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Maintenance

***HOT/JAMMED GUN, HUNG
ORDNANCE***

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(Col Harry L. Seibert)

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance* and fulfills the requirement of AFI 21-101_AFSOCSUP, *Aircraft and Equipment Maintenance Management* by establishing procedures for performing launch and recovery of explosive loaded aircraft, hung ordnance and unsafe gun procedures, and impoundment procedures for aircraft with hung ordnance or jammed guns. It is applicable to all 1st Special Operations Wing (1 SOW) aircraft, transient aircraft and units deployed to Hurlburt Field, FL. Unit commanders and supervisors will ensure all personnel subject to operations covered by this instruction are thoroughly knowledgeable of the inherent dangers of the operation and the safety precautions necessary for safe and efficient accomplishment. This instruction does not apply to the Air National Guard (ANG) and Air Force Reserve Command (AFRC) members or units. Send recommended changes or comments to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, and T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS)

SUMMARY OF CHANGES

This rewrite revises HFI 21-204 by (1) adding appropriate HC/D symbols posted on the exterior of Building 91257 in Paragraph 3.2, (2) adding Paragraph 4.4.1 for clearing ammunition, (3) adding Paragraph 5.3 and 5.3.1 for Explosive Operations, (4) adding Paragraph 6.4.1 posting personnel limits, (5) adding Building 91257 for clearing operations to Paragraphs 7.11 and 9.6, (6) adding Paragraph 9.6.2 for transporting munitions and, (7) adding Paragraph 10.2.3 to allow for weapon disassembly.

1. Roles and Responsibilities.

1.1. The following units and personnel must be familiar with the guidance and directives contained in this Hurlburt Field Instruction (HFI):

1.1.1. The 4th Special Operations Squadron (4 SOS), 8th Special Operations Squadron (8 SOS), 19th Special Operations Squadron (19 SOS), Maintenance Operations Center (MOC), 1st Special Operations Aircraft Maintenance Squadron (1 SOAMXS), 801st Special Operations Aircraft Maintenance Squadron (801 SOAMXS), 901st Special Operations Aircraft Maintenance Squadron (901 SOAMXS), 1st Special Operations Group, Detachment 2 (1 SOG, Det 2), 1st Special Operations Equipment Maintenance Squadron Armament Flight (1 SOEMS/MXMR), Wing Operations Center (WOC), Explosive Ordnance Disposal (EOD) (1 SOCES/CED), Fire Emergency Services (1 SOCES/CEF), 1st Special Operations Maintenance Group Quality Assurance (1 SOMXG/MXQA) and Wing Weapons Manager (1 SOMXG/MXW).

1.2. The on-scene commander has sole authority and responsibility to terminate a ground emergency. The senior fire official is the on-scene commander.

1.3. The weapons supervisor is defined as a minimum 7-level technician that is qualified to perform explosive loading operations.

1.3.1. The weapons supervisor will ensure all personnel comply with HFI 21-204, Hot/Jammed Gun, Hung Ordnance Response. The weapons supervisor will identify the malfunction and hazard present and direct personnel action as necessary after consultation with the incident commander (IC), to include EOD assistance if required.

1.3.2. Once briefed, the weapons supervisor will ensure all provisions of the applicable hot/jammed gun or hung ordnance local checklist or technical order (TO) procedures are followed.

1.3.3. If the weapons supervisor determines the munitions and weapons systems are safe and can be removed using normal maintenance procedures, weapons personnel will proceed with clearing procedures IAW the appropriate checklist or TO.

1.3.4. If the weapons supervisor determines an unsafe condition exists, the operation will be coordinated with the on-scene commander and the EOD representative. All nonessential personnel will evacuate the area to applicable withdrawal distances for munitions loaded.

1.3.5. The weapons supervisor will keep the on-scene commander informed as to the condition of the hot/jammed gun or hung ordnance and actions required or taken. The

on-scene commander will notify MOC, who will notify WOC if required, with condition of the emergency.

1.3.6. The on-scene commander will be notified by the weapons (or EOD supervisor if applicable) that the aircraft weapon is safe. The on-scene commander will have the final authority to terminate the incident.

