet the requirement for core task certification. AFQTPs will be used in conjunction with applicable technical references and hands-on training.

**AFQTPs and Certification and Testing (CerTest) must be used as minimum upgrade requirements for Diamond tasks.**

**MANDATORY minimum upgrade requirements:**

**Core task:**

AFQTP completion  
Hands-on certification

**Diamond task:**

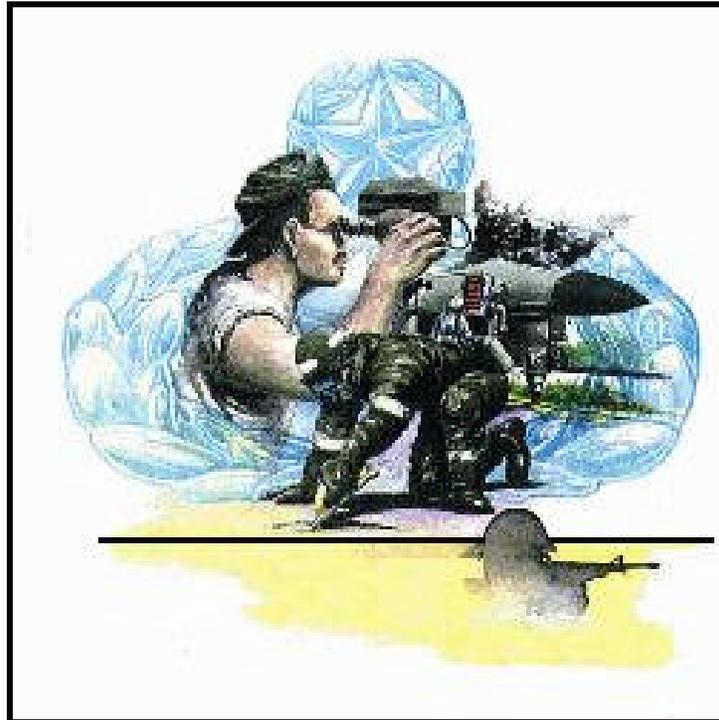
AFQTP completion  
CerTest completion (80% minimum to pass)

**Note:** *Trainees will receive hands-on certification training for Diamond Tasks when equipment becomes available either at home station or at a TDY location.*

**Put this package to use.** Subject matter experts under the direction and guidance of HQ AFCESA/CEOF revised this AFQTP. If you have any recommendations for improving this document, please contact the Career Field Manager at the address below.

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## BASE COMPREHENSIVE PLAN (BCP) PROGRAM

MODULE 17

AFQTP UNIT 3

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### AIRFIELD PLANNING CRITERIA (17.3.)

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**AIRFIELD PLANNING CRITERIA**  
***Task Training Guide***

<b>STS Reference Number/Title:</b>	17.3. - Airfield planning criteria.
<b>Training References:</b>	<ol style="list-style-type: none"> <li>1. Career Development Course (CDC) 3E551B Engineering Journeyman, Volume 2, Unit 1, <i>Planning and Programming</i>.</li> <li>2. CD-ROM Airfield Criteria Course, Version 2.0, Sep 02.</li> <li>3. <a href="#">Air Force Instruction (AFI) 32-7062, Air Force Comprehensive Planning.</a></li> <li>4. Air Force Joint Manual (AFJMAN) 32-1013, Volume 1, <i>Airfield and Heliport Planning Criteria</i>.</li> <li>5. AFJMAN 32-1013, Volume 2, <i>Planning Criteria and Waivers for Airfield Support Facilities</i>.</li> <li>6. AFJMAN 32-8013, Volume 2, <i>Planning and Design of Roads, Airfields, and Heliports in the Theater of Operations – Airfield and Heliport Design</i>.</li> </ol>
<b>Prerequisites:</b>	<ol style="list-style-type: none"> <li>1. <b>Possess as a minimum a 3E551 AFSC.</b></li> <li>2. <b>Review the following references:</b> <ol style="list-style-type: none"> <li>2.1. AFI 32-7062.</li> <li>2.2. AFJMAN 32-1013, Volume 1 and 2.</li> <li>2.3. AFJMAN 32-8013.</li> </ol> </li> <li>3. <b>Complete the following:</b> <ol style="list-style-type: none"> <li>3.1. CDC 3E551B Engineering Journeyman, Volume 2, Unit 1.</li> <li>3.2. CD-ROM Airfield Criteria Course, Version 2.0, Sep 02.</li> </ol> </li> </ol>
<b>Equipment/Tools Required:</b>	<ol style="list-style-type: none"> <li>1. Standard office supplies.</li> <li>2. Basic drafting tools.</li> <li>3. 1:4800, 1:9600, and 1:25,000 airfield maps.</li> </ol>
<b>Learning Objective:</b>	Trainee will be able to properly identify and layout airfield clear zones and imaginary surfaces.
<b>Samples of Behavior:</b>	Trainee will identify and layout clear zones and imaginary surfaces.
<b>Note:</b>	
Students may work in a digital environment (CAD/GIS) to perform this task.	

