

**BY ORDER OF THE COMMANDER
MINOT AIR FORCE BASE**

**MINOT AIR FORCE BASE
INSTRUCTION 21-105**

6 MAY 2020



**LAUNCH AND RECOVERY OF
EXPLOSIVE LOADED AIRCRAFT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Col Aaron S. Cowley)

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This instruction implements AFI 21-101, *Aircraft and Equipment Maintenance Management*. This operating instruction establishes policy and procedures for the proper launch and recovery of explosive loaded aircraft. It also includes ground handling and safing of aircraft returning from flight with hung munitions. It is applicable to all organizations within the 5th Bomb Wing involved with launch and recovery of explosive loaded aircraft. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. Requests for waivers must be submitted to the OPR listed above for consideration and approval. 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/afirms/afirms/afirms/rims.cfm>. Contact supporting records managers as required. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Changes to the PURPOSE of this document updated to meet AFI 21-101 titling, changed to Aircraft and Equipment Maintenance Management

Changes to the ground weapons checks [paragraph 1.1.2](#), corrected duty title to “weapons load crew member”.

Changes to final signatory authority, changed to Bradley L. Cochran, Colonel, USAF.

Chapter 1

GROUND WEAPONS CHECK (GWC)

1.1. Ground Weapons Check (GWC)

1.1.1. Upon landing, all sorties that carry munitions, regardless of indications (i.e. clean, retained or hung), will be inspected at end of runway.

1.1.2. The GWC crew should consist of a production superintendent, a crew chief, weapons expeditor, and a certified weapons person.

1.1.3. Crew chiefs will chock the aircraft and establish intercom communications with the aircrew.

1.1.4. Weapons personnel will visually inspect the aircraft for an unsafe condition. The bomb bay will be inspected through the aft wheel well cat walk door.

1.1.4.1. The Weapons Expediter will perform a visual inspection of loaded flare dispensers.

1.1.4.2. If flares remain and appear normal or have misfired but present no hazard the aircraft may taxi to the parking location. Flares will be downloaded after engine shutdown.

1.1.4.3. If flares are hung and/or present a hazard the aircraft commander will shut down the aircraft. The Weapons Expediter will declare a ground emergency through Maintenance Operations Center (MOC). After engine shutdown, explosive ordnance disposal and weapons loading personnel will perform proper safing and downloading procedures at the hammerhead. The aircraft may then be towed to the parking location.

1.1.5. Once the aircraft has been inspected and declared safe, the crew chief will inform the aircraft commander the aircraft is safe to taxi back to the parking area.

1.1.6. If an unsafe condition exists the crew chief will inform the aircraft commander. The aircraft commander will shut down the aircraft.

1.2. Arm/De-arm Procedures

1.2.1. During normal operations arming and de-arming will occur on aircraft parking areas in accordance with the Minot AFB Explosives Loaded Master Parking Plan.

1.2.2. Weapons loading and aircrew personnel will perform all arm/de-arm procedures in accordance with current technical data.

1.2.3. Weapons loading personnel will meet the aircraft at the assigned parking location and pin all munitions prior to towing or applying external power to the aircraft.

1.3. Hung Munitions Procedures

1.3.1. A Production Superintendent, Weapons Expediter, and other necessary personnel will be dispatched to the designated hammerhead.

1.3.2. The senior fire officer or the incident commander will establish the appropriate withdrawal distance. The senior fire officer or the incident commander will not terminate the in-flight emergency until the munitions are declared in a safe condition by the Weapons Expediter.

1.3.3. The Weapons Expediter will be the on-scene supervisor for munitions operations and be the sole authority for declaring munitions safe.

1.3.4. Crew chiefs will chock the aircraft and establish intercom communications with the aircrew.

1.3.5. Weapons loading personnel will inspect munitions for unsafe conditions.

1.3.5.1. If any munitions are discovered in an unsafe condition or if internal munitions were reported hung, the aircrew will shut down all engines. The Production Superintendent will notify the Safety Of Flight.

1.3.5.2. If there are no unsafe conditions, no internal munitions reported hung, and external hung munitions have been safed the aircraft may taxi to final parking location.

1.3.5.3. Any munitions that cannot be declared safe will be downloaded at the hammerhead.

1.3.6. When an unusual condition exists that presents a hazard to normal munitions safing procedures (e.g. munition hung by one lug or damaged fuze), the Weapons Expediter will declare a ground emergency through MOC.

1.4. Impoundment

1.4.1. Impoundment of aircraft is required for any inadvertent release of a munition during flight or ground operations.

1.4.2. Impoundment will not preclude proper safing of retained/hung munitions.

1.4.3. Follow impoundment procedures IAW AFI 21-101_MINOTAFBSUP1.

BRADLEY L. COCHRAN, Colonel, USAF
Commander

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

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFI 11-2B52 Volume 3, Chapter 8, *B-52 Operations Procedures*, 14 June 2010/MAFBSUP 20 November 2017

AFI 21-101_MINOTAFBSUP, *Aircraft and Equipment Maintenance Management*, 3 April 2017

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

GWC—Ground Weapons Check

MOC—Maintenance Operations Center

Terms

Hung Munition—A munition that fails to separate from the aircraft after a proper intent to release signal has been applied. This includes munitions released and separation-not-confirmed/release-status-unknown and any munition remaining after attempted release which cannot be safed.

Retained Munitions—A munition remaining on board the aircraft with no release attempt or after successfully releasing the intended number of munitions in a partial load. Munitions not released due to aircraft procedural errors are also considered retained.

Safed—The act of ensuring the munition will not inadvertently drop from suspension equipment from which it is latched onto by installing rack or shackle safety pins.

Inadvertent Release—An un-commanded release of a munition.

Unsafe Condition—Is a hung munition, unsecure munition, unsafe condition, or an abnormal condition.

Munitions—Includes live or inert munitions, decoys, and flares.