1.4. Aircrew of aircraft involved in mishaps will follow all procedures in applicable flight manuals and this instruction. They will remain in the area until debriefed by the weapons supervisor and released by the on-scene commander.

1.5. WSS Load Standardization Crew will provide response to incidents involving transient aircraft and act in the capacity of the weapons supervisor in the absence of certified/qualified personnel from the owning unit. The MXG/CC may direct the LSC to arm, de-arm, and unload an aircraft on which they are not certified/qualified if appropriate technical data and support equipment is available. In such cases, the aircrew will be available for consultations on the aircraft. If these requirements cannot be met, request help from owning unit/higher headquarters.

1.6. Within 24 hours following an incident, the Wing Weapons Manager will make appropriate notifications to include AFSOC and Weapons Safety.

2. Emergency Procedures.

2.1. Prompt action will be taken to control any hazard.

2.2. In the event of an explosive mishap, render aid as needed and notify the MOC.

2.3. MOC will immediately notify the Tower first. Tower will activate the Primary Crash Alarm System (PCAS) notifying the Fire Department and Airfield Management. Airfield Management will activate the Secondary Crash Net (SCN) which will make notification to Command Post, and Security Forces. Additional contacts will be to Quality Assurance and all production supervisors. WOC will notify wing safety, the ambulance unit, and EOD when requested by the weapons supervisor or on-scene commander. Once MOC and WOC have been notified of an incoming hot/jammed gun or hung ordnance, MOC personnel will initiate the applicable checklist. EOD can be contacted through the WOC 24 hours a day.

2.4. In case of fire, attempt to fight fire and remove munitions, if possible, following procedures IAW applicable technical data.

2.5. If munitions become engulfed in flames, evacuate all personnel to a minimum safe distance of 4,000 feet for hazard class/division (HC/D) 1.1., 2,500 feet for all HC/D 1.2., 600 feet for HC/D 1.3., and 300 feet for HC/D 1.4. If the net explosive weight (NEW) exceeds 500 pounds (lbs) and there is any amount of HC/D 1.1., evacuate personnel to 4,000 feet IAW Air Force Manual (AFMAN) 91-201, Explosives Safety Standards.

2.6. If no fire is present, evacuate all non-essential personnel to 300 feet IAW AFMAN 91-201, Explosives Safety Standards.

2.6.1. Withdrawal distances may be adjusted by the on-scene commander based on the type of explosive involved and its susceptibility to become more unstable, armed, or hazardous.

2.7. In conditions of lightning, follow guidance of AFMAN91-201 and cease all work on the flightline until the advisory is cancelled. Do not resume work without approval from the 1 SOW Senior Duty Officer, the 1 SOG/CC, the 1 SOMXG/CC, or equivalent.

2.7.1. These procedures also apply if lightning is observed within the immediate vicinity without an official lightning warning from base weather station (BWS).

3. Transportation of Munitions/Explosives.

3.1. Ensure all operators of vehicles and material handling equipment (MHE) transporting any type of munitions/explosives on or off base have been trained, tested, and certified at Hurlburt Field. 1 SOW Weapons Safety will administer an Explosive Transport Certification test and issue an AF Form 483, Certificate of Competency, annotated with explosive transport qualified.

3.2. Appropriate HC/D symbols will be displayed IAW AFMAN 91-201 on the transport vehicle (not required for HC/D 1.4 explosives), on the exterior of Building 90731, and on the entrance of the clearing room. Also, on the exterior of Building 91257 at both entrances and on the exterior of the weapons armory room 100.

4. Location of Operations.

4.1. Hot/jammed gun and hung ordnance clearing areas. For detailed locations see Attachment 2, Figure A2.1., Explosive Loading & Hot Gun Areas.

4.1.1. Hot gun spot 1 is located on Alpha taxiway with weapons pointing north.

4.1.2. Hot gun spot 2 is located on Alpha taxiway with weapons pointing northwest.

4.1.3. Hot gun spot 3 is located on the hot cargo ramp at parking spot A-2 with weapons pointed west.

4.1.4. Hot gun spot 4 is located on the hot cargo ramp at parking spot A-4 with weapons pointed west.

4.1.5. Hot gun spot 5 is located on the Golf taxiway 300 feet south of Bravo taxiway with weapons pointed northwest.

4.2. Hung ordnance will be assessed/safed by weapons personnel. If ordnance cannot be safed, operation will be handed over to EOD.

