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Safety

**EMERGENCY ACTION FOR FLIGHT LINE OR  
HANGARED AIRCRAFT IN THE EVENT OF A  
FIRE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes procedures and responsibilities for the 419th Fighter Wing to comply with all requirements for emergency action for flight line or hangared aircraft. It implements AFD 91-3, *Occupational Safety and Health*. It references AFOSH Standard 127-100, *Aircraft Flight Line - Ground Operations and Activities* for aircraft emergency removal procedures. This instruction specifies procedures for fire reporting and emergency removal of aircraft in the event of flightline or hangar fire. The use of this instruction minimizes the potential for personnel injury and property damage. This instruction is applicable to all personnel assigned to the wing.

**SUMMARY OF REVISIONS**

This revision changes functional address from Maintenance Operations Center (MOC) to Maintenance Control Function (MCF). This revision also moves the MCF to combined Command Post (CP) and establishes the debrief/dispatch section (DDS). A (I) indicates revisions from the previous edition.

- 1. Notification.** Upon discovering a fire immediately dial 911 or notify the wing CP, MCF or DDS.
- 2. Fire Control.** Assigned personnel, if feasible, will attempt to control the fire with use of a portable fire extinguisher. No attempt should be made to fight a fire which is obviously too large to control with fire extinguisher.
- 3. Hangar Doors.** Areas directly in front of hangar doors, extending out to the flight line, are kept clear of fixed and mobile objects. Only aerospace ground equipment (AGE) necessary for maintenance will be parked in front of hangar doors. Remove immediately when no longer needed.

**4. Steering Bars:** A steering bar is used when repositioning aircraft manually. All aircraft hangars will have manual steering bars available in the immediate vicinity of the parked aircraft. They are mounted on the hanger doors.

**5. Responsibilities:**

5.1. Base Fire Chief or Representative:

5.1.1. Is the on-scene-commander at any fire site.

5.1.2. Directs all emergency operations and determines if emergency aircraft removal is feasible.

5.2. Maintenance Representative and Coordinator:

5.2.1. Is the temporary on scene-commander until the base fire chief arrives.

5.2.2. Coordinates and directs all maintenance and emergency actions through the MCF or DDS by radio transmission.

5.3. Maintenance Control Function (MCF) or Debrief/Dispatch Section (DDS):

5.3.1. On duty maintenance operations personnel are responsible for notifying the fire department, wing safety, LG commander, OG commander, security police, QA, and other base agencies as required during all emergencies.

5.3.2. Coordinates all maintenance actions as deemed necessary by the on-scene-commander.

**6. Aircraft or Equipment Fires:**

6.1. Individual procedures after detecting a fire:

6.1.1. If inside hangar, activate the building fire alarm system. Send runner to warn others.

6.1.2. If on the flightline, send runner to any radio vehicle. MCF or DDS is notified immediately by radio transmission.

6.1.3. Call or send runner to call the fire department (ext 911) and MCF or DDS (hotline or ext 7-2559, 7-2560, 7-2875, or 7-2958). Provide the following information:

6.1.3.1. Name.

6.1.3.2. Exact Location of Fire. (building number, east-west side of building, or flightline parking spot).

6.1.3.3. What is Burning? (aircraft tail number or type of equipment).

6.1.3.4. Type and Severity of Fire. (fuel, electrical, munitions explosion, etc.).

6.1.3.5. Type of Armament on Aircraft.

6.1.3.6. Known Casualties or Injuries.

6.1.4. Determine if fire fighting is feasible and use portable fire extinguisher if applicable.

6.1.5. If inside hangar, post individual outside to direct fire department to the fire.

6.2. Expeditor, Ranking Individual at Emergency Site, or Maintenance Representative Procedures:

6.2.1. If not previously accomplished, notify MCF or DDS section immediately by radio transmission. Provide the previous information in para 6.1.3.

6.2.2. Assume responsibilities of the on-scene-commander until the base fire chief or representative arrives.

6.2.3. Determine if continued fire fighting is feasible with portable fire extinguisher.

6.2.4. Direct evacuation of affected aircraft or adjacent aircraft as applicable:

6.2.4.1. Ensure quick release pin is disconnected from nose landing gear (NLG) torque arms on aircraft.

6.2.4.2. Ensure aircraft ground wire is disconnected.

6.2.4.3. Install manual steering bar or direct standby tow crew to hook tow vehicle to aircraft and tow aircraft as required after main landing gear (MLG) wheel chocks have been removed.

6.2.4.4. Guide aircraft with steering bar and reposition as required. Eight personnel of any AFSC are recommended for manual repositioning of aircraft.

6.2.4.5. Use chocks to stop aircraft after repositioning.

6.2.5. Keep MCF or DDS section informed of all emergency actions.

6.2.6. Coordinate all emergency actions as directed by the base fire chief, after arrival of the fire fighting crew.

6.3. Maintenance Control Function (MCF) or Debrief/Dispatch Section (DDS) Senior Controller Procedures:

6.3.1. Upon notification of a fire, initiate emergency action checksheet.

6.3.2. Inform all radio vehicles of nature of emergency.

6.3.3. Secure one radio frequency for emergency transmission only.

6.3.4. Appoint the closest radio operated vehicle as the maintenance representative to coordinate all emergency actions and possible evaluation of aircraft from hangar or flight line parking ramp.

6.3.5. Direct any or all tow teams and tow vehicles to report to affected area to remove aircraft as deemed necessary by the maintenance representative or fire chief.

6.3.6. Respond continually to the directions of the maintenance representative or the on-scene-commander.

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