



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:  
ASO 8020.2D  
DSS/ESO

NOV 05 2019

AIR STATION ORDER 8020.2D W/ CH 3

From: Commanding Officer, Marine Corps Air Station Beaufort  
To: Distribution List

Subj: STANDARD OPERATING PROCEDURES FOR MARINE CORPS AIR STATION BEAUFORT  
COMBAT AIRCRAFT LOADING AREAS

1. Situation. Change to enclosure (1).
2. Mission. To establish policy, guidance, and direction for use of Combat Aircraft Loading Areas (CALAs).
3. Execution. Add the following to ASO 8020.2D, enclosure (1), paragraph 3.a:  
  
"Due to the explosive arcs of the build-up-area, CALA Pad 4 is closed and loading spots A, C, and D on CALA Pad 3 shall not be used. CALA Pad 3 shall only be used if CALA Pads 1 and 2 are full. Should CALA Pad 3 be required, the priority of loading spots will be F, B, then E. The net explosive weight of CALA Pad 3 is limited to 2,000 pounds. Additionally, the CALA taxiway in front of CALA Pad 4 is closed."  
  
4. Recommendation. Recommendations concerning this Order should be submitted to the Station Adjutant.
5. Filing Instructions. File this change immediately following the signature page of the basic Order.
6. The point of contact regarding this matter is Mr. Del Tingley, at (843) 228-7827.

  
T. P. MILLER



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:  
ASO 8020.2D  
DSS/ESO  
31 JAN 2019

AIR STATION ORDER 8020.2D CH 2

From: Commanding Officer  
To: Distribution List

Subj: STANDARD OPERATING PROCEDURES FOR MARINE CORPS AIR STATION BEAUFORT  
COMBAT AIRCRAT LOADING AREAS

1. Situation. Change to Air Station Order enclosure.
2. Mission. To establish policy, guidance, and direction for use of combat aircraft loading areas.
3. Execution. Change ASO 8020.2D Enclosure (1) Paragraph 2 as follows:
  - a. Change subparagraph "a" to read: "Aircraft being loaded or downloaded must be parked in designated aircraft parking areas."
  - b. Change subparagraph "b" to read: "Each flightline loading area is authorized mission essential quantities of Hazard Class/Division 1.4 and 1.3 ordnance items. These items are limited to practice bombs with spotting charges installed (this includes practice bombs with electrical tail fusing installed), captive air training missiles (CATMs), illumination and decoy flares/chaff, target practice (TP) gun ammunition (30 mm or less), and inert items. Hazard Class/Division 1.3 items not listed will be loaded/downloaded in the CALA.
  - c. Change subparagraph "c" to read: "Loading and downloading operations in each squadron flightline loading area are limited to a single aircraft load at any one time."
4. Recommendation. Recommendations concerning this Order are invited and will be submitted to the Station Adjutant.
5. Filing Instructions. File this change immediately following the signature page of the basic Order.
6. The point of contact for this matter is Mr. Del Tingley, at (843)228-7827.

  
T. P. MILLER

DISTRIBUTION: A



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA 29904-5001

IN REPLY REFER TO:  
ASO 8020.2D  
DSS/ESO  
07 JUN 2016

AIR STATION ORDER 8020.2D

From: Commanding Officer  
To: Distribution List

Subj: STANDARD OPERATING PROCEDURES FOR MARINE CORPS AIR STATION BEAUFORT  
COMBAT AIRCRAFT LOADING AREAS

Ref: (a) MCO 5530.14A  
(b) NAVSEA OP3565 VOL II  
(c) NAVSEA SW020-AC-SAF-010  
(d) NAVAIR 00-80T-103  
(e) MCO 8023.3B  
(f) OPNAVINST 8023.24C  
(g) ASO P3710.2T  
(h) ASO 8020.3C  
(i) ASO 8600.1C

Encl: (1) Combat Aircraft Loading Area (CALA) Operating Procedures  
(2) Airfield Diagram  
(3) CALA Diagram  
(4) Sample CALA Request  
(5) Sample Hot Loading Request

1. Situation. To publish Standard Operating Procedures (SOP) for the control of the Combat Aircraft Loading Area (CALA), the Ordnance Build-up Area (OBA), flight-line Loading Areas, and the Red Label Area. These procedures will ensure the risks associated with an unlikely explosive event are mitigated by ensuring that the fewest amount of personnel and assets are exposed to the least amount of ordnance for the shortest amount of time as possible.

