

**BY ORDER OF THE COMMANDER
482D FIGHTER WING**

**482D FIGHTER WING INSTRUCTION
21-202**



4 APRIL 2012

Maintenance

OPERATION OF HANGAR DOORS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This 482d Fighter Wing Instruction (482 FWI) incorporates procedures from Air Force Occupational Safety Health Standard (AFOSHSTD) 91-100, *Aircraft Flightline Ground Operations and Activities*, and Air Force Instruction (AFI) 21-101, Air Force Reserve Command Sup 1 (AFRC Sup 1), *Aircraft and Equipment Maintenance Management*. It assigns responsibilities, directs action and prescribes procedures for operation of hangar doors in hangars 193, 194 (including Paint Booth doors), 200, 4055 and 4064. Commanders and supervisors are responsible for ensuring personnel comply with the provisions of this instruction. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force Form 847 (AF Form 847), *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional's chain of command. 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 the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm>.

1. General.

1.1. Hangar doors for hangars 193, 194 and 200 and the Paint Booth doors inside hangar 194 are operationally the same.

1.2. Hush Houses 4055 and 4064 have operationally different hangar doors than hangars 193, 194 and 200. The primary difference is the hush house doors can be operated from a control panel located in the hush house fire control room as well as a control panel on the doors.

1.3. All hangar doors will be marked IAW AFOSHSTD 91-100 and AFI 21-101_AFRC Sup 1.

1.3.1. Door operating instructions shall be posted next to the door controls.

2. Hangar 193, 194, 200 and Paint Booth Door Procedures.

2.1. Doors shall be operated by qualified personnel using the “two-person” concept. Door operation shall be stopped, if any hazards are noticed.

2.1.1. Hearing protection, (ear plugs or defenders) shall be worn.

2.1.2. One person will act as task supervisor and shall:

2.1.2.1. Ensure that there is proper clearance inside and outside the hangar, in the door wells (if applicable) and door tracks prior to starting the operation. The task supervisor shall also ensure that small exit doors, located in the hangar doors are closed, (if applicable).

2.1.2.2. Ensure the hangar doors are open a minimum of 10 feet and the equipment entering/exiting the hangar has proper clearance.

2.1.2.3. Ensure that the alarm bells/buzzers are operating before opening or closing the hangar doors.

2.1.2.4. Ensure no one crosses in between the doors or enters the clear zone or alcoves during operation.

2.1.3. The second person is the door operator and shall stay with the control switch while task supervisor monitors the movement of the doors. The second person shall also act as a safety observer during operation.

2.2. If electrical power is lost, the following procedures can be used to manually open/close hangars 193, 194, 200 and hangar 194 Paint Booth doors:

2.2.1. Push/pull doors by pushing/pulling the lead leaf door with sufficient personnel.

2.2.2. Push/pull doors by pushing/pulling the lead leaf door using straps/chains and a towing tractor/vehicle.

2.2.3. If an aircraft is in the Phase Dock bay, the Paint Booth door adjacent to the phase dock bay must remain closed unless an aircraft needs to be towed in or out of the Paint Booth. This is to ensure aircraft in the phase dock can be towed out in an emergency without delay.

3. Hush Houses 4055 and 4064 Procedures.

3.1.1. Three qualified personnel are required when the doors are operated from inside the Control Room. Two qualified personnel are required when the doors are operated from inside the Hush House Bay. Door operations shall be stopped, if any hazards are noticed.

3.1.2. Hearing protection, (ear plugs or defenders) shall be worn.

3.1.3. Task supervisor shall ensure paragraph 2.1.3. through 2.1.3.4. above and will operate the door controls.

3.1.4. The second person is the exterior Safety Observer and will stand outside the Hush House doors during door operation and will give a verbal "ALL CLEAR" to the task supervisor prior to door operation.

3.1.5. The third person shall be utilized as a Safety observer when the doors are operated from inside the Control Room and will be positioned inside the Hush House bay and monitor the door movement.

3.1.6. Safety observers will give a verbal "ALL CLEAR" to the task supervisor prior to door operation. The Safety observers will also position themselves to safely allow maximum visual contact with the task supervisor during door operation.

4. Responsibilities.

4.1. As applicable, the work center Supervisor/Facility Manager of each hangar shall:

4.1.1. Maintain the door operating instructions.

4.1.2. Display a current set of operating instructions adjacent to control switch.

4.1.3. Maintain legible identification stencils for all door control switches.

4.1.4. Maintain all appropriate door markings in accordance AFOSHSTD 91-100, and AFI 21-101_AFRC Sup 1.

4.1.5. Ensure the 482d Maintenance Group, Maintenance Operation Center (482 MXG/MOC) is notified of all inoperative doors and measures taken to correct the problem.

4.1.6. Conduct self inspection annually using hangar door checklist located on the P-Drive at **P:/MXG/QA/Public/LCAP/Program Checklists.**

4.1.7. Ensure hangar doors are locked out by qualified personnel.

5. Training.

5.1. All personnel who operate hangar doors shall receive initial hands on training from a qualified trainer (minimum 7 skill level or civilian equivalent).

5.1.1. Training shall be conducted using an approved Hangar Door lesson plan which will be kept on file with 482d Maintenance Training (MXOT). Training shall be documented in Integrated Maintenance Data System (IMDS).

5.2. Hangar door operators must have hangar doors listed as a work center hazard in block 6 of AF Form 55, *Employee Safety and Health Record*.

5.3. For all other personnel, (Temporary Duty (TDY)/Depot personnel) squadron commanders shall forward a letter to the 482d Maintenance Group Commander (482 MXG/CC), listing qualified and authorized door operators for each type of hangar door.

DONALD R. LINDBERG, Colonel, USAFR
Commander, 482d Fighter Wing

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

AFI 21-101 AFRC Sup 1, *Aircraft and Equipment Maintenance Management*, 13 Jan 2011

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

AFOSH STD 91-100 *Aircraft Flightline Ground Operations and Activities*, 1 May 1998

<https://www.my.af.mil/gcss-af61a/afirms/afirms/rims.cfm>

Adopted Forms

AF Form 55, *Employee Safety and Health Record*

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFOSH STD—Air Force Occupational Safety Health Standard*

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFSC—Air Force Specialty Code

CC—Commander

E-Publishing—the e-publishing website (www.e-publishing.af.mil)

FW—Fighter Wing

FWI—Fighter Wing Instruction

IAW—In Accordance With

IMDS—Integrated Maintenance Data System

LCAP—Logistics Compliance Assessment Program

MOC—Maintenance Operations Center

MXG—Maintenance Group

MXG/CC—Maintenance Group Commander

MXOT—Maintenance Training Office

OPR—Office of Primary Responsibility

RDS—Records Disposition Schedule

TDY—Temporary Duty

USAF—United States Air Force