4.3. The use of any hot gun spot closes that taxiway or the hot cargo ramp to all other aircraft.

4.4. Building 90731, Room 12, may be used to disassemble and clear ammunition from jammed 25mm ammunition loading system (ALS), 25mm ammunition storage and handling system (ASHS), conveyor, or associated equipment.

4.4.1. Building 91257, Room 100 may be used to disassemble and clear ammunition from jammed .50 caliber GAU-21 and 7.62 caliber M240D gun system.

5. Explosive Limits.

5.1. Authorized hot gun/hung ordnance areas IAW Attachment 2 are for up to 30,000 lbs. of HC/D 1.1 and 28,118 lbs. of HC/D 1.2.1, 500,000 lbs. of 1.2.2, 500,000 lbs. of HC/D 1.3, and mission essential quantities of HC/D 1.4.

5.2. Building 90731, Room 12. Explosive limits/quantities are posted on the AF Form 2047, Explosives Facility License, located on the exterior door of clearing room.

5.2.1. Before transporting any jammed 25mm ALS, ASHS, conveyor or equipment to the clearing room, the weapons supervisor must ensure the explosive limits do not exceed the limits posted on the AF Form 2047.

5.2.2. If explosive limits are exceeded, ensure NEW of stored munitions at assigned location are adjusted to facilitate operations.

5.3. Building 91257, Room 100, Explosive limits/quantities are posted on the AF Form 2047, Explosives Facility License, located on the exterior door of weapons armory.

5.3.1. Refer 801 SOAMXS Operating Instruction 91-801 for Explosive Operating procedures for Building 91257.

6. Personnel Requirements/Limits.

6.1. No more than five qualified personnel to include weapons personnel, EOD, Boeing, and Contractor Logistics Support (CLS) are allowed in the immediate area during all clearing of hung ordnance operations on AC-130H/U/J, MC-130H, and CV-22 aircraft. All personnel will coordinate entry and exit from the incident site with the on-scene commander.

6.2. At least two qualified weapons personnel (one 7 level), are required to work any unsafe weapon/ordnance condition.

6.3. When assistance is required, at least one qualified EOD member will be present for assessment/observation. However, when operations are to be performed by EOD, at least two qualified EOD members will be present.

6.4. For operations in building 90731, Room 12, personnel limits are posted on the AF Form 2047 prescribed by AFMAN 91-201, located on the exterior.

6.4.1. For operations in Building 91257 Room 100, personnel limits are posted on the AF Form 2047 prescribed by AFMAN 91-201, located on the exterior of weapons armory.

7. Equipment Requirements.

7.1. One 150 lb. halon fire extinguisher or two fully charged 50 lb CO2 fire extinguishers or equivalent available.

7.2. One flightline composite tool kit.

7.3. Face shield or eye protection as required.

7.4. Double hearing protection.

7.5. Adequate lighting during hours of darkness.

7.6. For AC-130H/U/J and MC-130H aircraft, 2 each 100-foot grounding cables are required. For CV-22 aircraft, if gun is not removed then the aircraft grounding cable is sufficient.

7.7. Sufficient empty ammo containers or linked tube carriers to accommodate live munitions.

- 7.8. Applicable checklist or TO for specified gun system or munitions.
- 7.9. White phosphorus safety kit (AC-130H/U and CV-22 only).
- 7.10. Copy of HFI 21-204 on hand.
- 7.11. For operations within building 90731, Room 12, and Building 91257, Room 100, a minimum of two, 2A 40BC fire extinguishers are required within 25 feet south of the clearing table. Add grounding cable in clearing room as required equipment per AFMAN 91-201 para 11.16.4. Gun systems with live ammunition remaining in the system must be grounded.
- 7.12. Appropriate hazard class/division class symbol placards.
- 7.13. Vehicle properly equipped IAW AFMAN 91-201 for transporting munitions.