2. Cancellation. ASO 8020.2C

3. Mission. This Order has been prepared in accordance with instructions contained in the references. The rules and regulations, set forth herein, apply to all operations in the CALA, OBA, flight-line Loading Areas, and Red Label Area, and provide consolidated guidelines and procedures for safe and expeditious operations.

4. Execution

a. Station Explosives Safety Officer

(1) Ensure that an ordnance safety brief is conducted for all visiting activity personnel prior to any ordnance evolution at any loading area.

(2) Ensure that all visiting activity's ordnance personnel are qualified and certified in accordance with reference (e) or (f).

(3) Monitor ordnance operations/evolutions to ensure compliance with this order and all pertinent safety regulations.

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07 JUN 2016

(4) Ensure that the using activity is familiar with reference (g) and understands that no personal cell phones are permitted in the area.

b. Airfield Operations Officer

(1) Screen and coordinate all requests for the use of the CALA and Red Label Area.

(2) Ensure all CALA pads are clear of Foreign Object Damage (FOD) prior to use.

(3) Ensure adequate firefighting equipment is on hand during CALA operations.

(4) In accordance with reference (i), ensure that units utilizing the CALA are notified when lightning is within 10 miles to ensure they suspend ordnance operations and are notified again when lightning has moved beyond 10 miles so operations may resume.

c. Provost Marshal. Ensure adequate security is provided by the using activities when required for CALA operations.

d. Station Ordnance Officer. Provide assistance to the Explosives Safety Officer when requested.

e. Using Activities

(1) The using activities operations will coordinate the use of the CALA with Marine Aircraft Group 31 (MAG-31), Airfield Operations, and the Explosives Safety Officer at least three working days in advance to ensure that there are no conflicting operations scheduled.

(2) Ensure ordnance personnel are qualified and certified in accordance with reference (e) or (f) and those personnel have received the required safety brief prior to conducting any ordnance evolutions.

(3) Provide a qualified ordnance safety observer for all ordnance evolutions.

(4) Conduct FOD walk-downs prior to and at the conclusion of operations in the CALA.

(5) Keys for the CALA crew building #1080 and the Ready Service Locker (RSL) #1080A can be checked out from Station Ordnance. Station Ordnance can be contacted at 228-9033.

(6) Ensure all ground support equipment and vehicles are inspected for FOD prior to entering the CALA area. Particular attention should be given to the inspection of tire treads.

(7) Provide adequate security for all ordnance, in accordance with reference (a), at all times.

(8) Raise the Bravo flag upon receipt of ammunition and lower it once all ammunition is cleared from the area.

(9) Ensure the CALA crew building is cleaned and policed prior to leaving.



07 JUN 2016

(10) Return crew building and RSL keys once CALA operations are completed.

5. Administration and Logistics. This order will be reviewed on an annual basis. Recommendations for changes will be forwarded to the Commanding Officer, Marine Corps Air Station Beaufort (MCAS) Beaufort for review and approval via chain of command.

6. Command and Signal

a. The Commanding Officer of MAG-31 concurs with this order as it pertains to Fleet Marine Force (FMF) units stationed aboard MCAS Beaufort.

b. This order is effective the date signed.



P. D. BUCK

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UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA 29904-5001


ASO 8020.2D  
DSS/ESO  
17 JAN 2017

AIR STATION ORDER 8020.2D CH 1

From: Commanding Officer  
To: Distribution List

Subj: STANDARD OPERATING PROCEDURES FOR COMBAT AIRCRAFT LOADING AREA

1. Situation. Change to Air Station Order enclosure.
2. Mission. To establish policy, guidance and direction for use of Combat Aircraft Loading Area (CALA).
3. Execution. Change Enclosure (1) Paragraph 3.d to read: "Concurrent use of the CALA for both suspect cargo and CALA operations is prohibited. In the unlikely event the Suspect Cargo Site is in use for suspect cargo, no explosives or explosives operations will be permitted at the CALA."
4. Recommendation. Recommendations concerning this Order are invited and will be submitted to the Director, Department of Safety and Standardization.
5. Filing Instructions. File this change immediately following the signature page of the basic Order.
6. Certification. Reviewed and approved this date.



