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**Safety**

**HANGAR DOOR OPERATIONS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This wing instruction establishes procedures for the safe and proper operation of the large electric doors in buildings 590, 567, 576, 578 and 5186 as prescribed by AFOSH STD, 127-100, *Aircraft Flight Line - Ground Operations and Activities*. It implements AFPD 91-3, *Occupational Safety and Health*. This instruction is applicable to all wing personnel.

**SUMMARY OF REVISIONS**

Building 567 has been added for the safe and proper operation of large electric doors. A (I) indicates revisions from previous edition.

**1. Responsibilities.** Personnel assigned to the wing should become familiar with 419 FWI 91-301, *Hangar Door Operations*, Course Code 512, ensure strict compliance and provide maximum safety to personnel, prevent damage to equipment and promote conservation of energy.

1.1. Each Individual. Is responsible for notifying the facility monitor of any maintenance problems in each building.

1.2. Facility Monitor. Bldg 567, 576, fuel shop supervisor; bldg 578, specialist flight supervisor; bldg 5186 (engine hush house), propulsion section; bldg 590 facility manager, maintenance operation control:

1.2.1. Notifies the base civil engineering (CE) trouble desk.

1.2.2. Maintains a log of required maintenance and follow-up until fixed.

1.3. Facility Manager. Determines if hangar doors are safe to operate; if not, the power is turned off, and lockout and tag-out procedures apply. If power is turned off the fire department is notified.

1.4. Practical Examiner:

1.4.1. Discusses all safety related items including:

1.4.1.1. Warning signs and their meanings.

1.4.1.2. Door switches.

1.4.1.3. Power pulls.

1.4.1.4. Declutching and manual movement of the hangar door to bldg 590 in the event of no power, an inoperative door or an emergency situation.

1.4.2. Shows where minimum open door floor markings are painted and explains their purpose.

1.4.3. When training is completed submit CAMS Course Code 512 for selected maintenance personnel on an AF Form 2426, **Training Request and Completion Notification**.

## 2. Procedures for Electrically Operated Doors:

2.1. Normal Conditions:

2.1.1. Only qualified personnel selected by maintenance supervision are authorized to operate the hangar doors.

2.1.2. All sections coordinate with maintenance control prior to starting movement of aircraft in or out of bldg 590, 567, 576, 578.

2.1.3. A visual check of the area, including both sides of the doors is made prior to activation of the door switches.

**NOTE:** Switches have fluorescent directional arrows adjacent to them indicating direction of movement as prescribed by AFOSH STD 127-100 bldg 590 outside switches.

2.1.4. Ensure doors' paths of travel are cleared of all personnel and equipment prior to operation.

2.1.5. Door warning bells in bldg 576, 590 and 5186 should be in operation for approximately five seconds prior to door motion. If the warning bell malfunctions during any phase of the operation, the operator notifies facility manager concerning any malfunction.

**NOTE:** When the warning bell or buzzers are temporarily out of order or awaiting repairs, spotters are used in bldg 590 and 5186 while opening or closing hangar doors. This is enforced while operating the inside door switches.

2.1.6. The red and yellow hangar floor markings inside bldg 590 and engine hush house show minimum distances the hangar door is opened. Under no circumstances will the hangar doors be left in the open position to width of less than ten (10) feet. Maintain strict adherence to the 10-foot minimum open rule as prescribed by AFOSH STD 127-100.

2.2. Adverse Weather Conditions:

2.2.1. Prior to activation of any door switches, a visual inspection of the door tracks for ice and snow accumulation is completed. All ice and snow is removed from tracks prior to door operation. The hangar doors are opened long enough to move aircraft in or out of the hangar. Personnel operating the doors ensure minimum "open" time to preclude excessive heat loss. The large hangar door is opened for aircraft and tow vehicles only and not for personnel entrance or exit.

2.2.2. Written operating instructions and procedures outlining all safety precautions are posted next to the operating controls.

### **3. Procedures for Bifold Overhead Doors In-fuel System Repair, Bldg 567, 576 and Weapons Calibration, Bldg 578:**

- 3.1. A visual check is made for any obstructions prior to opening doors.
- 3.2. The door is in **FULL OPEN** position when hangaring aircraft. The door is equipped with an automatic stop when full open.
- 3.3. If loss of electrical power occurs, doors may be opened or closed manually by disconnecting door motor clutch.
- 3.4. In the event of mechanical or electrical breakdown, power is shut-off at the control box and lock-out and tag-out procedures apply.
- 3.5. Report any discrepancies to logistics plans and mobility (LGMX) for trouble call. LGMX maintains a logbook to control work request.

**WARNING:** DO NOT OPEN BIFOLD DOORS IF WINDS EXCEED 20 KNOTS

### **4. Training:**

- 4.1. Door Operator Training. Only personnel selected by maintenance supervisors are authorized to operate the hangar doors. Practical examiners from fighter squadron maintenance (FSM) and bldg 590 facility manager act as trainers. Those selected as a practical examiner give individual hands on safety briefings on operational procedures from a lesson plan and sign off on AF Form 2426 for training management (LGLT) to enter into Core Automated Maintenance System (CAMS).
- 4.2. Door Operator Training Plan:
  - 4.2.1. Consists of having each selected person read 419 FWI 91-301, **Hangar Door Operations**, and becoming familiar with its contents.
  - 4.2.2. Read AFOSH STD 127-100, Chapter 7, para 7-2c as to what the standard requires.
- 4.3. Door Operator Certification. A course status report with Course Code 512, hangar doors operator, is maintained in CAMS and is updated as required.

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