8. Safety and Security Precautions.

- 8.1. Prior to weapons personnel entering any aircraft to clear hot/jammed guns, it will be parked, static grounded, and all safety devices installed IAW TO 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding (ATOS), or applicable aircraft TO. At no time will personnel drive, park, or walk in front of jammed/hot guns.
- 8.2. Personnel will remove all static-producing garments identified in AFMAN 91-201 prior to performing any maintenance on hot/jammed guns.
- 8.3. All nonessential personnel will be evacuated to the applicable evacuation distances.
- 8.4. Personnel will ground themselves prior to handling guns, ammunition, dispensers, chaff/flare magazines, impulse cartridges or launchers containing electrically primed munitions.
- 8.5. At no time will personnel tap/hammer on munitions.
- 8.6. When a suspected unsafe condition is discovered by the weapons supervisor, the operation will only be continued under EOD supervision.
- 8.7. If at any time the weapons supervisor determines that the hot/jammed gun or hung ordnance cannot be safely cleared, the operation will be turned over to EOD personnel. Weapons personnel will remain in area and provide consultation/assistance as necessary.
- 8.8. EOD personnel will remove 25mm, 30mm, 40mm and 105mm rounds lodged in gun barrels. If a 25mm, 30mm, .50 caliber (cal.), or 7.62mm ammunition round is lodged in a barrel; the barrel(s) will be removed by weapons personnel or CLS and turned over to EOD for disposal. If the gun barrel(s) cannot be removed, the gun will be turned over to EOD.
- 8.9. In the event of a mishap i.e., personnel injury or substantial aircraft or equipment damage, the weapons supervisor will notify the on-scene commander, who will notify MOC, QA, and the WOC. WOC will notify Wing Safety.
- 8.10. If there is an explosive mishap while the weapon is installed aboard an aircraft, the aircraft will be impounded in accordance with AFI 91-204, Safety Investigations and Reports.

8.10.1. Limit access and ensure no maintenance is performed on aircraft or equipment until authorized by the impoundment official except for maintenance required to ensure safe condition.

8.10.2. Do not change the position of any switches except as needed for safety. Limit maintenance actions to those actions required to make the aircraft/equipment safe.

8.10.3. Protect other aircraft or equipment located near the incident if an explosive hazard exists.

8.11. Exercise extreme care when attempting to remove live munitions.

8.12. Removal of a hot/unsafe weapon through the cabin of an aircraft is prohibited.

8.13. At no time will explosives or explosive loaded weapons be left unattended.

9. Hot or Jammed Guns Sequence of Operation (All Aircraft).

9.1. At no time will weapons personnel enter a running aircraft to perform maintenance for a hot/jammed gun malfunction.

9.2. If the weapons supervisor determines the munitions are safe and can be removed using normal loading/unloading procedures, weapons personnel will precede with clearing operations using the appropriate checklist or technical data.

9.3. Every effort will be made to safely clear a gun/system jam using applicable technical data before the gun/system is removed from the aircraft. The weapons supervisor will notify the on-scene commander who in-turn will notify MOC once the gun/system is cleared or removed and the aircraft is safe. MOC will notify WOC if required.

9.4. Guns containing live ammunition will have ammunition removed, if possible, and placed in appropriate munitions container.

9.5. If a round is punctured or separated, EOD personnel will collect all explosive residue (gunpowder) and expended ammunition casings and place in appropriate container(s). At no time will weapons personnel handle explosive residue.

9.6. Only jammed 25mm ammunition loading system (ALS), 25mm ASHS, conveyor, or associated equipment may be taken to Building 90731, Room 12 and all .50 caliber and 7.62 may be taken to building 91257 Room 100, using the following procedures:

9.6.1. Prior to transporting the jammed equipment, the weapons supervisor will notify MOC of the munitions quantity and class, destination, route, description of vehicle, time of departure, and approximate time of arrival. MOC will notify security police and the fire department.

