

30 November 2000



Maintenance

AEROSPACE GROUND EQUIPMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO/PP WWW site at:
<http://afpubs.hq.af.mil>.

OPR: 62 MXS/LGMG (SMSgt Murchinson)
Supersedes 62 AWI 21-20, 21 January 1997

Certified by: 62 MXS/CC (Major Paul A. Gacke Jr)

Pages: 3

Distribution: F

This instruction establishes policies and procedures for the control, inspection, maintenance, dispatch, and use of Aerospace Ground Equipment (AGE). This includes all powered AGE and non-powered AGE (NPAGE). This instruction applies to all maintenance activities and personnel assigned or attached to the 62d Airlift Wing (62 AW). This instruction is consistent with Air Force Occupational Safety and Health (AFOSH) Standard 91-66 (General Industrial Operations).

1. Reference. AFOSH 99-66), TO 00-20-7 (Inspection System, Documentation, and Status Reporting for Support and Training Equipment), and AMCI 21-101 (Maintenance Management Policy).

2. Responsibilities. Commanders and supervisors at all levels within the 62 AW are responsible for enforcing this instruction.

3. Procedures:

3.1. Only AGE for the support of the 62 AW mission will be ordered and maintained within the maintenance complex. Any equipment custodian placing AGE on order will coordinate through the AGE equipment custodian. Provide justification prior to placing the equipment on order to preclude excess equipment being maintained and seldom used.

3.2. All AGE will receive an operator inspection prior to each use to ensure serviceability and safety of the equipment. Documentation of this inspection is not required, however, noted discrepancies will be documented on AFTO Form 244, Industrial/Support Equipment Record, or AFTO Form 245, Industrial/Support Equipment Record (Continuation Sheet). If the defect is a Red X condition, the 62d Maintenance Squadron (62 MXS) Aerospace Ground Equipment Flight (LGMG) will be immediately notified by contacting AGE 1 via radio on "C" net or calling extension 4-2127 or 4-3128

3.3. Minimum inspection items by user:

3.3.1. Check the forms of the equipment.

3.3.2. Observe serviceability of equipment including: safety pins, rails, casters, tires, and tow bars.

3.4. Prior to towing, the driver will ensure that the unit is safe to move by doing a walk-around of the equipment (e.g., ensure equipment is disconnected from aircraft, all rails installed, parking brakes released, front casters unlocked, rear casters locked, etc.). Maximum tow speed of maintenance stands is 10 miles per hour (MPH) for one stand, 5 MPH for two, and 5 MPH for jacks. NOTE: Two or more people are required to push heavy pieces of equipment (i.e., Dash 86 generators). After equipment use, the user will remove all oil cans, rags and other items that are not part of the unit, clean up liquid spills and return the NPAGE units to one of the designated sub-pools, or behind Baker 4. Jacks will be returned to designated parking area. All unserviceable NPAGE equipment will be placed in the unserviceable area with red flags located in forms bag attached to unit. Once a piece of NPAGE is discovered unserviceable, every attempt should be made to contact the Servicing/Dispatch section (AGE1). Powered AGE will be disconnected from the aircraft, all cables, hoses, and heater ducts accounted for and properly stowed prior to notifying "AGE 1" that the unit is ready for pick up.

3.5. One complete set of C-141B tripod jacks will be pre-positioned in Hangar 2. All four C-5A fuselage jacks will be stored in Hangar 3. All remaining jacks will be located in the designated sub-pool. Jack arms and screw extensions will be in the full down position and rain covers will be installed to protect the jacks when not in use.

4. Maintenance Responsibilities. NPAGE assigned or predominantly used by one shop or work center will be maintained by that work center. NPAGE in this category will include, but not be limited to, the below listed NPAGE. Maintenance beyond the capability of the owning work center will be routed to the appropriate shop for assistance.

4.1. The Electric-Environmental Systems Shop will perform inspections and maintenance on liquid/gaseous oxygen and nitrogen carts excluding the basic trailer or chassis and user type maintenance.

4.2. The Fuel System Shop will maintain assigned maintenance stands, wing access stands, bowsers, and foam drying carts.

4.3. The Pneudraulic Shop will inspect and maintain all assigned NPAGE and assigned bowsers, except for joint-use items.

4.4. The Propulsion Flight will inspect and maintain all assigned NPAGE and assigned bowsers, except joint-use items.

4.5. Maintenance Flight will perform NPAGE inspections and maintenance on isochronal dock stands and the tripod wing stabilizing jacks that are part of the C-141 dock stand.

4.6. The 62 MXS Munitions Flight will perform all inspections and maintenance on munitions trailers and perform pre-operation inspections on their assigned powered AGE.

4.7. The 62 MXS Aerospace Ground Equipment Flight will:

4.7.1. Maintain and schedule for inspection common-use NPAGE including maintenance stands, tow bars, aircraft jacks and basic trailer or chassis of the liquid/gaseous oxygen and nitrogen carts.

4.7.2. Reposition serviceable equipment from the AGE maintenance section to sub-pools and return unserviceable equipment from the sub-pool to the AGE maintenance section.

4.7.3. When NPAGE is necessary for mobility or temporary duty (TDY) determine condition and prepare equipment for shipment or mobilization.

4.8. 62d Aircraft Generation Squadron (62 AGS) Responsibilities. The 62 AGS will:

4.8.1. Monitor the sub-pools and ready lines and ensure that unserviceable NPAGE is correctly identified and positioned in the unserviceable area with red flags located in forms bags displayed on units.

4.8.2. Ensure all NPAGE in designated sub-pools are secured to the steel cable (where installed) and all wheels are locked. Use cable with a minimum tensile strength of 1,000 pounds or higher. All AGE parked at the Baker 4 storage area will be attached to a steel cable at all times when not in use.

NOTE: Blackjack 7 (radio call sign, "B" net) picks up, delivers or relocates liquid oxygen and nitrogen carts. Servicing inspections will be accomplished in conjunction with cart servicing operations. Ensure AFTO Form 134, Aviator Breathing Oxygen Servicing Log (Liquid/ Gaseous), is maintained.

4.8.3. The Sortie Generation Flights (SGF), the Inspection Flight and the Transient Alert Flight will:

4.8.3.1. Perform required daily service inspections, cleaning, and draining of fuel/oil bowzers used by that section.

4.8.3.2. During aircraft liquid oxygen (LOX) servicing, ensure that carts do not drop below 5 gallons of LOX to prevent internal contamination of servicing cart and excessive purging procedures.

5. Equipment Damage. The affected squadron safety NCO will accomplish the reporting and subsequent investigation of damaged AGE due to misuse, or accident. Appropriate maintenance mishap reports will be completed and routed through the 62d Maintenance Squadron Supervision (LGM) to the affected squadron commander. Plus, a copy of the report will be routed back to AGE for tracking purposes. In addition, a report of survey will be initiated by the owning agency IAW AFMAN 23-220.

STEPHEN A. HUMPHREY,, Col, USAF
Commander, 62d Logistics Group