

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

**934 AIRLIFT WING INSTRUCTION
21-117**



13 DECEMBER 2023

Maintenance

AIRCRAFT WITH HOT BRAKES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Maintenance of Military Materiel* and references Department of the Air Force Instruction (DAFI) 21-101/ AFRCSUP, *Aircraft and Equipment Maintenance Management*, establishing procedures and assigning responsibilities for 934 Maintenance and Operations personnel that discover a hot brake condition. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System.

SUMMARY OF CHANGES

This document has been certified current; no changes have been made.

1. Responsibilities.

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

2. Procedures.

2.1. Aircrew will follow Hot Brake procedures in Technical Order (TO) 1C-130(K)H-1 and 934AWI 13-204 *Airfield Operations*.

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 fore and aft of nose landing gear tires, ensure brakes are released to facilitate cooling, and evacuate the area immediately. If there is an aircraft in an adjacent parking spot, (hot brake side) tow it clear of the hazard if possible.

2.1.3. Notify 934th Maintenance Operations Center (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; or 600 feet if munitions or pyrotechnics are on board. MAC Fire, a designated on-scene commander (OSC), and/or maintenance supervision will notify maintenance personnel when it's safe 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 or 600 feet if pyrotechnics are on board. Due to the possibility of a wheel explosion, all personnel must remain clear of the aircraft for at least 30 minutes or until the brakes have sufficiently cooled. Personnel will not approach the aircraft without permission from MAC fire and concurrence of designated maintenance supervisor or designated OSC.

2.2.1. Once the aircraft engines are shut down, maintenance personnel must wait 30 minutes after the brakes have sufficiently cooled before any maintenance action is performed.

2.2.2. After the brakes have sufficiently cooled, approach the aircraft from forward or aft of the landing gear. Inspect brakes, wheels, and tires for condition ensuring the aircraft is safe for maintenance.

2.2.3. Repair and Reclamation Section personnel will determine serviceability of wheels and brakes IAW TO 4B-1-1, *Use of Landing Gear Wheel Brakes and Wheels during Ground Operations* and TO 4W1-3-7-2, *Intermediate Level - Main Landing Gear, Wheel Assembly*

3. Documentation.

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

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

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

SAMUEL J. KRAEMER, Colonel, USAF
Commander

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

DAFI 21-101 AFRC Supplement, *Aircraft and Equipment Maintenance Management*, 13 August 2020

AFI 33-322, *Management of Records*, 23 March 2020

AFPD 21-1, *Maintenance of Military Materiel*, 01 August 2018

TO 00-5-1, *AF Technical Order System*, 11 September 2023

TO 00-20-1, AFRC Supplement *Aerospace Equipment Maintenance Inspection, Documentation, Policies and Procedures*, 2 February 2023

TO 1C-130A-6, *Scheduled Inspection and Maintenance Requirements*, 1 October 2023

TO 1C-130(K) H -1, *Flight Manual*, 10 April 2021

TO 4B-1-1, *Use of Landing Gear Wheel Brakes and Wheels during Ground Operations*, 7 May 2021

TO 4T-1-3, *Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes*, 19 January 2023

TO 4W1-3-7-2, *Intermediate Level - Main Landing Gear, Wheel Assembly*, 19 October 2023

934AWI 13-204 *Airfield Operations*, 16 May 2021

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFTO—Air Force Technical Order

AWI—Air Wing Instruction

CC—Commander

IAW—in accordance with

MAC—Metropolitan Airport Commission

MOC—Maintenance Operations Center

MXG—Maintenance Group

OPR—Office of Primary Responsibility

OSC—On-Scene Commander

RDS—Records Disposition Schedule

TO—Technical Order