

**BY ORDER OF THE COMMANDER  
920 RQW PATRICK SPACE FORCE  
BASE**

**920 RESCUE WING INSTRUCTION  
11-202**

**1 MAY 2024**



***Flying Operations***

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

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** Publications and forms are available for downloading on the e-Publishing website at [www.e-publishing.af.mil](http://www.e-publishing.af.mil) for downloading or ordering.

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: 920 MXG/MXQ

Certified by: 920 MXG/CC  
(Col George P. Cole, III)

Supersedes: 920RQWI11-202, 13 September 2012

Pages: 6

---

This instruction establishes procedures for parking, launch, and recovery of explosives-loaded aircraft located at Patrick Space Force Base, Florida only. Additionally, this instruction will outline procedures for recovery of aircraft with Jammed Guns and Hung Ordnance. This instruction has been coordinated between the 920th Maintenance Group Commander (MXG/CC) and 920th Operations Group Commander (OG/CC); and provides a standard procedure to maximize safety and minimize the probability of an incident involving explosives-loaded aircraft. This instruction implements AFD 21-1 *Maintenance of Military Materiel*, AFI 21-101 *AFRCSUP Aircraft and Equipment Maintenance Management*, AFMAN 91-201 *Munitions Management*, 45SWI 13-204V2-O *Airfield Operations Instruction (PSFB)*, 920MXGI 21-202 *920 AMXS Weapons Section*, 920MXSI 91-201 *Munitions*, and T.O. 11A-1-33 *Handling and Maintenance of Explosives-Loaded Aircraft (ATOS)*. This instruction is applicable to all 920th Rescue Wing personnel whose duties require them to fly aircraft or perform aircraft/ground equipment maintenance. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Form 847, *Recommendation for Change of Publication*; and route to 920 MXG/MXQ. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records* and disposed of IAW the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). (T-3)

## ***SUMMARY OF CHANGES***

This publication has been substantially revised and must be completely reviewed. Major changes include updates to references due to HC-130J model aircraft and updated Space Launch Delta (SLD) 45 publication references.

### **1. General.**

- 1.1. An aircraft will be considered explosives-loaded if it meets criteria set forth in T.O. 11A-1-33.
- 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 safetied electrically or mechanically i.e. defensive system flares, Mk 25's, MK 58's and LUU Series Pyrotechnics.

### **2. Responsibilities.**

- 2.1. Weapons Expediter: The weapons expediter is responsible for all loading operations and must be knowledgeable of the assigned Mission Design Series (MDS) aircraft maintenance and loading tasks. Additionally, the weapons expediter informs the flightline expediter and production supervisor of all start and stop times, status changes, delays, and extensions connected with the loading and unloading task.
  - 2.1.1. Munitions loading operations will not be performed on aircraft parking locations Charlie 4, 8 and 12.
- 2.2. Flightline Expediter: Relay to MOC whenever an explosive operation involving munitions loading or downloading has started and finished. They will also notify MOC and Pro Super when aircraft are ready for flight with the proper munitions configuration.
- 2.3. Maintenance Operations Control (MOC): Inform all required agencies whenever an aircraft is loaded or unloaded with munitions. MOC will call the following agencies and give the aircraft type, tail number, parking location, type of explosives, and arming status.
  - 2.3.1. Fire Alarm Communication Center (FACC): DSN# 854-7642
  - 2.3.2. SLD 45 Security Forces Squadron (45SW/SFS): DSN# 854-2008
  - 2.3.3. SLD 45 Base Operations (BASEOPS) DSN# 854-2222

### **3. Parking.**

- 3.1. Aircraft parking locations, see [attachment 2](#)
- 3.2. Explosives-loaded aircraft to include those being loaded or unloaded with explosives may only be parked in designated locations in accordance with Patrick SFB site plan. A concerted effort will be made to adhere to Quantity-Distance requirements. Aircraft must be clearly identified to personnel working on or around them.

#### 4. Launching Aircraft.

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

#### 5. EOR.

5.1. EOR will be performed by aircrew members at the recovery area with established aircrew checklist.

#### 6. Recovery.

6.1. Gun malfunctions will be cleared before leaving the training area; if a gun malfunction cannot 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 SW13-204V2-O Paragraph 6.10, see [attachment 3](#).

6.2. 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.

6.3. 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 in accordance with 45SWI 13-204V2-O [Paragraph 6.10](#).

6.4. 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.

#### 7. Emergency Procedures.

7.1. 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.

7.2. Follow notification procedures of SLD45 13-204V2-0 [Chapter 6](#) in the event of an unsafe condition (i.e. Hung Flares/Hot Guns).

7.3. The aircraft will be shut down, chocked grounded and cordoned off until EOD determines that the aircraft is safed. \*Note: HH-60 Aircraft Engines do not have to be shut down for Jammed/Hot Gun Procedures. In the event weapons cannot be safely cleared, aircraft may be shut down.