P. D. BUCK

DISTRIBUTION: A

COMBAT AIRCRAFT LOADING AREAS  
OPERATING PROCEDURES

1. General

- a. All operations and ordnance evolutions involving the loading/down-loading of Hazard Class/Division 1.1 (mass detonating) and 1.2 (fragment producing) munitions will be accomplished in the Combat Aircraft Loading Area (CALA) or Red Label Area.
- b. All arm/de-arm ordnance procedures will be accomplished in the arm/de-arm areas as per references (d) and (g).
- c. All aircraft having weapons malfunctions will be sent to the CALA for clearing after being de-armed and verified safe in the arm/de-arm area. The lone exception is aircraft with a gun jam; they will be sent to the Gun Jam Clearing Area, vice the CALA, in accordance with reference (g).
- d. In the event an aircraft loaded with ordnance diverts into the facility and qualified personnel are not available for de-arming, the aircraft shall be shut down/retained in the de-arm area until de-armed by Explosive Ordnance Disposal (EOD) personnel. Aircraft servicing and/or maintenance shall not be attempted until after downloading except as authorized in reference (d).
- e. If there are any unusual ordnance problems encountered, call EOD at extension 228-9042/9043.
- f. Use of all radio frequency transmitting devices will be regulated in accordance with references (b) and (h). Cell phone use is not authorized in the listed loading areas.
- g. Ammunition that must be left outside during the day or night (i.e. loaded aircraft or staged ordnance) will have a guard posted in accordance with references (a), (c), and (i).
- h. All aircraft to be loaded with ordnance will be properly grounded and remain grounded until they are to be launched.
- i. Tow target drop operations will be conducted adjacent to the CALA in the area designated in enclosure (2) and in accordance with reference (g).
- j. In accordance with reference (i), all ordnance evolutions involving ammunition and explosives shall terminate when weather service personnel advise that lightning is within 10 nautical miles of MCAS Beaufort and will not resume until notified that lightning is beyond 10 nautical miles.
- k. All areas discussed in this order are within Level II Security. No privately owned vehicles (POV) are authorized in these areas, to include the crew building, Building 1080.

2. Squadron Flight-Line Loading Areas

- a. Separation between aircraft shall be a minimum of 50 feet as measured from nearest munitions to nearest munitions on each aircraft.
- b. Each flight-line Loading Area is authorized for up to 5,000 pounds Net Explosive Weight (NEW) of Hazard Class/Division 1.4 and 1.3 ordnance items. These items are limited to: practice bombs (this includes practice

Enclosure (1)



bombs with electrical tail fuzing installed), chaff, Captive Air Training Missiles (CATMs), illumination and decoy flares, Target Practice (TP) gun ammunition, and inert items. Hazard Class/Division 1.3 items not listed will be loaded/down-loaded in the CALA.

c. Aircraft loaded with TP gun ammunition will be positioned so that inadvertent firing will minimize the risk to personnel, buildings, or other aircraft.

### 3. Combat Aircraft Loading Area

a. CALA pads are numbered 1 through 4 as shown in enclosure (3). Each pad has six authorized loading spots designated A through F as shown in enclosure (3 inset). Loading spots A and B are the primary loading spots. In order to comply with DDESB's intended use of the CALA and to maximize ordnance safety, all primary loading spots will be occupied prior to utilization of any alternate loading spots. In the event that more spots are needed, then beginning with pad 1, use spot C on each of the pads before using any D spots and so forth. The NEW of explosives on any pad shall never exceed 4,000 pounds.