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## AIRFIELD PLANNING CRITERIA

**1. Background.** Airfield planning criteria involves several different aspects that must be looked at concurrently. The standards for dimensions, clearances, and grades for airfields and heliports were established to provide basic essential safe standards for planning and developing airfield facilities. These standards apply to all land based military installations under the Department of Defense control. If these standards can't be applied at a civil airport, then criteria from the Federal Aviation Administration will apply.

### 2. Reference Material.

**1.1. Runways.** The physical characteristics of runway surfaces are listed in the following table extracted from AFJMAN 32-1013. These requirements must be met in order to achieve the safety margins required.

**Table 1. Airfield Criteria**

Item #	Description	Class A Runway	Class B Runway	Remarks
1	Length			See appropriate service component document: Army TM-803-4, Navy NAVFAC P-80, Air Force AFH 32-1084.
2	Width	75 feet		Navy and Marine airfields may be modified to meet training requirements.
			150 feet	Air Force fighter aircraft including trainers.
			200 feet	Air Force aircraft not otherwise specified and Navy and Marine aircraft.
			300 feet	B-52 aircraft. For additional Air Force requirements see AFH 32-1084.
3	Width of shoulders	25 feet		Adjacent to the longitudinal edges of runways.
			150 feet	Navy and Marine installations.
			200 feet	Air Force installations.
4	Longitudinal grades of runway and shoulders	Maximum 1.0%		Hold to minimum practical. Exception for shoulders: A 3.0% maximum is permitted where arresting barriers are installed.
5	Longitudinal runway grade changes	Maximum 0.167% per 100 linear feet of runway		Exceptions: 0.4% for edge of runway at runway intersections. Maximum rate of longitudinal grade change is produced by vertical curves having 600 foot lengths for each percent of algebraic difference between the two grades. If more than one grade change occurs, the distance between two successive points of intersection will be less than 1000 feet and two successive points of intersection will not be the same. No grade change is to occur less than 3000 feet from the runway end for class B runways, and no less than 1000 feet for class A runways.
6	Transverse grade of runway	Minimum 1.0% Maximum 1-5 %		From centerline of runway. Selected slope is to remain constant for the length of the runway, except at runway intersections where pavement surfaces must be warped.

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**Table 1. Airfield Criteria (Continued)**

Item #	Description	Class A Runway	Class B Runway	Remarks
7	Transverse grade of shoulder	5.0% first 10 feet followed by 2% minimum and 3% maximum	Minimum 2% Maximum 3% Unpaved shoulders may be increased to 5% for first 10 feet	Slope from runway pavement.
8	Runway lateral clearance distance (primary surface)	500 feet	1000 feet	Measured perpendicular from the centerline of the runway. Ideally class B runways should have no obstructions within 1000 feet of the runway centerline. These requirements should be observed for new construction at airfields constructed under the previous 750 foot criteria. (See note 1)
9	Longitudinal grades within primary surface	Maximum 10%		Slopes are to be gradual as practicable avoiding abrupt changes or sudden reversals. Rough grade to the extent necessary to prevent damage to aircraft in the event of erratic performance.
10	Transverse grades within the primary surface.	Minimum of 2% prior to channelization, maximum of 10%		Slopes are to be gradual as practicable avoiding abrupt changes or sudden reversals. Rough grade to the extent necessary to prevent damage to aircraft in the event of erratic performance.
11	Distance between centerlines of parallel runways	Not applicable	1000 feet	Visual flight rules (VFR) without intervening parallel taxiway.
			2075 feet	VFR with intervening parallel taxiway.
			4300 feet	Instrument light rules (IFR) using simultaneous approaches.
12	Sight distance	Minimum 3000 feet. Any 2 points 5 ft. above the pavement must be mutually visible for the distance indicated.	Minimum 5000 feet. Any 2 points 8 ft. above the pavement must be mutually visible for the distance indicated.	

