

1 May 1997

Maintenance

HOT BRAKES PROCEDURES



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 434 AGS/LGG (CMS Jerry D. Jones)

Certified by: 434 LG/CC
(Lt Col C. Faylene Wright)

Supersedes 434 ARWI 21-13, 6 October 1995

Pages: 2
Distribution: F

This instruction outlines procedures, and assigns responsibilities in dealing with suspected or actual aircraft hot brake situations. These procedures minimize the danger of personnel injury or damage to equipment during a hot brake situation. This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*, and is applicable to the 434th Air Refueling Wing (ARW)/Maintenance Aircraft Coordination Center (MACC), 434ARW/Command Post, 434th Operations Group (OG), 434th Logistics Group (LG), 434th Maintenance Squadron (MXS), and the 434th Aircraft Generation Squadron (AGS).

SUMMARY OF REVISIONS

This revision aligns this instruction with current instructions in AFI 37-160V1, *The Air Force Publications and Forms Management Programs – Developing and Processing Publications*. A() indicates revisions from the previous edition.

1. References. AFD 21-1, T.O. 4B-1-1, *Use of Landing Wheel Brakes and Wheels During Ground Operations*, T.O. 1C-135 (K) R-1, *Flight Manual USAF Series KC-135R Aircraft, Sections V and VII*, and AFI 32-2001, *The Fire Protection Operations and Prevention Program*.

2. Responsibilities. The Aircraft Generation Squadron Superintendent, in conjunction with the Base Fire Chief and Wing Safety Officer, is specifically responsible for ensuring strict compliance with the procedures herein. All AGS maintenance supervisors and the MACC or Command Post supervisor ensure personnel receive briefings and comply with the procedures outlined in this instruction.

3. Procedures. Follow the procedures listed below during a suspected or actual hot brake situation:

3.1. Command Post personnel are responsible for the following:

- 3.1.1. Immediately notifying the Supervisor of Flying, Wing Safety, and MACC upon notification from the aircraft commander or crash phone, of a high speed abort, brake malfunction, or landing requiring heavy braking. (See 3.2.1. **NOTE**)
- 3.2. MACC personnel are responsible for the following:
 - 3.2.1. Immediately notifying LG Commander or senior LG Air Reserve Technician, Aircraft Generation Squadron, and Process Improvement Office upon notification from Command Post or crash phone of a high speed abort, brake malfunction, or landing requiring heavy braking. **NOTE:** Command Post makes this notification if MACC is not operational.
- 3.3. Aircrew stops the aircraft on the hammerhead/taxiway clear of the runway, shuts down, deplanes, and chocks the nose wheels, using emergency chocks. The aircrew then evacuates the area by moving forward from the main crew entrance to avoid main wheels for a distance of at least 300 feet. **NOTE: DO NOT SET THE PARKING BRAKE.**
- 3.4. Senior Fire Officer (SFO) is responsible for the following upon declaration of a **“Hot Brake Emergency”**:
 - 3.4.1. The SFO responds to the scene and directs any necessary fire fighting or rescue operation. If no fire is present, upon consultation with the Senior AGS supervisor the SFO makes the determination to remain in an emergency (full alert) status or terminate. Upon termination of the emergency, the SFO releases the aircraft back to the AGS.
- 3.5. Security Police or DoD Police ensure no unnecessary personnel approach within 300 feet of the aircraft without permission from the SFO.
- 3.6. Procedures when abnormal braking occurs, but no declared emergency, the following applies:
 - 3.6.1. If hot brakes are detected during Parking/Receiving, the aircraft should immediately be evacuated as described in paragraph 3.3. The flightline expediter calls MACC or Command Post who notifies all offices listed in sections 3.1.1. and 3.2.1. MACC/Command Post also notifies the Control Tower. The Control Tower runs the Primary Crash Net and informs all required response sections.

ANTHONY TASSONE, JR., Colonel, USAFR
Commander