BY ORDER OF THE COMMANDER
ROBINS AIR FORCE BASE

ROBINS AIR FORCE BASE
INSTRUCTION 13-203

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Nuclear, Space, Missile, Command and Control

AIRCRAFT MAINTENANCE, MOVEMENT, AND PARKING ON THE WR-ALC RAMP

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This instruction implements Air Force Manual 13-204V1, *Management of Airfield Operations.* It identifies the type of maintenance that may be performed at specified parking locations. It also describes the procedures used to coordinate approval for high-risk maintenance operations performed on the Warner Robins Air Logistics Complex (WR-ALC) parking ramp. It applies to all WR-ALC depot maintenance production organizations. **Note:** Exceptions may be negotiated among the squadrons via the Aircraft Maintenance Operations Center (AMOC). Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication;* route DAF Forms 847 from the field through the appropriate functional's chain of command. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Requests for waivers must come through the chain of command from the commander or civilian director of the maintenance group or staff office seeking relief from compliance. Waiver requests must be submitted to the OPR; waiver approval authority for all compliance items within this publication are at the Tier T-3 level. 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, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System.

SUMMARY OF CHANGES

This document has been revised and should be completely reviewed. Changes include: alteration of office symbol of the 558th Aircraft Maintenance Squadron, updated WR-ALC Depot Parking Apron figure and conversion to **Attachment 3**, addition of Building 54 to **Attachment 2**, and alteration of language in paragraphs **2.3**, **3.1**, **5.2.2**, and **5.3**.

1. Responsibilities.

1.1. The 402d Aircraft Maintenance Group (402 AMXG) is responsible for coordination of depot aircraft movement and parking on the WR-ALC Depot Parking Apron.

1.2. 402 AMXG has the responsibility for the daily management of depot aircraft movement, parking, and engine operation on the WR-ALC Depot Parking Apron through coordination with Airfield Management Operations (AMOPS). 402 AMXG will review and coordinate annually this instruction with WR-ALC Safety Office (WR-ALC/SE), 78th Operations Support Squadron (78 OSS), 78th Civil Engineering Group (78 CEG), and all 402d Depot aircraft squadrons to ensure that designated locations continue to meet regulatory guidance.

1.3. AMOC will provide oversight and document the coordination of Air Logistics Complex (ALC) high-risk maintenance activities such as confined space entry, jacking operations outside of hangars, crane operations, etc.

1.4. The airfield manager is responsible for other aircraft parking areas. Using or servicing agencies having parking spot preferences for transient aircraft must coordinate with AMOPS. The airfield manager, or designated representative, is the final approval authority for all transient aircraft parking. **Note:** All transient aircraft will be parked on an authorized parking spot unless approved by the airfield manager.

2. Aircraft Movement.

2.1. Towing Operation Procedures. All aircraft maintenance tows require prior coordination with AMOC. When contacted, AMOC will coordinate the aircraft movement with the 558th Aircraft Maintenance Squadron (558 AMXS).

2.2. AMOC will coordinate with AMOPS on all tows that utilize or block active taxiways and runways.

2.2.1. The flightline and industrial area within 402 AMXG control are designated a congested area when towing aircraft. Therefore, aircraft-specific Technical Order (TO) procedures for towing in a congested area shall be used during the towing of all aircraft and wing and tail walkers will be used.

2.3. Aircraft are authorized to taxi from the following parking locations: F1, F2, F3, F4, F5, F6, F7, F8, F9, and building 131. Production/Functional Test supervisor will ensure no fuel servicing or fuel maintenance are in process on adjacent aircraft before starting engines. Aircraft adjacent to a jacked aircraft on spots F2–F8 will be repositioned in the taxi lane prior to engine start. IAW TO 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*, aircraft under their own power shall be allowed minor encroachment within 100 feet if the open fuel tank is within the confinements of an authorized fuel system maintenance facility with the hangar doors closed. If the open fuel tank maintenance being performed is outside of the confinements of the facility, then aircraft shall not be allowed to operate within 100 feet of the aircraft. Ensure jet blast/prop wash from taxiing aircraft does not affect adjacent aircraft or maintenance operations.

3. Aircraft Parking Designations, Equipment Storage Locations, and Restrictions.

3.1. Aircraft parking locations, equipment storage locations, and maintenance restrictions are shown by position and organization in **Attachment 2**, and **Attachment 3**. Parking spaces may be utilized by agencies other than those listed in **Attachment 2,** after coordination through AMOC and approval from AMOPS. The map shown in **Attachment 3** is available at: **https://usaf.dps.mil/sites/21916/402%20AMXG%20Aircraft%20Parking%20Plan%20202/Forms/AllItems.aspx**

4. Engine Operation Procedures.

4.1. Coordination. All maintenance engine operation requests will be coordinated through AMOC. The requesting agency will provide location, aircraft serial number, mission design series, reason, duration, and initial run status to AMOC. AMOC will coordinate with AMOPS and the Fire Department and provide the requesting agency with final approval or disapproval. Prior to operating the aircraft engine, the engine operator will notify Robins Tower of the aircraft location, engine run start time, and continue to monitor the tower frequency using the aircraft radio until operation of engine is complete. Upon engine shut down, the engine operator will notify the tower and AMOC of engine run completion.