**Note 1:** Compliance may often be impractical because of physical, functional, or operational constraints. This may be the case with some airfields constructed under previous lateral distance criteria. Waivers to current criteria may be justified and granted for new construction under the following circumstances.

- a. The deviation to criteria does not impair the safe and efficient operation of the airfield.
- b. The construction of new facilities does not reduce the airfield's capability to safely meet long-range mission requirements.

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**Note 2:** Exclusive of pavement, shoulders and cover over drainage structures.

The information in the above table is for the physical characteristics of the runway, shoulder areas adjacent to the runways, and the primary surface area of the runway. AFJMAN 32-1013 also gives us the information required for taxiways, aprons, and other airfield pavements, which will not be discussed here.

**2.2. Runway Clear Zones.** Runway clear zones are a graded extension of the runway. This area is to be cleared and grubbed of stumps and abrupt surface irregularities, ditches, and ponding areas. No above ground structures, objects, or traverse ways are permitted in the area to be grade, but gentle swales for drainage, subsurface drainage, covered culverts, and underground structures are permissible. Some essential navigational aides are permitted according to standards of the individual service components. Other criteria are stated in AFJMAN 32-1013. The following table is an excerpt from this manual.

**Table 1. Airfield Criteria (Continued)**

Item #	Description	Class A Runway	Class B Runway	Remarks
1	Length	3000 ft.	3000 ft.	Measured along the extended runway centerline beginning at the runway end. (See note below)
2	Width	1000 ft.	3000 ft.	Centered on and measured at right angles to the extended runway centerline. Exceptions to these widths are permissible based on individual service analysis of highest accident potential area for specific runway use acquisition constraints.
3	Longitudinal grade of area to be graded	Maximum 10.0%		The area to be graded is 1000 feet in length by the established width of the primary surface. Grades are exclusive of the overrun, but are to be shaped into the overrun grade. The maximum longitudinal grade cannot exceed +/- 2% per 100 feet.
4	Transverse grade of area to be graded (in direction of surface drainage prior to channelization)	Minimum 2% Maximum 10%		

**Note:** The runway end is defined as: the end of the runway where a normal threshold is located. In the event the threshold is displaced, the service component will evaluate each individual situation and determine the point of beginning for runway and airspace imaginary surfaces.

**2.3. Accident Potential Zones.** Accident potential zones (APZ) are divided into two separate categories. APZ I is an area beyond the runway clear zone which has a significant potential for accidents, where as APZ II is an area beyond APZ I which has a measurable potential for an accident. The dimensions of the APZs again depend on the class of runway.

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**Table 1. Airfield Criteria (Continued)**

Item #	Description	Class A Runway	Class B Runway	Remarks
1	APZ I length	2500 ft.	5000 ft.	APZ I starts at the end of the clear zone. APZ II starts at the end of APZ I. They are centered on the extended runway centerline. Modifications will be considered if: <ul style="list-style-type: none"> <li>• The runway is infrequently used.</li> <li>• The prevailing wind conditions are such that a large percentage of the operations are in one direction.</li> <li>• Local accident history indicates consideration of different areas.</li> <li>• Most aircraft do not overfly an APZ area as defined here during normal flight operations.</li> </ul>
2	APZ I width	1000 ft.	3000 ft.	
3	APZ II length	2500 ft.	7000 ft.	
4	APZ II width	1000 ft.	3000 ft.	