9.6.2. EOD will transport jammed 25mm ammunition loading system (ALS), 25mm ASHS, conveyor, or associated equipment to appropriate location. CV-22 personnel trained and licensed are able to transport .50 caliber, or 7.62 mm to appropriate location IAW 801 SOAMXS OI 91-801 paragraph 1.2.

9.6.3. Display the appropriate fire symbols and fire extinguishers, IAW AFMAN 91-201, on the transport vehicle, on the exterior of Building 90731 and on the entrance door of the clearing room. Also, place fire symbols on the exterior of Building 91257 and the entrance to the armory.

9.6.4. Authorized explosive routes will be followed (Attachment 3).

10. CV-22 Hot/Jammed Gun Specific.

10.1. Once parked at the applicable hot gun parking location, a qualified aircrew member will remove the weapon 300 feet to the 6 o'clock position of the aircraft and place on the ground, pointing the barrel in the applicable direction.

10.1.1. An aircrew member will remain with the hot/jammed gun until weapons personnel arrive.

10.1.2. Aircrew member will relinquish the weapon to the weapons personnel and brief the weapons supervisor as to the type of malfunction, number of rounds fired, condition of the gun, sequence of events leading up to the malfunction, and probable causes for the hot/jammed gun.

10.1.3. Once the weapon is removed from the aircraft, the weapons supervisor will inform the on-scene commander that the aircraft is safe; however the weapon is still deemed hot/jammed. The on-scene commander will inform MOC to terminate the IFE and initiate a ground emergency until the weapon is safe. MOC will notify WOC if required.

10.2. For CV-22 aircraft landing with a hot/jammed gun that cannot be removed by the aircrew, the following procedures will be followed:

10.2.1. Once the aircraft is parked at the applicable hot gun parking location, perform a normal shutdown. When rotors have come to a complete stop, weapons personnel may enter aircraft to perform maintenance.

10.2.2. Aircrew members will brief the weapons supervisor as to the type of malfunction, number of rounds fired, condition of the gun, sequence of events leading up to the malfunction, and probable cause of the hot/jammed gun. The weapons personnel will proceed with clearing procedures using the appropriate checklist or technical data.

10.2.3. Disassembly of the GAU-21 is authorized in order to safe/clear gun using appropriate T.O.

10.2.4. Small caliber feeder jams may also be cleared in designated munitions loading and unloading areas.

11. AC-130J/U Hot/Jammed Gun Specific.

11.1. For an AC-130U/J with a hot/jammed gun occurring during flight, once parked at the applicable hot gun parking location:

11.1.1. All engines will be shut down and the aircrew will evacuate to a safe distance from the site IAW AFMAN 91-201. For IFE with no potential of fire, aircrew will evacuate to a Minimum of 300 feet. Aircrew members will be available to brief the weapons supervisor as to the type of malfunction, condition of the gun, sequence of events leading up to the malfunction, and probable causes for the hot/jammed gun. Aircrew members will not depart the scene until the weapons supervisor has been briefed.

11.1.2. The weapons supervisor will determine the best course of action given the condition of weapon/munitions, and proceed accordingly.

11.1.3. The weapons supervisor will notify the on-scene commander when the applicable gun system has been cleared. The on-scene commander will notify MOC.

11.2. If live 25mm or 30mm ammunition is punctured with exposed gunpowder or damage to an HEI projectile occurs during loading or unloading operations, remove all electrical and hydraulic power, evacuate the aircraft and area to applicable distance. Weapons team chief or weapons expediter will notify MOC. Notification will include location, type and quantity of munitions, and information on the malfunction. MOC will declare a ground emergency and notify all emergency response units.

11.2.1. EOD personnel will assist weapons personnel in clearing jammed ALS if requested by weapons supervisor.

11.2.2. Every effort will be made to safely clear a jammed 25mm ALS before the ALS is removed from the aircraft. The weapons supervisor will notify the on-scene commander who will notify MOC once the ALS is cleared or removed and the aircraft is safe. MOC will notify WOC if required.

11.2.3. If a 25mm ASHS and conveyor jams causing gunpowder exposure or pierced rounds during loading or ground operations, a ground emergency will be declared. The weapons supervisor will notify MOC. The 25mm ASHS, and conveyor may be cleared in designated munitions loading and unloading areas.

