

28.4 Hangar Operations

The training base is within RVAC's Maintenance Hangar which has some hazards for all to be aware of and some procedures to follow to ensure personnel safety and minimise disruption to other users of the hangar.

1. Entry and exit.
 - a. Normal access is via the door airside on the northern wall (west corner). Keep this door locked. This is preferred as it provides direct access to the aircraft without the risk of proximity to maintenance activities.
 - b. During maintenance business hours, the door onto the street may be used. If exiting here out of hours, ensure it is locked.
 - c. Always take caution around aircraft in maintenance (they may be on jacks) and work in progress as eye protection etc may be required.
2. Hazardous materials.
 - a. Make no contact with the tanks adjacent to the aircraft as they contain acid and Alodine.
3. Aircraft movement.
 - a. Minimise the time that the hangar doors are open as any wind can have an adverse effect on maintenance activities. If there is a westerly wind check with maintenance staff first and consider closing the doors at the other end of the hangar.
 - b. Ensure the park brake is on (and positively checked that the aircraft is braked) or chocked when unattended outside.
 - c. For a short local flight during working hours the hangar doors may be left unlatched however must be fully closed.
 - d. Do not leave the towbar on the hangar floor as a trip hazard.
 - e. Upon completion of the flight, return the aircraft to the hangar.
 - i. Close the window and vents.
 - ii. Do NOT put the park brake on.
 - iii. Chock the wheels.
4. Aircraft start and shutdown.
 - a. Never position the aircraft such that the propeller slipstream is directed at the hangar doors. Even when closed the slipstream will adversely affect maintenance work, especially painting.
5. Security.
 - a. Comply with the Aviation Transport Security Regulations and normal commercial security considerations of the aircraft and hangar.