**3. Complete the CD-ROM Airfield Criteria Course, Version 2.0, Sep 02 for detailed instruction on applying airfield criteria and then follow the below steps.**

**NOTE:**

The review questions for this material are contained in the CD-ROM Airfield Criteria Course.

**NOTE TO TRAINER:**

In order for the trainee to accomplish this task, you must develop a training scenario and provide the trainee with an airfield map without any imaginary surfaces.

**4. To apply airfield criteria, follow these steps:**

**Step 1: Locate an airfield map without any imaginary surfaces.**

**Step 2: Apply airfield criteria to provided airfield map**

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## AIRFIELD PLANNING CRITERIA

### PERFORMANCE CHECKLIST

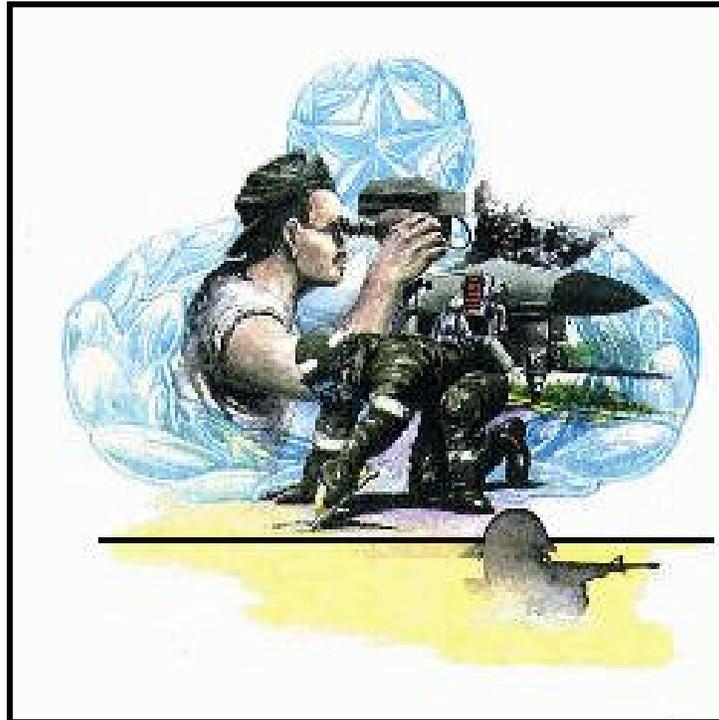
#### INSTRUCTIONS:

The trainee must satisfactorily perform all parts of the task without assistance. Evaluate the trainee's performance using this checklist.

DID THE TRAINEE....	YES	NO
1. complete the Airfield Criteria Course?		
2. properly classify the airfield provided for the exercise?		
3. properly identify the physical characteristics of the provided airfield?		
4. properly identify the required imaginary surfaces for the provided airfield?		
5. properly draw the required imaginary surfaces on the provided airfield?		

**FEEDBACK:** Trainer/Certifier should provide both positive and/or negative feedback to the trainee immediately after the task is performed. This will ensure the issue is still fresh in the mind of both the trainee and trainer/certifier.

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## BASE COMPREHENSIVE PLAN (BCP) PROGRAM

MODULE 17

AFQTP UNIT 4

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### EXPLOSIVE SAFETY CRITERIA (17.4.)

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**EXPLOSIVE SAFETY CRITERIA**  
***Task Training Guide***