4.2. Noise Abatement. Engine runs other than preflight are to be completed by 2200L. During the quiet hour periods (2200-0600), engine runs above idle speed are prohibited unless approved by the appropriate authority. For all ALC units, the 402 AMXG Commander (CC)/Deputy Director (DD)/Deputy Commander (CD) is the approval authority as currently required by Robins Air Force Base Instruction (RAFBI) 13-204, *Airfield Operations*. Engine runs of this nature must be kept to an absolute minimum. AMOC will contact 402 AMXG CC/DD/CD, if required, and AMOPS, briefing the start time, reason, duration, and the location of the aircraft prior to operating the engines. AMOPS will notify Robins Tower of approved engine operations.

4.3. Engine runs conducted at idle speed do not require the 402 AMXG/CC/DD/CD approval. However, engine operations at idle speed still require coordination with AMOC, who will notify AMOPS and the Fire Department of the engine operation.

4.4. If the engine operation location is not listed in **Attachment 2**, coordinate with AMOPS through AMOC to assure minimum specified distances are maintained between engine runs and other aircraft to minimize the impact of jet/propeller blast on other operations. Compliance with the distancing criteria in the weapon system specific technical data is mandatory.

5. Hazardous Operations.

5.1. Confined Space Operations. Anytime personnel enter a permit-required confined space, *refer to Department of the Air Force Manual (DAFMAN) 91-203, Air Force Occupational Safety, Fire, and Health Standards,* **Chapter 23**, *and the WR-ALC Master Entry Plan (MEP),* available at: **https://usaf.dps.mil/sites/21617/safe/Confined%20Space%20Program/Forms/AllItems.aspx**.

5.2. Fuel Cell Maintenance.

5.2.1. Primary Fuel Repair. Contact AMOC when fuel maintenance on non-fluid purged aircraft is to be performed at a primary fuel repair location identified in **Attachment 2**. Supervisors will provide AMOC the aircraft serial number and location of the maintenance.

5.2.2. Alternate Fuel Repair. In accordance with 402 AMXG Aircraft Parking Plan (drawing X202222828, **Attachment 3**), open fuel system repair (i.e., non-fluid purged) areas are N-9 thru N-11, N-14, and D-1 thru D-4. All functional test spots F-1 thru F-8 may be used in an EMERGENCY for fuel repair stations. All entries will be coordinated through the AMOC who will, in turn, contact the WR-ALC/SE and the Base Fire Department for approval. The area must meet be IAW TO 1-1-3 when fuel system repairs are in progress. When the cordoned area extends into a taxiway, prior approval must be obtained from Base Operations. Confined space permits will be required for entries.

5.3. Jacking Operations. Supervisor will contact AMOC and/or pro super for permission to perform aircraft jacking operations outside. Any aircraft in functional test (FT) status must have FT oversight when using employees/crews from the maintenance docks to jack the aircraft. A call to AMOC is mandatory when this occurs. No aircraft jacking is permitted on F1 and F9; jacking on F2–F8 should be limited to tire removal and replacement. Aircraft adjacent to a jacked aircraft on spots F2–F8 will be repositioned in the taxi lane prior to engine start. Supervisors will familiarize themselves with the appropriate technical order for the aircraft involved. Supervisors will obtain a weather report and inspect the parking location before jacking. Supervisor will ensure the weather conditions and mooring locations are commensurate with the aircraft mission design series technical orders. Supervisors will provide AMOC the aircraft serial number, parking location, duration the aircraft will be on jacks, availability of adequate mooring locations, and weather and mooring requirements of jacking operations in accordance with aircraft technical orders. Ensure the location has sufficient tie-downs or limit the time an aircraft can be on jacks in case of wind. Supervisors will obtain a weather report before jacking. Once AMOC concurs, they must contact AMOPS for final concurrence.

5.4. Crane Operations. Supervisors will provide AMOC the aircraft serial number and parking location prior to commencing, and upon completion, of any crane operation.