b. CALA Pad 2 is also used as Vertical Landing Pad 5 as per reference (g). CALA Pad 2 will only be used if all pads are needed to support operations. CALA Pad 2 has nine static grounding points located on the outside edges. There are no spot markings on the pad but aircraft parking should closely mirror those on the other pads.

c. CALA Pad 1 is designated as the air station's Suspect Cargo Site (SCS) as per reference (h).

d. In the unlikely event that CALA Pad 1 is being used as the SCS, only Pads 2, 3, and 4 will be used. The priority of those pads will be reversed by starting CALA operations on Pad 4.

e. Aircraft loaded with forward firing ordnance will be pointed toward the Gun Jam Clearing Area berm, shown in enclosure (2), in accordance with reference (g).

f. The CALA is limited to 16,000 pounds NEW of Hazard Class/Division 1.1 explosives (4,000 pounds per pad).

g. Movement of aircraft and equipment to and from the CALA is the responsibility of the using unit.

h. Aircraft may be towed or taxied to and from the CALA. Ensure that Flight Clearance and Ground Control are notified and approval is given prior to movement of aircraft.

i. To eliminate the potential of picking up FOD, at no time should government or Ground Support Equipment (GSE) vehicles leave the paved roads.

j. Personnel access will be restricted to the minimum number necessary for ordnance evolutions and flight evolutions. During ordnance loading/down-loading evolutions, only ordnance personnel, EOD and technical representatives are authorized on the loading pads. All other personnel, not directly involved, will remain at the crew building.

k. Smoking is permitted next to the crew building only. Smoking is prohibited on or near the CALA loading pads or within 50 feet of RSL 1080A.

Enclosure (1)



1. Fueling of aircraft and GSE is permitted in the CALA providing:

- (1) Aircraft and GSE are properly grounded.
- (2) GSE being fueled is a minimum of 100 feet away from aircraft and ordnance.
- (3) Ordnance evolutions and fueling operations are not done simultaneously on the same aircraft.
- (4) At no time will cold fueling of aircraft or GSE and Hot Loading be conducted simultaneously on the same Loading Pad.

4. Aircraft Hot Loading, Hot Reloading, and Hot Down Loading

a. Aircraft hot loading, hot reloading, and hot down loading, commonly referred to as "hot loading" or "hot tube loading," is defined as weapons loading or down loading on aircraft while engines are turning or auxiliary power units are operating. These evolutions are authorized on board the installation for tenant aircraft and will be carried out in accordance with reference (d) and all applicable weapons hot loading manuals/checklists. Non-tenant aircraft may also conduct hot loading procedures aboard the installation by submitting a request for approval to the Station Commanding Officer via the Explosives Safety Officer (ESO).

b. Hot loading forward firing ordnance is prohibited aboard the installation.

c. Hot loading practice bombs (this includes practice bombs with electrical tail fuzing installed), Captive Air Training Missiles (CATMs) and other 1.3/1.4 items covered by weapons hot loading manuals is authorized in the squadron flight-line loading areas under the same rules as stated in paragraph 2.a-b, of this enclosure.

