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**Maintenance**

**HANGAR AND NOSE DOCK DOOR  
OPERATION AND GUIDANCE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes procedures and responsibilities for the operation of hangar doors, both powered and manual. It will be utilized in conjunction with formal training and AFOSHSTD 91-100, *Aircraft Flight Line - Ground Operations and Activities*. This instruction applies to all aircraft maintenance units on Pope AFB.

**1. Procedures.**

1.1. Only qualified personnel approved by the squadron commander or designated representative will be authorized to operate the hangar doors. Operators will be formally trained and signed off in G081 data collection system or Core Automated Maintenance System (CAMS). Operators will be thoroughly familiar with operating instructions and precautions necessary for safe operation.

1.2. All personnel that require access through the hangar door (not personnel doors) in the performance of routine duties (maintenance, supply/equipment deliveries, etc.) must meet minimum training requirements.

1.3. All personnel who routinely work in hangar facilities, regardless of AFSC or duties, must receive awareness training (admin personnel, etc.)

1.4. Hangar Signage, Warnings and Markings:

1.4.1. Luminescent or reflective directional arrows will be placed adjacent to each switch and on horizontal sliding doors to indicate the direction of door travel for each corresponding switch.

1.4.2. For all center door switch operations, "open" will be placed at the top position and the switches will be wired so the doors open when open is selected. A hinged cover should be installed over the closed switch to prevent inadvertent activation. Written operating procedures outlining all safety precautions to be followed will be published and posted next to operating controls. Roll-up, fold-up, counterbalanced and similar doors will have control switches located to provide a clear view of the door opening.

1.4.3. Powered hangar doors will incorporate alarm-sounding devices with a sound that is distinguishable from the facility fire alarm and audible above normal noise levels. The warning device will automatically signal at least 5 seconds before any door section movement and will sound continuously while the door is being operated and will reset immediately after movement stops.

1.4.4. Danger signs will be mounted next to all hangar door controls. All sign dimensions and lettering must be IAW AFOSH STD 91-45, *Hazardous Energy Control and Mishap Prevention Signs and Tags*, paragraph 3.4.5, Figure 1 and Table A2.2. Overall sign dimension 7 inches X 10 inches. "DANGER" must be printed on top in 1 7/16 inch white font. Message below "DANGER" must contain the following statement using black font, "ONLY QUALIFIED PERSONNEL AUTHORIZED BY THEIR SQUADRON COMMANDER MAY OPERATE HANGAR DOORS". The bottom of the sign must have reference to AFOSH STD 91-100, "IAW AFOSH STD 91-100, paragraph 7.2.3.4".

1.4.5. All areas that pose a potential pinch point or crush area will be marked to ensure no personnel enters the area during door operation. A 5-foot clear zone must be outlined on the floor with 3-inch wide yellow and black striped line. The area inside the clear zone must have identical diagonal lines IAW AFOSH STD 91-501, *Air Force Consolidated Occupational Safety Standard*. All sides visible when approaching hazard area must have a 14 inch X 20 inch "DANGER" sign painted on the floor just outside of the lined area IAW AFOSH STD 91-45, paragraph 3.4.5, Figure 1 and Table A2.2. The sign must be placed so that it can be read when approaching the hazard area. "DANGER" must be printed on top with 2 7/8 inch white font. The message below "DANGER" must contain the following statement, "HAZARDOUS AREA STAND CLEAR DURING DOOR OPERATION".

1.4.6. Directional arrows will be applied as required IAW AFOSH STD 91-100 section 7.2.3.2. and be clearly understandable. Luminescent or reflective directional arrows will be placed adjacent to each switch and on horizontal sliding doors to indicate the direction of door travel for each corresponding switch.

## 1.5. Hangar Door Clearance Standards.

1.5.1. Overhead hangar doors will be fully opened before aircraft are moved through the door entrance. Horizontal sliding doors will be opened to permit a minimum 10-foot clearance at each wingtip. If construction of the hangar does not permit such clearance, the door will be opened to the maximum limit. Under normal conditions, powered hangar doors or shelter doors will always be opened to a minimum of at least 10 feet. For special operation, such as during extreme weather conditions, the door may be opened less than 10 feet only if the door control switches is locked out and remains locked out until the door can be opened to 10 feet or more or be closed.

