



SAFETY ALERT

PART A

Subject: Inspection, Maintenance and Operation of Hangar Doors

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Who Should Read this: Top Level Budget Holders, Prime Contractors, Private Finance Initiatives, Public, Private Partnership and other traditionally procured contracts, Project Managers, Site Estate Authority Teams and Property Managers with responsibility for MOD projects and Property Management Works Services (including the legacy work of EWCs/WSMs), Coordinating Authorising Engineers, Authorising Engineers (WaH), Authorised Persons (WaH), Heads of Establishments and Health and Safety Advisors.

This Safety Alert does not necessarily cover all aspects of the subject matter and readers should make themselves aware of other potential issues. Readers should also not rely on DIO Safety Alerts as their only means of becoming aware of safety issues, but they should consult widely across other media to maintain awareness.

When it takes effect: immediately

When it is due to expire: When updated or rescinded.

Aim

1. To bring to the attention of appropriate persons the potential failure of hangar door components due to improper use, inadequate inspection or incorrect maintenance, resulting in the risk of serious injury or fatality.

Introduction

2. Compliance with the contents of this Alert will enable compliance with the Health & Safety At Work etc Act 1974 and its subordinate Regulations.
3. The appropriate MOD officer shall arrange for the Maintenance Management Organisation (MMO) contractor to carry out all actions in accordance with this Alert.
4. Any work required as a result of this Safety Alert must be carried out in accordance with JSP 375 Part 2 Volume 3 – High Risk Activities on the Defence Estate.
5. On MOD Establishments occupied by United States Visiting Forces (USVF), responsibility is jointly held by USVF and DIO(USF). At base level this jointly managed organisation is to take appropriate action to implement the contents of this Alert. Where this Alert contains procedures which differ significantly from USVF practice, DIO (USF) code of practice will be issued.

Requirement

6. To ensure compliance with the Provision and Use of Work Equipment Regulations 1998 (PUWER), there must be appropriate inspection, maintenance and correct operation of hangar doors.
7. This subject has been previously covered by the following publications which are all still valid documents:

DIO Guide to World War II Hangars: 01	Bellman Hangar (and others in the same series, eg. for Type C & Type T2 hangars)
DIO TB 99/30	Hangars & industrial buildings – Inspection, maintenance, adjustment and use of large sliding & folding doors
DIO HSWN 02/08	Inspection of hangar doors, door top guides, supports and door stops
DIO SA 01/11	Reminder - Inspection of hangar doors, door top guides, supports and door stops
DIO SA 06/11	Inspection of door header steelwork in Type “L” hangars
DIO PG 05/11	Condition inspection and certification of hangar structures and other wide-span building structures
DIO SA 06/13	Appraisal and inspection of masts & towers and hangars & other wide-span buildings

8. Inspection and maintenance of hangar doors is to be carried out in accordance with the above documents and the DIO Schedule of Hard FM Standards and Tasks (Serials 220 & 221) which state:

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| 6 monthly | Inspect, clean, service, adjust & overhaul as necessary all components of the door system. |
| Annually | Competent Person's Inspection (Insurance) (Doors, Cranes & Runways - Specialist Maintenance Contractor to be available for repairs at the time of inspection). Independent inspection. |

9. It is within the scope of an inspection to recommend, through a documented risk assessment, a variation in the inspection frequency, if it is considered appropriate. Some ageing doors requiring high maintenance may need inspecting more often, while the manufacturer of a new modern door may recommend a reduced frequency.
10. The Maintenance Management Organisation (MMO) and the DIO Infrastructure Manager (IM) are to ensure that all records and certification are available, to check the required inspection frequency is being maintained, and to confirm this to the end-user.
11. The MMO and the DIO IM are to keep records of reported defects and check if there are any trends or recurrence of similar problems. The MMO and DIO IM are to take appropriate action locally to address concerns and are to notify the DIO Service Delivery Performance Management Team, DIO SD-Perf Mgt Team (MULTIUSER) account, through their respective DIO Service Manager identifying the defects and where appropriate, the best value solution.
12. Hangar doors are to be operated in accordance with the manufacturer's instructions or other authorised operating instructions. The age of some doors may mean that original manufacturer's instructions are no longer available. As a minimum, copies of these instructions are to be held by facility user and in the facility health and safety file.
13. If any door is found not to be operable in accordance with the instructions, it is to be reported as soon as practicable to the MMO and the DIO IM; and subject to risk assessment, consideration is given to withdraw the asset from use until inspection and repairs are complete; the 4Cs risk register should be suitably annotated following risk assessment, identification and execution of any mitigation measures.
14. Users are responsible for the day-to day operation of the doors and as such must ensure that:
 - (a) Bottom tracks are kept free from debris.
 - (b) Excessive force is not used to open or close the doors. This could result in damage to the door components including causing the end stops to fail and fall to the ground or catastrophic collapse of the door. Doors that are difficult to move may be obstructed or be in need of repair.
 - (c) Under no circumstances are vehicles, tractors or other mechanical handling equipment to be used to operate the doors.
 - (d) Any apparent defect (eg. misalignment, corrosion, damage, unable to be opened or closed freely), is to be reported as soon as practicable to the MMO and the DIO IM.
 - (e) Users of hangar doors are to be given suitable and sufficient training and supervision to ensure safe operation of the doors.
 - (f) Suitable and sufficient risk assessments have been undertaken, subject to review in light of door condition/use and available.
15. Any work incurring expenditure of MOD funding requires appropriate authority from the MOD officer responsible for the particular establishment.

Background

16. There have been two recent incidents relating to hangar door stops, of which one became detached and fell from a height of 9m. Some Hangar Door stops have a significant weight (>5kg) and are capable of causing a fatal injury.
17. Specific Investigations are ongoing and further information will be provided in **Part B** to this Safety Alert once the causes have been determined.