

**BY ORDER OF THE COMMANDER
911TH AIRLIFT WING**

**911TH AIRLIFT WING INSTRUCTION
21-109**



10 NOVEMBER 2014

Maintenance

911 AW HOT BRAKE

COMPLIANCE WITH THIS PUBLICATION IS MANADATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, Air and Space Maintenance. The purpose of this instruction is to establish procedures for 911th Airlift Wing aircraft with hot brakes. These procedures may also be used for transient C-130 aircraft (except LC-130 aircraft). For other transient aircraft (including LC-130 aircraft), the following procedures may be used in whole or in part only under close coordination with flight crew, emergency response personnel, maintenance supervision, and a sound Operational Risk assessment. 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/rds/rds_series.cfm.” Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate functional’s chain of command. See **Attachment 1** for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This instruction establishes procedures for 911th Airlift Wing aircraft with hot brakes.

1. Responsibilities. Maintenance supervisors and maintenance personnel are responsible for ensuring strict compliance with this instruction.

2. Procedures:

2.1. Should the ground crew discover an aircraft has hot brakes upon arrival or other report from flight crew members, place chocks around nose landing gear tires, ensure brakes are released (to facilitate cooling) and evacuate the area immediately. Notify the Fire Department and follow remaining procedures in this instruction as applicable. **Note:** If the flight crew suspects or is otherwise informed of hot brakes by any other means during taxi operations, they should follow any and all emergency guidance or procedures. When the aircraft is in movement within the confines of the 911th Airlift Wing (AW) ramp, the aircraft should proceed to Hotspot 1 parking location (**Attachment 2, Airfield Diagram**). If ground maintenance is dispatched to the aircraft at any point within the airfield, the following procedures will remain in effect.

2.2. On arrival, the Fire Department will verify the hot brake condition. If the Fire Department is unable to verify a hot brake condition, the brakes will be considered hot. Personnel will evacuate the area within a 300 foot radius of the aircraft as a minimum. Fire Department, On-Scene Commander, and/or Maintenance Supervision will notify maintenance personnel when to approach aircraft. **Warning:** The area on either side (inboard and outboard) of an overheated wheel must be clear of personnel and equipment for at least 300 feet. Due to the possibility of a wheel explosion, all personnel must remain clear of the aircraft for at least 30 minutes after the brakes have sufficiently cooled. Under no circumstances approach the aircraft without permission from the fire department and concurrence of designated maintenance supervisor or other designated On-Scene Commander.

2.3. Once the aircraft engines are shut down, maintenance must wait 30 minutes after the brakes have sufficiently cooled before any maintenance action. Maintenance will consist of a qualified tow crew with tow bar and vehicle. Repair/Reclamation (RR) personnel and/or Crashed, Damaged or Disabled Aircraft Repair (CDDAR) personnel (when available) to determine serviceability of wheels and brakes in accordance with Technical Order (T.O.) 4B-1-1, Use of Landing Gear Wheel Brakes and Wheels During Ground Operations and 4W1-4-1013, Overhaul with Part Breakdown for Main Landing Gear Wheel.

2.4. After brakes have sufficiently cooled, approach from forward or aft of landing gear. After brakes, wheels, and tires have been inspected and found safe to tow, crew chiefs or other qualified maintenance personnel may tow the aircraft as required.

2.4.1. The following documentation will be annotated in the AFTO 781A, Maintenance Discrepancy and Work Document. Document the initial discrepancy of hot brake(s), detailing the specific gear and brake affected, under a Red X symbol. Document an inspection due under a Red Dash, of the affected brake and refer to the original discrepancy. Document any subsequent findings as required in accordance with TO 00-

20-1. Clear the original Red X discrepancy with the corrective action after all other maintenance actions are complete in accordance with TO 00-20-1.

JEFFERY A. VANDOOTINGH, Col, USAFR
Commander

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

AFPD 21-1, *Air and Space Maintenance*, 25 Feb 2003

AFMAN33-363, *Management of Records*, 1 Mar 2008

TO 4B-1-1, *Use of Landing Gear Wheel Brakes and Wheels during Ground Operations*, 06 APR 2011

TO 4W1-4-1013, *Overhaul with Part Breakdown for Main Landing Gear Wheel*, 30 JUL 2004

TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*,

15 JUN 2013

Adopted Forms

AF847, *Recommendation for Change of Publication*, 22 Sep 2009

AFTO781A, *Maintenance Discrepancy and Work Document*, 11 Jul 2013

Abbreviations and Acronyms

AFPD—Air force Policy Directive

AW—Airlift Wing

CDDAR—Crashed, Damaged or Disabled Aircraft Repair

RR—Repair/Reclamation

TO—Technical Order

Attachment 2
AIR FIELD DIAGRAM