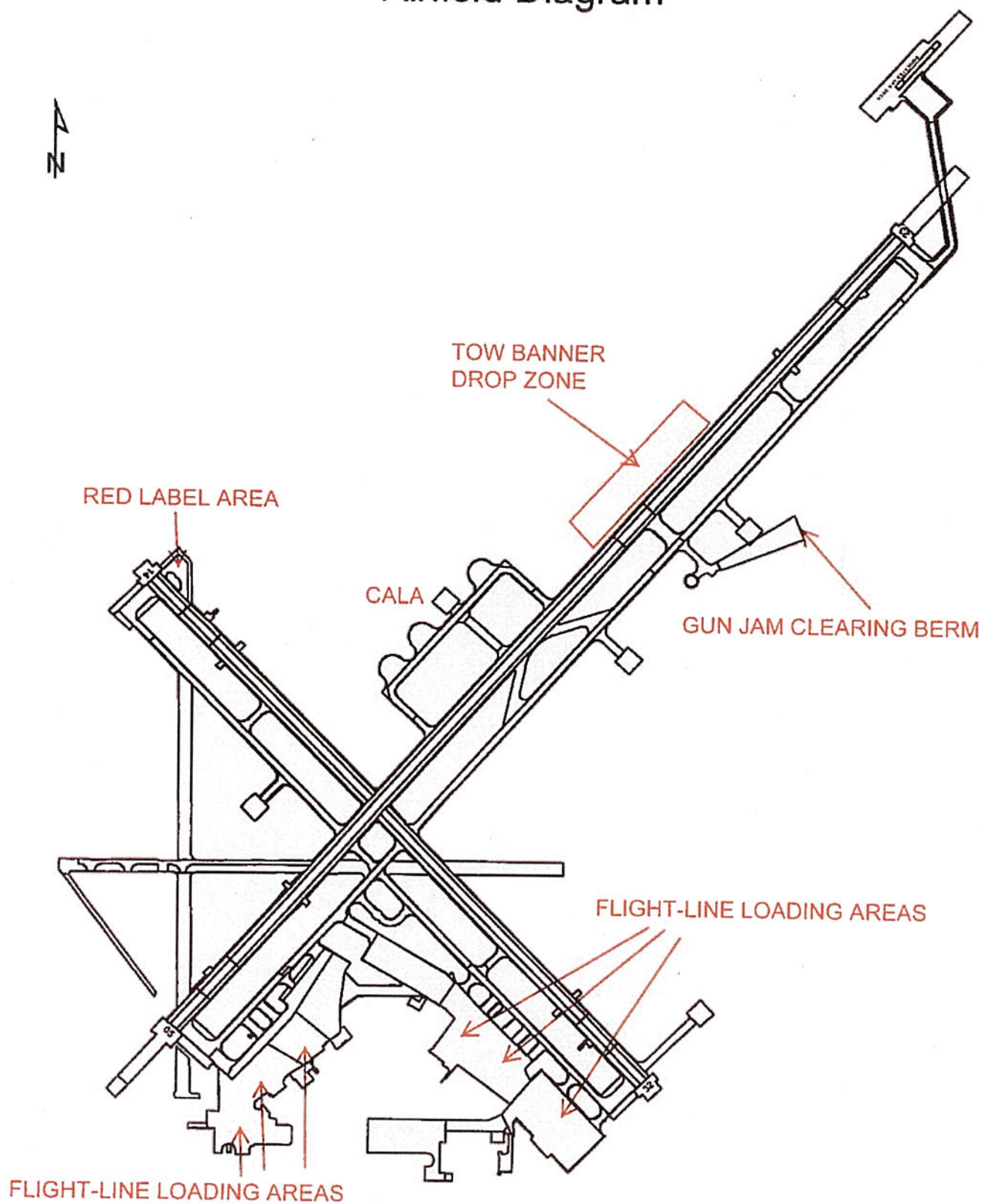
5. Red Label Area

a. Cargo aircraft loading or off-loading 1.1/1.2 explosives in excess of 4,000 pounds NEW shall utilize the Red Label Area (RLA) located at the end of runway 14.

b. The RLA will be limited to 30,000 pounds NEW of Hazard Class/Division 1.1 explosives.

c. The RLA is not currently sited and an Event Waiver will need to be approved by MARCORPSYSCOM prior to RLA evolutions. A request will be submitted to the ESO no less than two weeks prior to the event.

