

**BY ORDER OF THE COMMANDER
94TH AIRLIFT WING**

94TH AIRLIFT WING INSTRUCTION 21-205

25 OCTOBER 2012

Maintenance

AIRCRAFT HOT BRAKES



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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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 the safe handling and subsequent inspection requirements for aircraft that have been subjected to a wheel/brake fire and overheat occurrence in accordance with AFI 21-101, *Aircraft and Equipment Maintenance Management* and T.O. 1C-130H-1, *Flight Manual* and is applicable to all aircraft that operate on the Dobbins ARB, GA ramp. 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 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 the Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>.

SUMMARY OF CHANGES

This document was revised to change the OPR from 94 MXG/MXQ to 94 AMXS/MXA, to add 600 feet for personnel and equipment evacuation distance if munitions is on board affected aircraft to para 1.2 and 2.1 and to align the instruction's wording with new emergency response terminology.

1. Responsibilities. It is the responsibility of all 94 AW Maintenance and Operations personnel that discover a hot brake condition to respond and determine the necessary action. Hot brake procedures should be implemented upon notification from aircrew that a hot brake condition exists or upon discovery of hot brakes by maintenance personnel. No ground personnel will

enter an aircraft's safety zone when hot brakes are declared until cleared by the Incident Commander.

1.1. Every effort should be made to get the aircraft to the hot brakes area with the fire department standing by until brakes have cooled for at least 30 minutes.

1.2. **SET THE APPROPRIATE PARKING BRAKE ONLY** and/or chock the nose wheel and evacuate the immediate area. Equipment and personnel should be at least 300 feet (600 feet if munitions/pyrotechnics on board) from either side of wheel as a safety precaution against possible explosive failure of the tire or wheel.

1.3. If notified of hot brakes while taxiing, aircrew should taxi to the nearest hot brake pad IAW Dobbins ARB 13-201 and stop the aircraft. If hot brakes are found after aircraft has been parked, the aircraft will be left in position. In a congested area, consideration must be given to the evacuation of nearby personnel and aircraft in the event of fire or tire failure.

1.4. Overheated wheels and brakes will be cooled before towing or taxiing aircraft. The Dobbins ARB Fire Department will confirm cooling with thermal imaging and/or heat sensors. In the interest of safety, forced air cooling of aircraft brakes is not recommended.

1.5. Maintenance Operation Center (MOC): Will initiate MOC checklist titled **Hot Brakes** making sure to document the following information: aircraft serial number, location, aircraft configuration, date and time. The MOC will coordinate equipment for the aircraft as required and notify appropriate personnel as required on checklist.

1.6. The Senior Fire Officer assumes Incident Command of the situation whenever a ground emergency is declared. The senior maintenance person on site will coordinate with the Incident Commander as required.

2. Procedures.

2.1. Procedures for suspected hot brakes found by maintenance at parking ramp: suspend maintenance, evacuate personnel 300 feet (600 feet if munitions/pyrotechnics on board) from suspected hot brake aircraft, and chock nose gear. Notify the MOC providing aircraft location, munitions and fuel on board and monitor the affected aircraft wheel and tire for 30 minutes. Allow time for heat to build up to its maximum for melting fuse plugs which melt at 390 degrees Fahrenheit. Notify the Dobbins ARB Fire Department.

2.2. If the tire deflates do the following: Notify the fire department and notify the MOC. Do not tow the aircraft and remain clear of the aircraft and adjacent aircraft until the Dobbins ARB Fire Department terminates emergency. NOTE: Ensure that minimum personnel are exposed to the explosive area of an aircraft with a hot brake condition. Do not approach landing gear from either side; approach only from the front or rear. Do not use fire extinguishers on hot brakes. Do not move aircraft for at least 30 minutes after brakes have cooled. The Dobbins ARB Fire Department will confirm cooling with thermal imaging/heat sensor.

2.3. Inspection requirements will be accomplished IAW T.O. 1C-130A-6, T.O. 4T-1-3 and T.O. 4W-1-61.

TIMOTHY E. TARCHICK, Colonel, USAFR
Commander

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

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

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010

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

T.O. 1C-130A-6, *Aircraft Scheduled Inspection and Maintenance Instructions*, 15 August 2012

T.O. 1C-130H-1, *Flight Manual*, 3 December 2011

T.O. 4T-1-3, *Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes*, 28 December 2011

T.O. 4W-1-61, *All Type Aircraft Wheels*, 23 November 2011

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

MOC—Maintenance Operation Control

OPR—Office of Primary Responsibility

RDS—Records Disposition Schedule

T.O.—Technical Order