<b>STS Reference Number/Title:</b>	17.4. - Explosive safety criteria.
<b>Training References:</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Air Force Instruction (AFI) 32-7062, Air Force Comprehensive Planning.</a></li> <li>2. <a href="#">Air Force Manual (AFMAN) 91-201, Explosive Safety Standards.</a></li> <li>3. Career Development Course (CDC) 3E551B Engineering Journeyman, Volume 2, Unit 1, <i>Planning and Programming.</i></li> </ol>
<b>Prerequisites:</b>	<ol style="list-style-type: none"> <li>1. <b>Possess as a minimum a 3E551 AFSC.</b></li> <li>2. <b>Review the following references:</b> <ol style="list-style-type: none"> <li>2.1. AFI 32-7062, Air Force Comprehensive Planning.</li> <li>2.2. AFMAN 91-201, Explosive Safety Standards.</li> </ol> </li> <li>3. <b>Complete CDC 3E551B Engineering Journeyman, Volume 2, Unit 1.</b></li> </ol>
<b>Equipment/Tools Required:</b>	<ol style="list-style-type: none"> <li>1. Map C-1, Installation Map.</li> <li>2. D-8, Explosive Safety Quantity-Distance Map.</li> </ol>
<b>Learning Objective:</b>	Identify explosive quantity-distance arcs and understand the potential impact on future base/facility development.
<b>Samples of Behavior:</b>	Trainee will identify explosive quantity-distance arc and explain impact on future base/facility development.
<b>Note:</b>	Explosive safety criteria is the responsibility of the Wing Safety Office. Civil Engineers only host the data, but must understand the impact to base development. CE and SE need to work hand-in-hand in this endeavor.

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## EXPLOSIVE SAFETY CRITERIA

### 1. Background.

**1.1.** The comprehensive planning process is designed to manage the lands, facilities, and resources under our control in a manner that maximizes mission effectiveness. Proper site planning recognizes the importance of several factors, to include explosive safety criteria. We try to minimize the negative effects of accidental explosions by effective siting.

**1.2.** Explosive safety siting is considered for two instances: First, it involves the siting of new facilities intended to store, maintain, process, or handle explosives. Second, it involves siting or modifying facilities located within the explosive clear zone (better known as the Quantity-Distance (QD) arc).

**1.3.** Chapter 4 of AFMAN 91-201 describes the procedures and requirements for the preparation and submittal of explosive safety site plans. The most important thing to remember when siting new facilities, or altering facilities within the QD arc, is to closely coordinate with the Base Safety Office. We as civil engineers, combined with safety, monitor and control construction and facility utilization within the QD arcs.

**1.4.** Explosive clear zones represent the potential area of damage from an explosion. The zones are determined by the required Inhabited Building Distance (IBD). The IBD is established based on the sited, waived, exempted or actual explosives limit of the potential explosive site, whichever is greatest. A general rule of thumb is stay at least 1400 feet from explosive sites. Information for the QD arc and the storage capacities of explosive sites is depicted on the D-8, Explosive Safety Quantity-Distance Map. The QD arcs are also shown on the C-1, Installation Map.

**1.5.** Once we determine the requirement to either site a new facility or modify an existing facility inside the QD arc, the Base Safety Office must be notified. They will determine the need for and Explosive Site Plan (ESP). The ESP is routed from the unit, thru the MAJCOM, to the Air Force Safety Center (AFSC), and finally to the Department of Defense Explosive Safety Board (DDESB) for approval. Only the Secretary of the Air Force can waive this process. No activities can begin until the ESP has been approved.

**1.6.** A key reminder is an ESP is required for Potential Explosive Sites (PES) as well as permanent Explosive Site (ES). A PES can be anything from a mass munitions storage area, to a potential hot cargo pad, or a small arms storage vault, and even munitions haul routes. It can't be stressed enough, although as the keepers of the base maps, we plot the QD arcs, but the Base Safety Office is mandated to generate the QD arc distances and maintain the ESPs.

#### NOTE TO TRAINER:

In order for the trainee to accomplish this task, you must develop a training scenario and ensure the trainee has access to the material listed in the Equipment/Tools Requirements.

### 2. To apply explosive criteria, follow these steps:

#### Step 1: Given a C-1, Installation Map:

- 1.1. Identify the Quantity-Distance arcs.
- 1.2. Identify the feature requiring the QD arc.

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**Step 2: Given a D-8, Explosive Safety Quantity-Distance Map:**

- 2.1. Identify the Net Explosive Weight (NEW) of each Explosive site (ES) or Potential Explosive Site (PES).
- 2.2. Identify any ES or PES requiring Secretarial Waiver.