DEEDRICK L. REESE, Colonel, USAF
Installation Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 33-322, *Records Management and Information Governance Program*, 28 July 2021

DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 25 March 2022

AFMAN 13-204V1, *Management of Airfield Operations*, 22 July 2020

RAFBI 13-204, *Airfield Operations,* 05 March 2020

TO 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*, 28 March 2022

Prescribed Forms

None

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction

CC—Commander

CD—Deputy Commander

DAF—Department of the Air Force

DAFMAN—Department of the Air Force Manual

DD—Deputy Director

FT—Functional Test

IAW—In Accordance With

MEP—Master Entry Plan

OPR—Office of Primary Responsibility

PDM—Programmed Depot Maintenance

RAFBI—Robins Air Force Base Instruction

TO—Technical Order

Office Symbols

ALC—Air Logistics Complex

AMDS—Aerospace Medicine

AMOC—Aircraft Maintenance Operations Center

AMOPS—Airfield Management Operations

AMXG—Aircraft Maintenance Group

WR-ALC—Warner Robins Air Logistics Complex

WR—ALC/SE—WR-ALC Safety Office

78 CEG—78th Civil Engineering Group

78 OSS—78th Operations Support Squadron

558 AMXS—558th Aircraft Maintenance Squadron

Attachment 2

PARKING DESIGNATIONS, EQUIPMENT STORAGE, AND RESTRICTIONS

Figure A2.1. Parking Designations, Equipment Storage, And Restrictions.

C-5

Engine Operation: F7, F8 & F9

Fuel Repair Location: N9

Functional Test Stations: F7, F8 & F9

Hangar 54: Multi Use Facility/All Purpose

Hangar 59P: Paint

Hangar 59D: Depaint, Weight & Balance

Hangar 125: Docks 1, 2, 3, 4

PDM Repair Stations: N6, N7, N8, N9 & Hangar 125

C-130

Engine Operation: F1, F2, F3, F4 & F5

Fuel Repair Location: N9, N12, N13 & N14

Functional Test Stations: F1, F2, F3, F4 & F5

Hangar 44: 1

Hangar 91: T1, T2, T3, T4, T5, T6, T7, T8, T11, T12

Hangar 110: East Dock & West Dock

Hangar 83: Docks 3 & 4 Temporary

Hangar 50: Paint/Depaint

Hangar 89: Paint

Hanger 2316: Docks 1 & 2

Hangar 2390: Docks 1, 2, 3 & 4

Programmed Depot Maintenance (PDM) Repair Stations: N1, N2, N3, N4, N5, N6, N7, N8, N9, N14, N15, N16, N17, N18, N19, N20, N21, N22, N23, N24, N25, N26, N27, N28, N29, N31, T9, T10, T11, T12 D1, D2, D3, D4, D5, Hangar 44, Hangar 91, Hangar 110 & Hangar 2390.

C-17

Engine Operation: F5, F6, F7, F8 & F9

Fuel Repair Location: N9, N10 & N11

Functional Test Stations: F5, F6, F7, F8 & F9

Hangar 81: Docks 1, 2, 3 & 4

Hangar 82: Docks 1 & 2

Hangar 83: Docks 1, 2, 3 & 4

Hangar 59P: Paint

Hangar 59D: Depaint, Weight & Balance

PDM Repair Stations: N6, N7, N8, N9, N10, N11, N26, N27 & N28; Hangar 81: Docks 1, 2, 3 & 4; Hangar 82: Dock 1 & 2; Hangar 83: Docks 1, 2, 3 & 4

F-15

Engine Operation: Bldg 131, Spots 1, 2, 3, 4 & 5

Fuel Repair Location: Bldg 131, Bays 1 – 5, Hangar 45

Functional Test Stations: Bldg 131, Spots 1, 2, 3, 4 & 5

Hangar 45

Hangar 47

Hangar 48

Hangar 49

Hangar 20031

Hangar 20036

Hangar 137 Paint Prep: 1

Hangar 137 Depaint: 2

Hangar 137 Paint: 2

Hangar 144 X-Ray: 1

PDM Repair Stations: Hangar 45, Hangar 47; Hangar 48; Hangar 49; Hangar 20031; Hangar 20036;

N29 A/B/C; N30 A/B & N31 A/B/C

JOINT USE LOCATIONS

Compass Rose: P3, Taxiway Delta East

Refuel/Defuel Purge Stations: P1, P2, P3

Hangar 50: Paint/Depaint: C-130

Hangar 59: Paint/Depaint: C-17, C-5 & C-130

Hangar 89: Paint, Weight & Balance: C-130

Hangar 110: West Dock: Transient Aircraft, Specially Scheduled PDM

Wash Rack NE of Building 59

EQUIPMENT STORAGE LOCATIONS

PDM Repair between N1-N3 & N9

PDM Repair between N4 & N10-11

PDM Repair between N5 & N6

PDM Repair between N6 & N7

PDM Repair between N10 & N11

PDM Repair between N19 & N20

PDM Repair between N20 & N25

PDM Repair between N27 & N28

PDM Repair between N27 & N30

PDM Repair at N29

PDM Repair at N31

Attachment 3

402AMXG AIRCRAFT PARKING PLAN

Figure A3.1. 402amxg aircraft parking plan (Not to Scale).