

**BY ORDER OF THE COMMANDER
920TH RESCUE WING**

**920TH RESCUE WING INSTRUCTION
11-202**



13 SEPTEMBER 2012

Flying

***PARKING, LAUNCH, END OF RUNWAY
(EOR) AND RECOVERY OF EXPLOSIVES-
LOADED AIRCRAFT***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1 Air and Space Maintenance, AFI 21-101 Aerospace Equipment Maintenance Management, AFMAN 91-201 Explosives Safety Standards, 45SWI 13-203 Airfield Operations Instruction (PAFB), 920MOI 21-201, 920th MXS Weapons Section and T.O. 11A-1-33 Handling and Maintenance of Explosives-Loaded Aircraft-(ATOS). This instruction is applicable to all aircrew members and all aircraft maintenance personnel. This instruction establishes procedures for parking, launch, and recovery of explosives-loaded aircraft. Additionally, this instruction will outline procedures for recovery of aircraft with Jammed Guns and Hung Ordnance. The intent of this instruction is to maximize safety and minimize the probability of an incident involving explosives-loaded aircraft. Coordination/approval at the 920 RQW will be accomplished by an electronically signed AF Form 673, *Air Force Publication/Form Action Request* (AF Form 673). Do not use e-mails for final coordination/approval, but all e-mails will be maintained as part of the record set. 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 Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

1. General:

1.1. An aircraft will be considered explosives-loaded if it meets criteria set forth in T.O. 11A-1-33 section 4.

1.2. A jammed aircraft gun is one whose firing chamber cannot be fully cleared or safety devices cannot be properly installed prior to return to base.

1.3. Hung ordnance will be defined as munitions which were not expended through normal operation.

1.4. Partially ejected munitions is a munitions item that has not fully expended. An Infra-red Flare which is visibly extending out of a Countermeasures Magazine is an example of this.

1.5. Unsafe Munitions is munitions that cannot be safed electrically or mechanically i.e. Mk25's and LUU 4/B's.

2. Parking:

2.1. Explosives-loaded aircraft to include those being loaded or unloaded with explosives may only be parked in designated locations in accordance with Patrick AFB site plan. A concerted effort will be made to adhere to Quantity-Distance (Q-D) requirements. Aircraft must be clearly identified to personnel working on or around them.

2.2. Helicopters on alert status may be loaded and parked within Hangars 750 and 751 with pyrotechnic in accordance with (IAW) MOI921-201 920th MXS Weapons Section.

3. Launching Aircraft (A/C):

3.1. Aircraft will be safed electrically and mechanically at all times while in the a/c parking area and while taxiing. Safing devices will not be removed until the a/c reaches the designated arming/training areas.

4. EOR:

4.1. EOR will be preformed by aircrew members at the recovery area with established aircrew checklist.

5. Recovery:

5.1. Gun malfunctions will be cleared before leaving the training area; if a gun malfunction can not be cleared it will be considered a jammed gun. All aircraft returning from gun missions with jammed guns will proceed directly to Hot Gun designated location in accordance with 45 SW13-203 Paragraph 6.10, see attachment 2.

5.2. All explosive loaded aircraft will ensure they have no hung ordnance, partially-ejected munitions or unsafe munitions prior to taxiing back to the aircraft parking area.

5.3. The 39th Rescue Squadron, when loaded with chaff and flares will taxi to an arm/de-arm area and inspect for hung ordnance, partially-ejected or unsafe munitions prior to returning to aircraft parking area.

5.4. The 301st Rescue Squadron when loaded with chaff and flares will inspect for hung ordnance, partially-ejected or unsafe munitions prior to taxiing back to the aircraft parking area.

6. Emergency Procedures:

6.1. Upon indication of any unsafe condition involving hung ordinance, partially-ejected, unsafe munitions, or jammed aircraft guns; the identifying person(s) will report discrepancy specifications to the Aircraft Commander.

6.2. The unsafe condition will then be reported to the Command Post through the Supervisor of Flying (SOF) if discovered in flight or if discovered on the ground the Maintenance Operations Center (MOC). Command Post will coordinate the appropriate 45th Space Wing Offices involved. Maintenance Operations Center will coordinate with the following applicable agencies; Patrick Air Force Base (PAFB) Fire Department, Explosive Ordnance Disposal (EOD) and 920th Rescue Wing sections; Weapons Section, Safety Office, Crew Chief Flight and the Quality Assurance Office.

6.3. The aircraft will be shut down, chocked grounded and cordoned off until EOD determines that the aircraft is safed.

6.4. The aircraft will be impounded IAW AFI 21-101.

JEFFREY L. MACRANDER, Col, USAFR
Commander

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

AFPD 21-1, *Air and Space Maintenance*

AFI 21-101, *Aerospace Equipment Maintenance Management*

AFMAN 91-201, *Explosives Safety Standards*

45SWI 13-203, *Airfield Operations Procedures*

T.O. 11A-1-33, *Handling and Maintenance of Explosives-Loaded Aircraft-(ATOS)*

MOI 21-201, *920TH Weapons Section*

Abbreviations and Acronyms

A/C—Aircraft

IAW—In Accordance With

MOC—Maintenance Operations Center

SOF—Supervisor of flying

Q-D—Quantity-Distance

EOD—Explosive Ordnance Department

Attachment 2
ARMING/DE-ARMING AREAS

