

**BY ORDER OF THE COMMANDER
934TH AIRLIFT WING**

**934TH AIRLIFT WING INSTRUCTION
21-117**



6 NOVEMBER 2013

Certified Current on 24 November 2015
Maintenance

AIRCRAFT WITH HOT BRAKES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements and expands on the guidance in AFPD 21-1, *Air and Space Maintenance* and AFI 21-101, AFRC Sup1, *Aircraft and Equipment Maintenance Management*, establishing procedures and assigning responsibilities for 934 Maintenance and Operations personnel that discover a hot brake condition. Ensure that all records created as a result of process 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/gcssaf61a/afirms/afirms/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from their field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

The changes to this instruction include updated procedures. This instruction has been substantially revised and must be reviewed in its entirety.

1. Responsibilities: Supervisors at all levels within the Maintenance Group are responsible for ensuring compliance with this instruction.

2. Procedures:

2.1. Preparation. Aircrew will follow procedures in the Technical Order (TO) 1C-130(K)H-1 for ground evacuation.

2.1.1. If the flight crew suspects or is otherwise informed of hot brakes during taxi operations, they should follow applicable emergency guidance or procedures.

2.1.2. If the ground crew discovers an aircraft has hot brakes upon arrival, place chocks around nose landing gear tires, ensure brakes are released to facilitate cooling, and evacuate the area immediately. If there is an aircraft in an adjacent spot, (hot brake side) the adjacent aircraft should be towed clear of the hazard.

2.1.3. Notify 934TH Maintenance Operations Control (MOC) to proceed with applicable Hot Brakes Checklist, and follow remaining procedures in this instruction as applicable.

2.2. On arrival, the Metropolitan Airport Commission (MAC) fire department will verify the hot brake condition. If MAC fire 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. MAC Fire or a designated on-scene commander (OSC), 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 or until after the brakes have sufficiently cooled. Under no circumstances approach the aircraft without permission from MAC fire and concurrence of designated maintenance supervisor or other designated OSC.

2.2.1. Once the aircraft engines are shut down, maintenance must wait 30 minutes after the brakes have sufficiently cooled before any maintenance action is performed. Maintenance will consist of a qualified tow crew with tow bar and vehicle.

2.2.2. Repair and Reclamation Section personnel to determine serviceability of wheels and brakes IAW TO 4B-1-1, Use of Landing Gear Wheel Brakes and Wheels during Ground Operations and TO 4W-1-4-1013, Overhaul with Part Breakdown for Main Landing Gear Wheel.

2.2.3. Approach from forward or aft of the landing gear after brakes have sufficiently cooled; to inspect brakes, wheels, and tires; ensuring that all components are safe to tow. Crew chiefs or other qualified maintenance personnel may then tow the aircraft as required.

3. Documentation:

3.1. The following documentation will be annotated in the AFTO Form 781A, Maintenance Discrepancy and Work Document:

3.1.1. Document the initial discrepancy of hot brake(s), detailing the specific gear and brake affected, under a Red X symbol.

3.1.2. Ensure PS&D is notified to schedule Hot Brake(s) and Tire inspection, WUC: 1342Q & 13720 IAW 1C-130A-6 & 4T-1-3.

TODD J. MCCUBBIN, Colonel, USAFR
Commander

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

AFMAN 33-363, *Management of Records*, 01 March 2008

TO 00-5-1, *AF Technical Order System*, 01 October 2008

TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies and Procedures*, 01 September 2006

TO 4B-1-1, *Use of Landing Gear Wheel Brakes and Wheels during Ground Operations*, 31 March 1999

TO 4W-1-4-1013, *Overhaul with Part Breakdown for Main Landing Gear Wheel*, 30 July 2004

TO 1C-130(K) H -1, *Flight Manual*, 15 January 2008

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFRIMS—Air Force Records Information Management System

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFTO—Air Force Technical Order

MAC—Metropolitan Airport Commission

MOC—Maintenance Operations Center

MXG—Maintenance Group

MXG/CC—Maintenance Group/Commander

OPR—Office of Primary Responsibility

OSC—On-Scene Commander

RDS—Records Disposition Schedule

TO—Technical Order

Attachment 2
AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.

