

BY THE ORDER OF THE COMMANDER



**FAIRCHILD AIR FORCE BASE
INSTRUCTION 91-2**

1 DECEMBER 2000

Weapons Safety

AIRCRAFT HUNG ORDNANCE PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Pages: 6
Distribution: F

SUMMARY OF REVISIONS

This instruction establishes requirements for select C-141B/C-17A transient aircraft modified with Countermeasures Dispersing Systems (CMDS) and B-52H aircraft. Additionally, these procedures will be followed for all aircraft arriving or diverting to Fairchild AFB with hung ordnance of any type. 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: Technical Orders (T.O.) 1C-141B-33-1-2, 11A-1-33, 11A-1-46, 00-105E9, and applicable -60 series T.O.s, AFMAN 91-201, and NAVAIR 00-80R-14-1. Fairchild AFB does not possess aircraft with these systems.

Chapter 1

HUNG ORDNANCE EMERGENCY

- 1.1. The 92 ARW/SEW and 92 CES/CED will be contacted immediately for all hung ordnance emergencies or munitions mishaps involving C-141B/C-17A transient aircraft modified with CMDS and B-52H aircraft, or any other temporarily assigned aircraft.
- 1.2. All nonessential personnel will be evacuated to a minimum of 600 feet upwind from the mishap area.
- 1.3. Halon and 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.
- 1.4. Munitions will be downloaded from the aircraft prior to being placed in hangars IAW T.O 11A-1-33.
- 1.5. Do not jack aircraft configured with munitions in any manner that would defeat the weight-on-wheels safety feature; axle jacking is permissible.
- 1.6. All **non-load crew** personnel will remain outside a 100-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. Personnel who handle electrically primed munitions should avoid wearing static-producing clothing such as nylon, wool, rayon, and silk or materials of 100% polyester (e.g. Gore-Tex).
- 1.9. Hand-held radios will not be used within 25 feet of explosives or explosive items. Cellular phones will not be used within 25 feet of explosives or explosive items to include all R-F transmitting devices.

Chapter 2

PROCEDURES FOR ENSURING SAFE STATUS OF TRANSIENT AIRCRAFT WITH CMDS (FLARES) OR MUNITIONS ITEMS

2.1. Aircraft are considered to have hung ordnance if the aircrew has unsuccessfully attempted to fire, launch, or release an ordnance item. A weapons system is considered to be hung if the aircrew has attempted to release the munitions item and it fails to release, or the aircrew still has a weapon-present reading.

2.2. When inbound notification is received, Base Operations should activate the Secondary Crash Phone. As a result of the activation of the Secondary Crash Phone system, the individuals and organizations in [Table 2.1](#) will be notified.

Table 2.1. Organizations to be Notified.

OMC	MACC
Fire Department	Wing Weapons Safety
Central Security Control	Law Enforcement Desk
92 SPTG/CC	Explosives Ordnance Disposal (EOD)
Communications Job Control	Medical Control Center
Extended Hours Clinic	CE Readiness Flight
Maintenance Control	2 SS Munitions Control
WAANG Control Center	Transportation
36 th Rescue Flight	Weather

2.2.1. The Operations Management Center (OMC) will contact the 92 OG/CC.

2.2.2. The Maintenance Aircraft Coordination Center (MACC) will contact the 92 LG/CC.

2.3. The aircraft will exit the active runway and be positioned on the End of Runway Area ([Attachment 1](#)) until aircraft can be safed. Once the aircraft has been safed, it will be moved to the Hot Cargo Pad (HCP) ([Attachment 2](#)) or Stubs 92 or 93 ([Attachment 1](#)) if the HCP is in use. These locations will be used for the downloading of hung munitions items. These are explosives-sited aircraft parking locations and guarantee the necessary clear zone requirements are met.

2.4. If the flare has penetrated or is protruding, but not fully exited from the magazine, it is considered to be a hung flare.

2.5. In the event of any abnormal flare condition, the crew will declare an emergency and use normal engine shutdown procedures. Initially move all nonessential personnel to a safe distance of 100 feet away from the aircraft.

2.6. In the event of a fire, perform an emergency egress from the aircraft and withdraw all nonessential personnel to a minimum distance of 600 feet upwind.

2.7. The Fire Department will escort EOD to the aircraft, and the senior officer will direct further action. Aircraft will be taxied to a nonexplosive parking location after the hung ordnance hazard has been eliminated.