7.4. The aircraft will be impounded IAW AFI 21-101 AFRCSUP.

JESSE L. HAMILTON, Colonel, USAF  
Commander

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

AFPD 21-1 - Air and Space Maintenance

AFI 21-101 AFRCSUP - Aerospace Equipment Maintenance Management

AFMAN 91-201 - Explosives Safety Standards

45SWI 13-204V - Airfield Operations

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

920 MOI 21-201 - 920 Weapons and Munitions

920 MXSI 21-201- Munitions Management Procedures

***Abbreviations and Acronyms***

**IAW**—in accordance with

**SLD**—Space Launch Delta

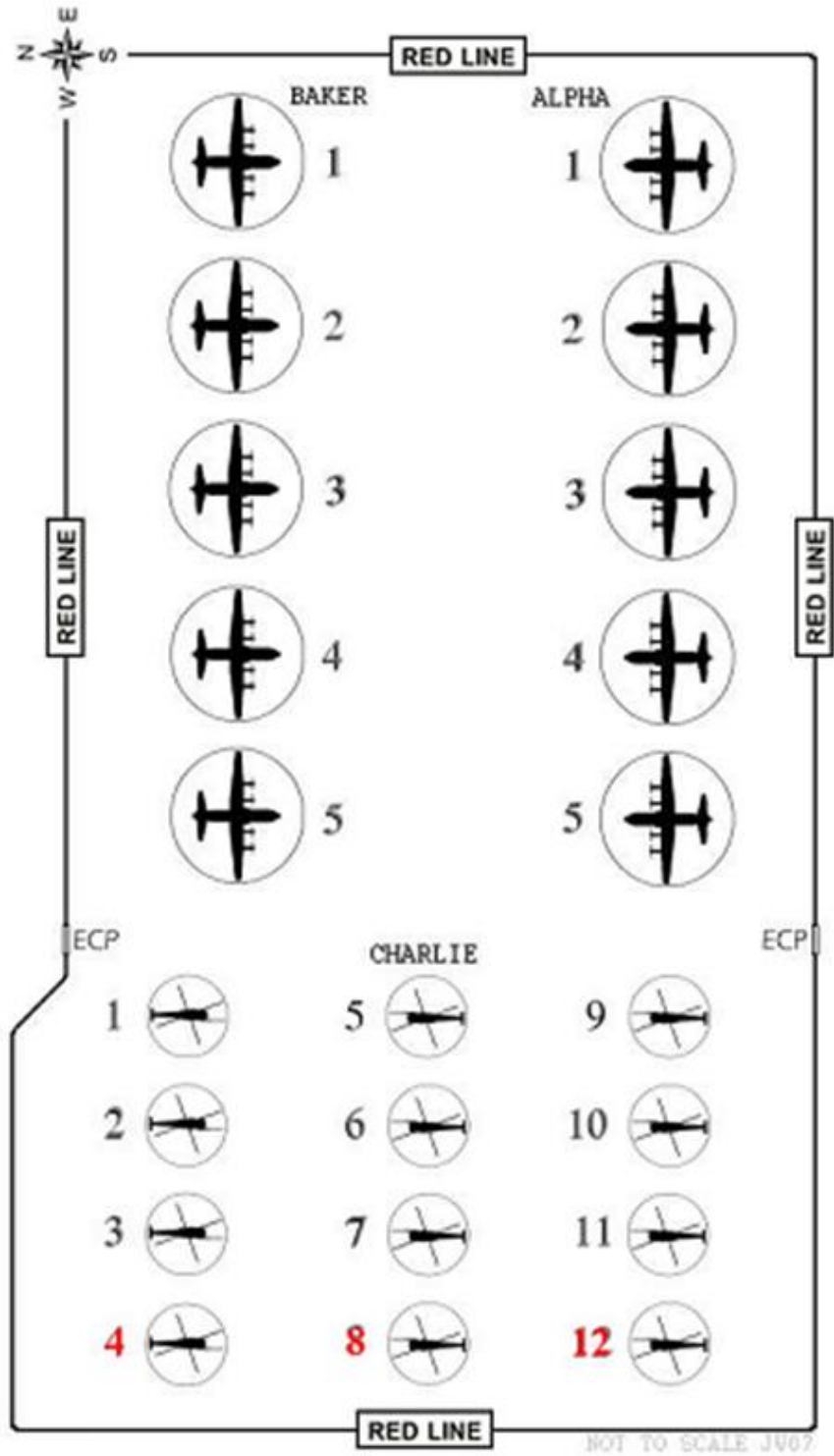
**MOC**—Maintenance Operations Center

**SOF**—Supervisor of flying

**EOD**—Explosive Ordnance Department

### Attachment 2 AIRCRAFT PARKING LOCATIONS

Figure A2.1. Aircraft Parking Locations.



Attachment 3  
ARMING/DE-ARMING AREAS

Figure A3.1. ARMING/DE-ARMING AREAS.