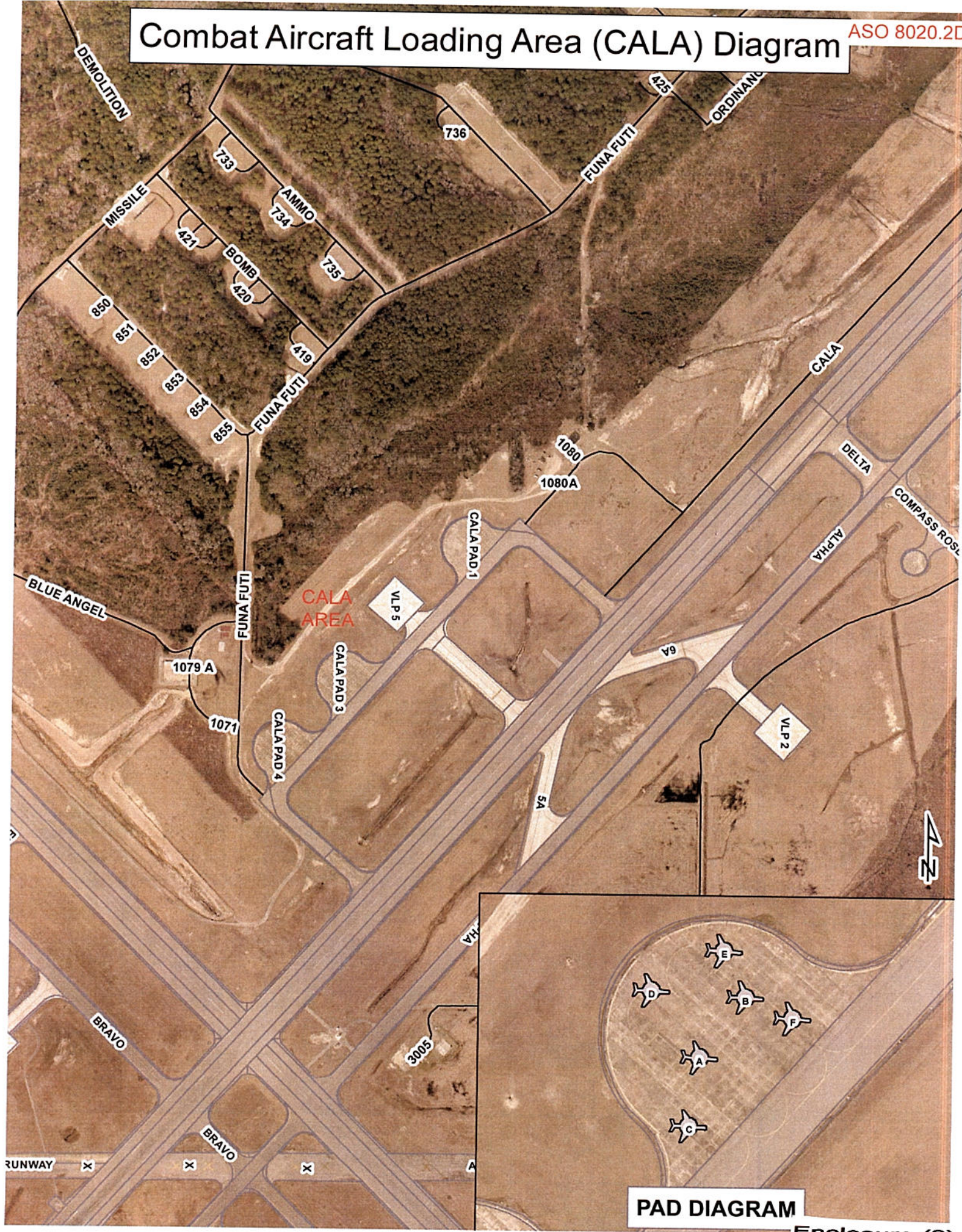
# Airfield Diagram





# Combat Aircraft Loading Area (CALA) Diagram

ASO 8020.2D



PAD DIAGRAM



## YOUR LETTERHEAD

8020  
ORD  
29 Jul 15

From: Ordnance Officer, Marine All Weather Fighter Attack Squadron 000  
To: Air Operations Officer, MCAS Beaufort, South Carolina  
Ordnance Officer, Marine Aviation Logistics Squadron 31  
Operations Officer, Marine Aircraft Group 31  
Explosives Safety Officer, MCAS Beaufort, South Carolina

Subj: REQUEST FOR COMBAT AIRCRAFT LOADING AREA

Ref: (a) ASO 8020.2D

1. Per the reference, the following Combat Aircraft Loading Area (CALA) request is submitted for types and quantities of munitions. Request load spots listed and notified if any changes are required.

