



*Maintenance*

**AIRCRAFT WITH HOT BRAKES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 919 MXS/LGMT (MSgt Timothy K. Johnson)

Certified by: 919 LG/CC  
(Lt Col Olin T. Carpenter)

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The purpose of this instruction is to establish procedures for handling 919 SOW aircraft with hot brakes here at Duke Field. This instruction implements Air Force Policy Directive 21-1, *Managing Aerospace Equipment Maintenance*. It applies to Logistics Group aircraft maintenance personnel and aircrew members in the flying squadrons of the Operations Group.

**1. Responsibilities.** Maintenance supervisors, maintenance personnel, aircraft commanders, and aircrew personnel are responsible for ensuring strict compliance with this instruction.

**2. Procedures:**

2.1. If the aircraft commander determines the use of brakes were excessive; the aircraft will be handled as a "hot" brakes aircraft. Pilot will notify the Tower, Tower notifies Base Operations via the Crash Phone, who shall then notify Maintenance Control Function (MCF) within the Command Post. If hot brakes are encountered when tower is not operational, notify Supervisor of Flying (SOF). If MCF is not on duty the maintenance organization will be contacted.

2.2. Aircraft will be taxied to hot brake area – Taxiways E (runway 18) or B (runway 36) (see attachment) and engines shut down. Nose wheels chocked (by flight crew or maintenance). Higher risk factor chocking main wheels. CAUTION: Parking brakes cannot be set with "hot" brakes.

2.3. Should ground crew discover aircraft has hot brakes once aircraft is in normal parking spot, notify the Fire Department immediately, evacuate the area and follow remaining procedures in this instruction as applicable.

2.4. Fire Department will notify maintenance when appropriate to approach aircraft.

2.5. Safety Issues:

2.5.1. Due to the possibility of a wheel explosion, all personnel must remain clear of the aircraft during cooling period (30 minutes minimum).

2.5.2. The area on either side (inboard and outboard) of an overheated wheel must be clear of personnel and equipment for at least 300 feet.

2.5.3. Under no circumstances approach the aircraft without permission from the fire department.

2.6. After aircraft is shut down at hot brake area, maintenance must wait 30 minutes before inspecting wheels and brakes. Maintenance will consist of crew chiefs with towbar and tow vehicle and Crash Recovery/Repair and Reclamation (when available) to determine serviceability of wheels and brakes IAW T.O. 4B-1-1, Use of Landing Gear Wheel Brakes and Wheels During Ground Operations.

2.7. After brakes have sufficiently cooled and brakes, wheels and tires have been inspected (approach from front or rear) and found safe to tow; crew chiefs can tow back to spot. Insure proper documentation of AFTO Form 781A, **Maintenance Discrepancy and Work Document**, prior to towing.

THOMAS M. STOGSDILL, Colonel, USAFR  
Commander

Attachment 1

HOT BRAKE PARKING AREA