**REVIEW QUESTIONS  
FOR  
EXPLOSIVE SAFETY CRITERIA**

QUESTION	ANSWER
1. What the does the Quantity Distance (QD) arc represent?	<ul style="list-style-type: none"> <li>a. A no build area.</li> <li>b. An area not allowed to be populated.</li> <li>c. The potential area of explosive damage.</li> <li>d. A potential hazardous zone.</li> </ul>
2. What is the Inhabited Building Distance (IBD)?	<ul style="list-style-type: none"> <li>a. The distance someone can live from an explosive site.</li> <li>b. The distance only mission related facilities can be located from an explosive site.</li> <li>c. 1400 feet.</li> <li>d. The distance buildings need and Explosive Site Plan (ESP).</li> </ul>
3. What determines the distance of IBD?	<ul style="list-style-type: none"> <li>a. The Net Explosive Weight (NEW).</li> <li>b. The potential NEW.</li> <li>c. AFMAN 91-201, Explosive Safety Standards.</li> <li>d. Both a and b.</li> </ul>
4. Who maintains the QD arcs?	<ul style="list-style-type: none"> <li>a. Base Safety Office.</li> <li>b. Base Civil Engineer.</li> <li>c. Base Operations.</li> <li>d. Base Civil Engineer with guidance and direction from Base Safety Office.</li> </ul>
5. Which site does not require an Explosive Site Plan (ESP)?	<ul style="list-style-type: none"> <li>a. Security Forces weapons locker.</li> <li>b. Hot cargo pad.</li> <li>c. Fighter aircraft parking location.</li> <li>d. Entry control point to the flightline.</li> </ul>
6. Who has approval authority for an ESP?	<ul style="list-style-type: none"> <li>a. Base Safety Officer.</li> <li>b. Wing Commander.</li> <li>c. MAJCOM Commander.</li> <li>d. None of the above.</li> </ul>
7. Who can approve an ESP waiver	<ul style="list-style-type: none"> <li>a. Wing Commander.</li> <li>b. MAJCOM Commander.</li> <li>c. Air Force Safety Center Commander.</li> <li>d. Secretary of the Air Force.</li> </ul>

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**REVIEW QUESTIONS  
FOR  
EXPLOSIVE SAFETY CRITERIA (CONTINUED)**

8. What information is not shown on the D-8, Explosive Safety Quantity-Distance Map?	a. The QD arcs. b. The NEW of each Explosive Site (ES) and Potential Explosive Site (PES). c. Hot pit refueling sites. d. Munitions haul routes.
9. Can facilities within the QD arc be modified without revising the ESP?	a. Yes. b. No.
10. When should explosive site planning criteria be considered?	a. It should be considered for only development projects located in the existing QD arcs. b. It should be considered for every development project. c. It should be considered only when advised by the Base Safety Office. d. It should only be considered if you're developing in ES or a PES.

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**EXPLOSIVE SAFETY CRITERIA**

**PERFORMANCE CHECKLIST**

**INSTRUCTIONS:**

The trainee must satisfactorily perform all parts of the task without assistance. Evaluate the trainee's performance using this checklist.

