BY THE ORDER OF
THE INSTALLATION COMMANDER

CAFB INSTRUCTION 91-301

29 NOVEMBER 2000

Safety

C-141/C-17 AIRCRAFT COUNTERMEASURES DISPENSING SYSTEMS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes specific requirements for select C-141/C-17 aircraft modified with Countermeasures Dispensing Systems (CMDS). These systems, when configured, use class 1.3 and 1.4 munitions which require special handling and coordination. These requirements apply to all agencies involved in handling munitions or munitions loaded aircraft. The following procedures must be followed to ensure munitions are handled safely and expediently. References: T.O.s 1C-141B-33-1-2, 1C-17A-33-1-2, 11A-1-33, 11A-1-46, 00-25-172, AFM 91-201, CAFBI 16-2, and CAFBI 91-101.

CMDS Explosive Payload Limits

Hazard Class	Noun	Explosive Weight	**Withdrawal Distance**	Fire Symbol
1.3	M-206 Flare	0.2866 lb.	600 feet.	3
1.3	MJU-7 A/B Flare	0.6278 lb.	600 feet.	3
1.3	MJU-10B	2.0000 lb.	600 feet.	3
1.4	RR-170 Chaff	0.0008 lb.	300 feet.	4

* NOTE: Chaff cartridges are class/division 1.4 only when the BBU-35/B squib is installed.

1. GENERAL PROCEDURES:

1.1. Fire Department, Explosive Ordnance Disposal (EOD), Maintenance Aircraft Coordination Center (MACC), and Wing Safety will be contacted immediately in the event of a munitions mishap involving the CMDS. All non-essential personnel will be withdrawn to a minimum 600 feet from the mishap area.

1.2. Halon or water-type fire extinguishers will not be used on fires involving pyrotechnics or magnesium incendiaries due to the risk of explosion. These extinguishers may be used on incidental fires in the surrounding areas.

1.3. Munitions will be downloaded from aircraft prior to the aircraft being placed in hangars.

1.4. Do not jack aircraft configured with munitions in any manner that would defeat the weight-on-wheels safety feature.

1.5. Do not wash aircraft configured with munitions.

1.6. All **non-load crew** personnel will remain outside a 50 foot radius from the aircraft during actual loading or unloading of munitions.

1.7. Personnel will not stand or park vehicles in front of or directly below munitions loaded magazines while they are loaded on aircraft.

1.8. Aircraft loaded with countermeasures munitions payloads must be parked IAW CAFBI 16-2, Aircraft/Vehicles Handling Hazardous Materials.

1.9. Only one load crew per aircraft loading operation is permitted. Load crew size must be a minimum of two qualified people; however, one additional crewmember may be used. Two load crews conducting concurrent operations on the same aircraft is prohibited.

1.10. Personnel who handle electrically primed munitions must avoid wearing static producing clothing such as nylon, wool, rayon, silk, or materials of 100 percent polyester (i.e., Gortex).

1.11. When lightning is forecast within 5 nautical miles, all munitions loading and transport must cease.

1.12. Personnel using hand held radios must not transmit within 25 feet of munitions; this includes intrinsically safe radios.

2. PROCEDURES FOR MUNITIONS PRE-LOAD CHECKS:

2.1. Plans and Scheduling will immediately notify MACC when any aircraft mission requires munitions for the CMDS.

2.2. MACC will:

2.2.1. Coordinate with the appropriate Aircraft Generation Squadron (AGS) Production Superintendent to schedule the aircraft for pre-load checks at least 6 hours prior to crew show.

2.2.2. Notify appropriate AGS/Component Repair Squadron (CRS) munitions load crew and Equipment Maintenance Squadron (EMS) Production Superintendent to announce aircraft tail number, location, required load configuration, and scheduled time for pre-load checks.

2.3. Munitions load crew will notify MACC and the AGS Production Supervisor when pre-load checks are complete and the aircraft is ready to be loaded with munitions.

3. PROCEDURES FOR REQUESTING, TRANSPORTING, AND LOADING MUNITIONS:

3.1. MACC will:

3.1.1. Contact the EMS Production Superintendent for transport of munitions to and from the aircraft.

3.1.2. Notify Base Operations and the Fire Department when munitions are being transported to and from aircraft, and when transport is complete.

3.1.3. Notify Command Post on aircraft location and upon commencement and completion of munitions loading.

3.2. LGMW Munitions Flight will contact EMS Production Superintendent upon commencement and completion of munitions transport to and from aircraft. EMS production superintendent will notify MACC.

3.3. CRS/AGS munitions load crew will:

3.3.1. Position munitions fire symbol signs 25 feet forward of nose, 10 feet aft of tail, and 10 feet off the wing tips of the aircraft upon receipt of munitions.

3.3.2. Notify MACC and the AGS Production Superintendent upon commencement and completion of munitions loading.

3.3.3. Enter appropriate documentation in the aircraft forms

3.3.4. Ensure empty munitions canisters and aircraft dust covers are stored and remain onboard the aircraft until munitions are downloaded.

4. PROCEDURES FOR LAUNCHING MUNITIONS-LOADED AIRCRAFT: Personnel launching munitions loaded aircraft will stow the munitions hazard signs on board the aircraft immediately prior to launch. The storage pouch is identified by the fire symbol three sign sewn on the front of the pouch.

5. PROCEDURES FOR RECOVERING AND DOWNLOADING MUNITIONS-LOADED AIRCRAFT:

5.1. When inbound notification of munitions loaded-aircraft is received:

5.1.1. Command Post will inform MACC of the aircraft's munitions-loaded status.

5.1.2. MACC will contact the appropriate CRS/AGS munitions load crew and the EMS Production Superintendent to notify them of the munitions download requirement.

5.2. Hung flare inspection procedures must be initiated, if munitions were dispensed during flight or the payload inventory indicates less stores than at the time of launch. After the aircraft has exited the active runway onto the taxiway, the aircraft will halt to allow a scanner to inspect all countermeasures dispensers for hung munitions.

5.2.1. C-141B Aircraft Commander will ensure engines 2 and 3 are shut down prior to scanner deplaning. The scanner will exercise extreme caution when inspecting wing dispensers and main landing gear pods to avoid jet engine blast.

5.2.2. C-17 Aircraft Commander, at his/her discretion, may shut down engines 2 and 3 prior to scanner deplaning. The scanner will exercise extreme caution when inspecting main landing gear dispensers. On the C-17, the scanner will be the loadmaster.

5.2.3. If hung flares are discovered, the aircraft commander will immediately shut down all aircraft power and evacuate all personnel to a distance of 600 feet. EOD and the Fire Department will be notified immediately. EOD will download the munitions module and remove from the area. After completion, the aircraft commander will then bring the aircraft into the approved parking area.

5.3. After the aircraft has been parked, chocked, and pinned, the crew chief will post the munitions fire symbol signs.

5.4. When the aircraft will fly subsequent missions requiring munitions, the AGS Maintenance Supervisor/Superintendent will determine if downloading is required. Aircraft loaded with munitions will not be flown as local trainers without OG/CC approval.

5.5. When download is requested, the appropriate CRS/AGS munitions load crew will:

5.5.1. Contact MACC and appropriate AGS Production Superintendent upon commencement and completion of munitions download.

5.5.2. Annotate the munitions download in the aircraft forms.

5.5.3. Stow the munitions hazard signs.

5.6. MACC will:

5.6.1. Notify Base Operations and the Fire Department of the start and completion of munitions transport.

5.6.2. Notify Command Post on aircraft location as well as commencement and completion of munitions download.

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