

CHAPTER 53

CLEANING INSTRUCTIONS – AIRCRAFT MAINTENANCE STANDS

- 53.1 This chapter provides basic and specific cleaning requirements for selected vehicles. Where there is a specific requirement or need to highlight particular problem areas detailed cleaning guides are provided as tables and figures in this chapter.
- 53.2 This section deals with the cleaning of the basic aircraft maintenance stand and the section is structured as follows:
- a. external areas; and
 - b. tyres (new, old and spares).

External Areas

- 53.3 The cleaning instructions for the Aircraft Maintenance Stands General, as illustrated in Figures 53–1 to 53-4, include the points detailed in Table 53–1.



Figure 53–1: Aircraft Maintenance Stands

Table 53–1: Cleaning Instructions for the Aircraft Maintenance Stands General

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	Ensure all frames are cleaned and free of BRM	
2	All opened ended frames must be flushed with high-pressure water until clean and free of BRM	
3	Extend hydraulic systems and ensure they are free of grease and BRM	
4	Solid rubber or metal wheels are to be inspected and cleaned.	
5	Particular attention is to be made to the platform and stairs areas which are to be flushed with high-pressure water ensure all soil, plant and	

UNCONTROLLED IF PRINTED

53-2

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
	insect matter is removed.	
6	Any wooden flooring or side-guards are to be lifted to allow inspection and to facilitate cleaning of the framework cross members. If the wooden floor plates are cracked, gouged or damaged, they are to be disposed of in accordance with DA directions.	



Figure 53-2: Aircraft Maintenance Stand



Figure 53–3: Aircraft Torpedo Maintenance Stand



Figure 53–4: Aircraft Maintenance Stand

Tyres (New, Old and Spares) If Applicable

53.4 The cleaning instructions for Tyres (New, Old and Spares) include the points detailed in Table 53-2.

UNCONTROLLED IF PRINTED

53-4

53–2: Cleaning Instructions for Tyres (New, Old and Spares)

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	All tyres are to be washed and scrubbed to remove all BRM.	
2	Damaged tyres are to be inspected and their suitability for return to Australia determined. If necessary, damaged tyres (for example, perished, cracked or split) are to be removed and disposed of in accordance with the tyre disposal policy.	
3	Cracked tyres have the risk of containing BRM therefore perished tyres are to be subject to disposal.	
4	All tyres are to be treated with an approved residual insecticide after cleaning.	
5	Fitted tyres that are damaged should be replaced with new tyres.	
6	Used and fitted tyres on rims are to be individually verified that the tyres are on rims, inflated with beading sealed and that the tyres are clean, free of water and other BRM.	
7	Tyres that are not fitted to rims are to be stored in such a manner that water cannot collect inside the tyre. The preferred DA solution is that tyres are stored within containers. Tyres not fitted on rims will require fumigation on return to Australia.	
8	DA considers a Non-Commercial consignment of tyres to contain a maximum of 8 tyres (inclusive of the wheels on the vehicle) and be imported with an accompanying vehicle. If tyres are to be transported back to Australia in containers or crates, please refer to the DA BICON (Biosecurity Import Conditions system) internet site (http://www.agriculture.gov.au/import/online-services/bicon) for the commodity "tyres".	