## 2. Responsibilities.

### 2.1. Hangar Facility Manager will:

2.1.1. Develop a hangar door operating checklist and post it at each hangar door panel.

2.1.2. Make sure hangar door signage, warnings and markings in 1.4. to 1.4.6. are maintained.

2.1.3. Complete and document a weekly operational checkout of doors and all safety features IAW AFOSH STD 91-100, paragraph 7.2.3. Contact local civil engineering or safety office if unsure about requirements. Submit work orders for any deficiencies noted in door checkout proce-

dure. The 23 FG will conduct and document weekly inspection on all powered hangar doors on their hangars.

2.2. 43 MXLO Maintenance Training Flight will:

2.2.1. Develop a standardized awareness-training plan for all personnel who work in hangar facilities but do not need to operate electric or manual hangar doors. As a minimum, awareness training will include hangar door hazards and emergency procedures.

2.2.2. Conduct annual hangar door awareness training for all personnel who routinely work in hangar facilities, regardless of AFSC.

2.2.3. Develop a standardized hands-on OJT training program for all personnel who will operate electric and manual hangar doors. As a minimum, qualification training will include hangar door hazards, emergency procedures and hangar door operations. The 23 FG will develop a hands-on OJT training program for all 23 FG personnel required to operate hangar doors for hangar 4/5 and the Hush house.

2.2.4. Develop a local G081 code for hangar door operation. Each hangar will have a separate G081 code to identify qualification. All hangar door operators will be on the special certification roster. The 23 FG will utilize CAMS codes 186 for Familiarization Training and 187 for Powered Hangar Door Operation. All 23 FG hangar door operators will be on the special certification roster.

2.3. 43 MXS, 23 FG, 743 AMXS, 427 SOS, 43 AMXS, and 43 CES Fire and Rescue will:

2.3.1. Identify the minimum personnel required for mission accomplishment and schedule personnel for annual door operation training. Identify and schedule personnel requiring annual awareness training as stated in 1.1. to 1.3. The 23 FG will identify minimum personnel required for mission accomplishment and schedule them for a one-time training and certification for powered door operation (per HQ ACC). 23 FG will also identify personnel that require annual familiarization training.

2.3.2. Certification of Hangar Door Operators.

2.3.2.1. 43 MXS personnel and 43 CES Fire and Rescue will be certified by 43 MXS Aerospace Repair for operation of Hangar 6 and owning nose dock doors. For Hangar 6 requirements, only 43 MXS Aerospace Repair, Isochronal Inspection, Maintenance 3 Production Superintendents, and 43 CE Fire and Rescue will be authorized to operate the doors. 427 SOS will certify personnel for their nose dock. 43 AMXS will certify personnel for required nose dock doors. The 23 FG personnel will be certified by Logistics Training Flight on powered hangar door operations, as necessary.

2.3.3. Document hangar door training in G081 or CAMS for maintenance personnel with a local course code for each type of training. For all other personnel, squadron commanders will forward a letter to the applicable group commander listing qualified and authorized door operators for each type of hangar door.

2.3.4. Document hangar door training on AF Form 55, **Employee Safety and Health Record**.

2.3.5. Document hangar door training on AF Form 797, **Job Qualification Standard Continuation/Command JQS** for non-maintenance personnel (i.e., personnel not tracked in G081).

2.3.6. All hangar door qualified personnel will be approved by their squadron commander and documented on a letter signed by the squadron commander. A copy of the letter should be kept on hand in the appropriate section or work center. For 23 FG completion of an ACC Form 64, **Request for Placement on Special Certification Roster** signed by the squadron commander for additions to the special cert roster takes the place of the squadron commander approval letter.

WINFIELD W. SCOTT III, Brigadier General, USAF  
Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFOOSH STD 91-45, *Hazardous Energy Control and Mishap Prevention Signs and Tags*

AFOOSH STD 91-100, *Aircraft Flight Line - Ground Operations and Activities*

AFOOSH STD 91-501, *Air Force Consolidated Occupational Safety Standard*

***Abbreviations and Acronyms***

**ACC**—Air Combat Command

**AFOOSHSTD**—Air Force Occupational Safety and Health Standard

**AFSC**—Air Force Specialty Code

**AMXS**—Aircraft Maintenance Squadron

**CAMS**—Core Automated Maintenance System

**CES**—Civil Engineering Squadron

**FG**—Fighter Group

**HQ**—Headquarters

**MXMT**—Maintenance Flight

**MXS**—Maintenance Squadron

**OJT**—On-The-Job Training

**POPEAFBI**—Pope Air Force Base Instruction

**SOS**—Special Operations Squadron