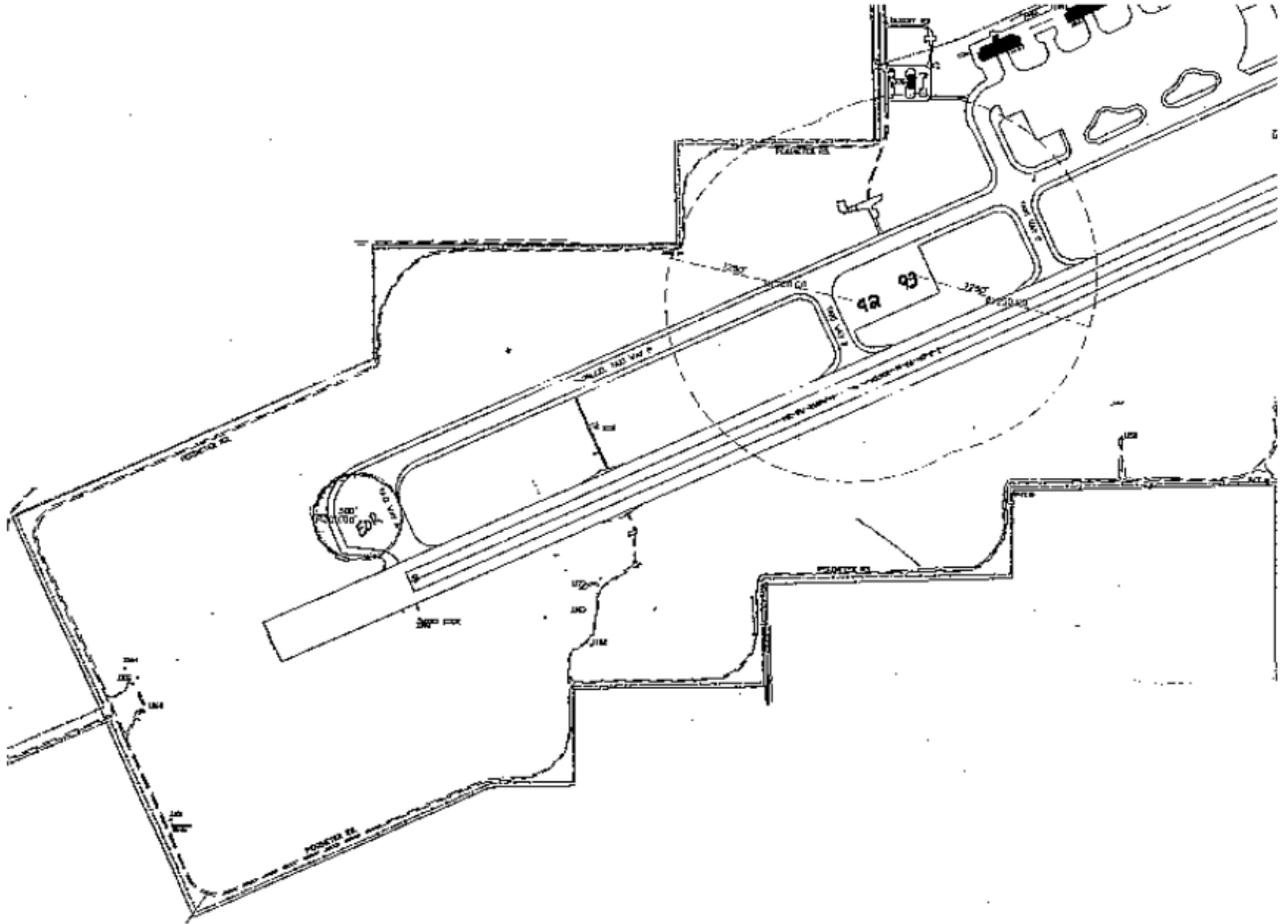
2.8. EOD will provide technical expertise and perform procedures to safe the aircraft as requested by the aircrew or senior officer.

2.9. When needed, 92 ARW/SEW personnel will complete the required mishap investigation and reporting procedures and assist in other areas as requested by the aircrew.

ERWIN F. LESSEL III, Colonel, USAF
Commander

Attachment 1

STUBS 92 AND 93



END OF RUNWAY AREA