11.3. No more than five personnel to include weapons personnel (one 7-level), EOD, Boeing, and CLS personnel are authorized to work any unsafe gun, ASHS/conveyor system, or ALS condition.

12. Transient Aircraft Hot/Jammed Gun or Hung Munitions.

12.1. Upon notification of IFE and approval of MXG/CC, LSC will select appropriate -33-1-2 series technical order, and determine if required support equipment is available.

12.1.1. If required support equipment is not available, owning unit/higher headquarters will be contacted for further guidance, or resources procured from Eglin AFB if possible.

12.2. Once parked at applicable hot gun parking location, all engines will be shut down and the aircrew will evacuate to a safe distance IAW AFMAN 91-201. For IFE with no potential of fire, aircrew will evacuate to a minimum of 300 feet. Aircrew members will be available to brief LSC as to the type of malfunction, condition of the gun/munition, sequence of events leading up to the malfunction, and probable causes. Aircrew members will not depart the scene until LSC has been briefed.

12.3. LSC will determine the best course of action and proceed accordingly using applicable tech data.

12.4. If a suspected unsafe explosive item is discovered by LSC, the operation will only be continued under EOD supervision.

12.5. If at any time LSC determines that the hot/jammed gun or hung munitions cannot be safely cleared, the operation will be turned over to EOD personnel. LSC will remain in area and provide consultation/assistance as necessary.

13. Hung Flare Procedures (All Aircraft).

13.1. If a hung flare is confirmed, MOC will be notified and a ground emergency will be initiated and all non-essential personnel will be evacuated to 300 feet IAW AFMAN 91- 201, Explosive Safety Standards. Withdrawal distance may be increased by OSC/IC.

13.2. MOC will notify all required agencies (SEW, QA, Fire Dept., Muns., EOD, WSS if needed). The highest ranking Fire Official becomes the OSC/IC.

13.3. EOD will inspect all unsafe munitions.

13.3.1. At no time will any personnel handle/remove unsafe munitions until EOD has completed their assessment.

13.3.2. EOD is the only agency authorized to remove hung flare from an aircraft

13.4. Once the hung flare has been removed and aircraft rendered safe, termination of the ground emergency can only be declared by the OSC/IC.

14. Hung Ordnance (All Aircraft).

14.1. Every effort will be made to safe hung ordnance before munitions are removed from the aircraft. A minimum of two weapons personnel will respond to assess the issue once proper aircraft shutdown procedures are followed. At no time will weapons personnel perform maintenance on a running aircraft for a hung/misfired malfunction.

14.2. Aircrew will brief the weapons supervisor on the type of malfunction and sequence of events leading up to the malfunction and any probable cause of the hang/misfire.

14.3. The weapons supervisor will verify ordnance status and notify the IC who will then notify MOC.

14.4. Weapons personnel will proceed with safing procedures IAW applicable checklists or TO. Once the ordnance is safed, the weapons supervisor will inform the IC.

14.5. Once the ordnance is safed, aircraft can be moved to suitable download site IAW explosive site plan.

14.6. If ordnance cannot be safed, operation will be turned over to EOD.

THOMAS B. PALENSKE, Col, USAF
Commander

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

AFI 21-101_AFSOCSUP, *Aircraft and Equipment Maintenance Management*, 29 September 2015

AFI 91-204, *Safety Investigations and Reports*, 12 February 2014

AFMAN 91-201, *Explosives Safety Standards*, 21 Mar 2017

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 21-1, *Maintenance of Military Materiel*, 29 October 2015

TO 00-25-172, *Grounding Servicing of Aircraft and Static Grounding/Bonding (ATOS)*, 15 July 2002