DATE/TIME: 6 August 2015/1300-2300  
MUNITIONS DELIVERY TIME: 1400  
ETD: 2030  
ETR: 2215  
HERO/EMCON: NONE REQUIRED  
TYPE/QTY AIRCRAFT: FA-18D/4  
CALL SIGN: BIRD  
POC/PHONE NUMBER: CWO3 CHARGER/228-1111

| NALC | NOMENCLATURE            | QTY | HC/D | N.E.W.<br>TOTAL | LOAD<br>SPOT | DATE/<br>TIME | NOTES |
|------|-------------------------|-----|------|-----------------|--------------|---------------|-------|
| AA24 | CTG, 20MM, TP           | 250 | 1.4C | 18.85 LBS       | 1A           | 1300-2300     | 1     |
| F289 | BOMB, GP, BLU-111 500LB | 4   | 1.1D | 768.0 LBS       | 1A           |               | 1     |
| EB05 | FUZE, BOMP, FMU-139B/B  | 4   | 1.4D | 1.24 LBS        | 1A           |               | 1     |
| AA24 | CTG, 20MM, TP           | 250 | 1.4C | 18.85 LBS       | 1B           | 1300-2300     | 1     |
| F289 | BOMB, GP, BLU-111 500LB | 4   | 1.1D | 768.0 LBS       | 1B           |               | 1     |
| EB05 | FUZE, BOMP, FMU-139B/B  | 4   | 1.4D | 1.24 LBS        | 1B           |               | 1     |
| AA24 | CTG, 20MM, TP           | 250 | 1.4C | 18.85 LBS       | 2A           | 1300-2300     | 1     |
| F289 | BOMB, GP, BLU-111 500LB | 4   | 1.1D | 768.0 LBS       | 2A           |               | 1     |
| EB05 | FUZE, BOMP, FMU-139B/B  | 4   | 1.4D | 1.24 LBS        | 2A           |               | 1     |
| AA24 | CTG, 20MM, TP           | 250 | 1.4C | 18.85 LBS       | 2B           | 1300-2300     | 1     |
| F289 | BOMB, GP, BLU-111 500LB | 4   | 1.1D | 768.0 LBS       | 2B           |               | 1     |
| EB05 | FUZE, BOMP, FMU-139B/B  | 4   | 1.4D | 1.24 LBS        | 2B           |               | 1     |

2. The point of contact in this matter is CWO-3 Hard Charger, Squadron Ordnance Officer, (843) 228-1111.

H. A. CHARGER

NOTES:

1. Aircraft will be taxied to the CALA and spotted.

Enclosure (4)

## YOUR LETTERHEAD

8020  
ORD  
31 Jan 15

From: Ordnance Officer, VMFA 000  
To: Commanding Officer, Marine Corps Air Station Beaufort  
Via: Explosives Safety Officer, Marine Corps Air Station Beaufort

Subj: REQUEST FOR HOT LOADING AUTHORIZATION

Ref: (a) ASO 8020.2D  
(b) NAVAIR 00-80T-103  
(c) (Reference appropriate LWS Hot loading checklist here)

1. In accordance with reference (a), VMFA-000 requests permission to hot load the following munitions on 29 February 2015:

| NALC | NOMENCLATURE                      | HC/D |
|------|-----------------------------------|------|
| EC65 | BOMB, PRACTICE, BDU-61/B, 1000 LB | NONE |
| E488 | BOMB, GP, 500 LB, MK82-2 TP       | 1.1D |
| E515 | BOMB, GP, 1000 LB, BLU-110/B      | 1.1D |
| F017 | BOMB, PRACTICE, BDU-45/B          | NONE |

2. All 1.1 and 1.2 munitions will be hot loaded in the Combat Aircraft Loading Area and requests for the use of the CALA have been submitted in accordance with reference (a).

3. All other items will be hot loaded on the parking apron in accordance with reference (a).

4. All safety precautions and requirements listed in the references will be adhered to.

5. The point of contact in this matter is CWO-3 Hard Charger, Squadron Ordnance Officer, (843) 228-1111.

H. A. CHARGER

Enclosure (5)