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**Maintenance**

**UNIVERSAL MAINTENANCE STAND  
PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It assigns responsibilities and establishes procedures for the use and movement of the Universal Maintenance Stand (UMS). The overall intent of this instruction is to reduce equipment downtime, increase the life span of the UMS and minimize accidents. It applies to 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve.

**SUMMARY OF REVISIONS**

Para **2.1**. Last two sentences were removed due to servicing inspection work cards are published and used.  
Para **2.2**. the spotter was changed from two to one. Para **3.1**. the words, “and will ensure chocks are available” were added. Para **3.10**., the sentence, Spotter will use hardhat because an overhead hazard always exists was added. A bar (|) indicates revision from the previous edition.

**1. References:** AFOSH STD 91-2, *Vehicle-Mounted Elevating and Rotating Work Platforms, Manually-Propelled and Self-Propelled Mobile Work Platforms, and Scaffolds (Towers)* and AFOSH STD 91-100, *Aircraft Flight Line Ground Operations and Activities*.

**2. Responsibilities:**

- 2.1. Aerospace Ground Equipment (AGE) personnel will maintain, service, visually inspect and test the controls of the UMS during required inspections to determine if the unit and controls are in a safe working condition.
- 2.2. Operator qualification training is conducted by personnel designated as UMS qualification trainers. This training must include a class on aircraft positioning by flight line personnel. A qualified trainer will be on the platform and one spotter will be present during the training. The spotter must be UMS operator qualified in order to operate the ground panel in case of an emergency.

2.3. Training will be coordinated with the Training Management Section and documented in Core Automated Maintenance System (CAMS). UMS positioning recertification will be performed annually and will consist of a review of operating procedures, emergency and manual controls, and a performance evaluation of the drive and lift systems.

2.4. Maintenance supervisors will ensure sufficient personnel are trained to support mission requirements.

### 3. Procedures:

3.1. AGE personnel will deliver the UMS to the general area where the stand will be used, and will ensure chocks are available.

3.2. Operators will make no adjustments to the UMS other than those required for normal towing operations.

3.3. The UMS will not be positioned with aircraft surfaces extending between the scissors linkage assembly.

3.4. During the following operations, a minimum of one qualified flight line operator will be on the platform and one spotter will be present:

3.4.1. Positioning the UMS around the aircraft.

3.4.2. When the platform is being raised or lowered.

3.4.3. When the platform is being extended or retracted, the spotter will ensure the chocks are in place once the UMS has been moved into position against the aircraft. **NOTE:** The spotter must be UMS operator qualified in order to operate the ground panel in case of an emergency.

3.5. Ground operators or spotters are not required when the UMS engine is shut off and the platform is to remain in position.

3.6. UMS operators or passengers will utilize safety harnesses when operating the UMS platform 10 feet or more from the ground. In addition, workers getting onto an adjacent structure require a safety harness or lanyard and will comply with AFOSH STD 91-2.

3.7. Whistles or air horns will be used by the spotter during operation.

3.8. Hearing protection is required during operation of the UMS.

3.9. Operators or passengers will utilize hard hats whenever an overhead hazard exists, such as rotodome entry.

3.10. Spotter will use hardhat because an overhead hazard always exists.

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