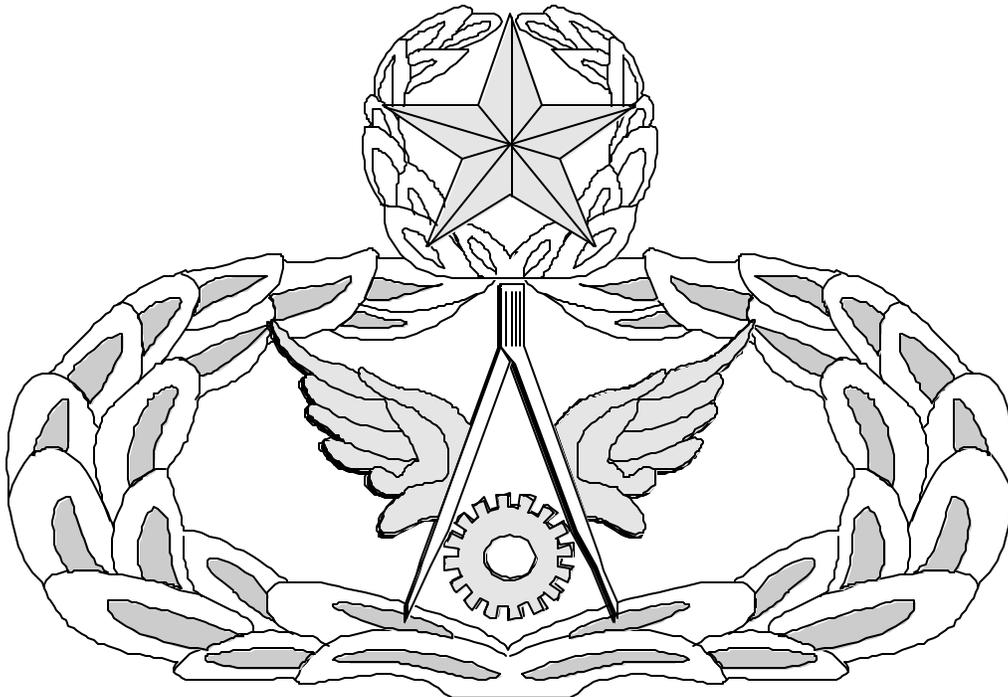
DID THE TRAINEE....	YES	NO
1. correctly identify the Quantity Distance (QD) arc?		
2. correctly identify features requiring QD arc?		
3. correctly identify the New Explosive Weight (NEW) for each Explosive Site (ES) and Potential Explosive Site (PES)?		
4. correctly identify any ES or PES requiring Secretarial Waiver?		
5. understand the relationship between the Base Safety Office and Base Civil Engineer?		
6. understand the requirement for the Explosive Site Plan (ESP)?		
7. understand the impact of base development inside the QD arc?		

**FEEDBACK:** Trainer/Certifier should provide both positive and/or negative feedback to the trainee immediately after the task is performed. This will ensure the issue is still fresh in the mind of both the trainee and trainer/certifier.

# Air Force Civil Engineer

## QUALIFICATION TRAINING PACKAGE (QTP)

### REVIEW ANSWER KEY



FOR  
ENGINEERING  
(3E5X1)

MODULE 17

BASE COMPREHENSIVE PLAN (BCP) PROGRAM

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Key-1

**EXPLOSIVE SAFETY CRITERIA  
(3E5X1-17.4.)**

QUESTION	ANSWER
1. What does the Quantity Distance (QD) arc represent?	c. The potential area of explosive damage.
2. What is the Inhabited Building Distance (IBD)?	b. The distance only mission related facilities can be located from an explosive site.
3. What determines the distance of the IBD?	d. Both a and b.
4. Who maintains the QD arcs?	d. Base Civil Engineer with guidance and direction from Base Safety Office.
5. Which site does not require an Explosive Site Plan (ESP)?	d. Entry control point to the flightline.
6. Who has Approval authority for an ESP?	d. None of the above.
7. Who can approve an ESP waiver?	d. Secretary of the Air Force.
8. What information is not shown on the D-8, Explosive Safety Quantity-Distance Map?	c. Hot pit refueling sites.
9. Can facilities within the QD arc be modified without revising the ESP?	b. No.
10. When should explosive site planning criteria be considered?	b. It should be considered for every development project.

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MEMORANDUM FOR HQ AFCESA/CEOF  
139 Barnes Drive Suite 1  
Tyndall AFB, FL 32403-5319

FROM:

SUBJECT: Qualification Training Package Improvement

1. Identify module.

Module # and title \_\_\_\_\_

2. Identify improvement/correction section(s):

<input type="checkbox"/> STS Task Reference	<input type="checkbox"/> Performance Checklist
<input type="checkbox"/> Training Reference	<input type="checkbox"/> Feedback
<input type="checkbox"/> Evaluation Instructions	<input type="checkbox"/> Format
<input type="checkbox"/> Performance Resources	<input type="checkbox"/> Other
<input type="checkbox"/> Steps in Task Performance	

3. Recommended changes--use a continuation sheet if necessary.

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4. You may choose to call in your recommendations to DSN 523-6322 or FAX DSN/Commercial 523-6488 or (850) 283-6488 or email [ceof.helpdesk@tyndall.af.mil](mailto:ceof.helpdesk@tyndall.af.mil).
5. Thank you for your time and interest.

YOUR NAME, RANK, USAF  
Title/Position