Prescribed Forms

None

Adopted Forms

AF Form 483, *Certificate of Competency*

AF Form 847, *Recommendation for Change of Publication*

AF Form 2047, *Explosive Facility License*

Abbreviations and Acronyms

AFPD—Air Force Policy Directive

AFRIMS—Air Force Records Information Management System

ALS—Ammunition Loading System

ASHS—Ammunition Storage and Handling System

BWS—Base Weather Station

ECP—Entry Control Point

EOD—Explosive Ordnance Disposal

ETS—Electronic Transaction System

HC/D—Hazard Class/Division

HFI—Hurlburt Field Instruction

IAW—In Accordance With

IFE—In-Flight Emergency

LSC—Load Standardization Crew

MAJCOM—Major Command
MHE—Material Handling Equipment
MOC—Maintenance Operations Center
NEW—Net Explosive Weight
OPR—Office of Primary Responsibility
QA—Quality Assurance
RDS—Records Disposition Schedule
SOS—Special Operation Squadron
TO—Technical Order
WOC—Wing Operations Center

Terms

Hot Gun—a gun containing a live round or rounds that cannot be cleared, the gun cannot be mechanically or electrically safe, and the probability of inadvertent firing exists.

Hung Ordnance—any ordnance or stores that fail to release, jettison, or fire, and cannot be removed from the weapon prior to landing. (ALE-40/47 chaff/flare that fails to fire is not considered hung ordnance).

Jammed Gun—A gun containing a live round or rounds that cannot be cleared, but the gun can be safe, either electrically or mechanically, and no probability of inadvertent firing exists.

Jammed 25mm Ammunition Loading System (ALS)—An ALS containing live ammunition that cannot be cleared.

On-Scene Commander—Senior Fire Official.

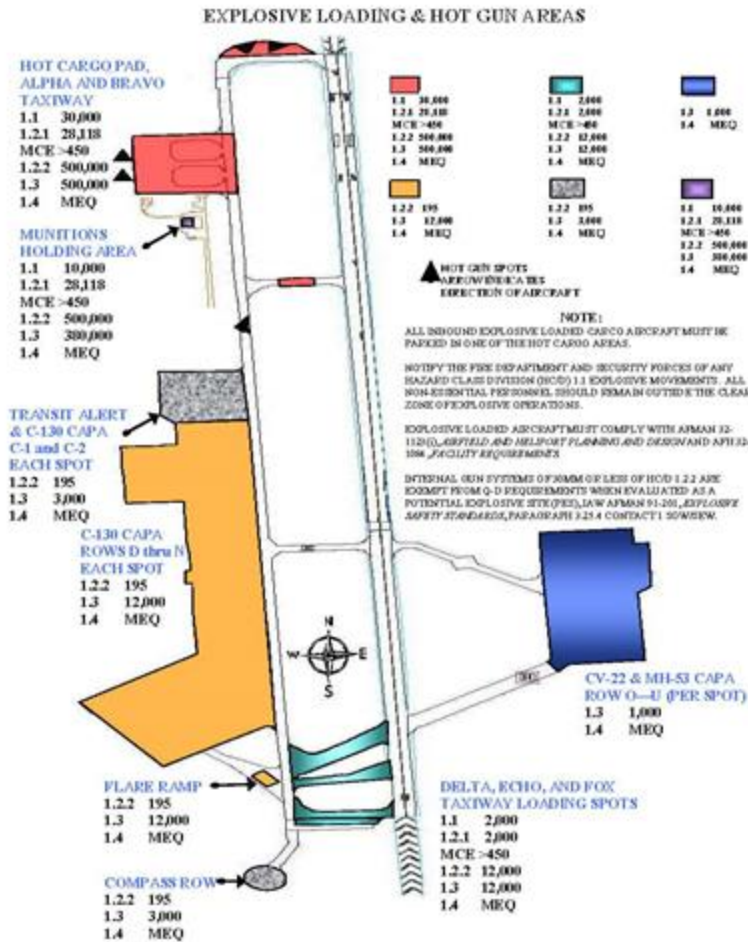
Unsafe Condition—Munitions determined to be armed, suspected of being armed, condition unknown, damaged, or requires action beyond the scope of weapons maintenance operations.

Weapons Supervisor—Senior on-scene qualified 7-level weapons technician.

Attachment 2

EXPLOSIVE LOADING & HOT GUN AREAS

Figure A2.1. Explosive Loading & Hot Gun Areas.



Attachment 3

MUNITIONS DELIVERY ROUTES

Figure A3.1. Munitions Delivery Routes.

