

Excerpt from US armed forces Tech Manual:

TM-1-1500-204-23-1

b. Parking of Aircraft in Hangars. Aircraft parked in hangars shall be spaced a sufficient distance apart to provide adequate clearance for maintenance, servicing, and fire lanes. Observe the following parking precautions: NOTE Aircraft shall be secured in accordance with the existing mooring instructions contained in the applicable aircraft maintenance manuals. The direction in which the aircraft are to be parked shall be determined by ease of maintenance and servicing. Parking arrangement shall vary to utilize local space facilities to the maximum. Double row lateral parking, with first and second rows of aircraft placed tail to tail, shall be accomplished where possible. Aircraft shall be static-grounded from basic structure of aircraft to a low resistance ground. After parking aircraft, chock securely and release parking brake. c. Parking of Aircraft with Fuel Tanks Less Than Full. Aircraft shall have all fuel cells fully serviced prior to being parked or stored in a hangar. All fuel cells should be full in order to minimize the presence of flammable vapors within the fuel cell (for safety purposes) and additionally to minimize water condensation and subsequent microbiological growth which results in contamination of the fuel. NOTE This procedure should be adhered to at all times, except when impending mission requirements shall necessitate a reduced fuel load or when an aircraft shall require maintenance to the fuel system. d. Usage of Drip Pans. Drip pans shall be placed under aircraft engines to collect oil. Drip pans shall be emptied daily. e. Location of Static Ground Points. Static ground points are located throughout the hangar for static grounding of aircraft. The grounding point is marked by a yellow circle 18 inches in diameter, with a 2 inch black border surrounding it. The words STATIC GROUND CONNECTION and a numeric or alphanumeric identification of the grounding rod shall be stenciled in black on the yellow circle. f. Testing of Static Ground Points. The electrical resistance of each grounding system should be as low as possible but not greater than 10,000 ohms. A log must be kept for permanent or semi-permanent airfields to show the identification of each rod, the date tested, and the reading in ohms. If the measured resistance of a rod is greater than 10,000 ohms, the rod should immediately be marked DEFECTIVE DO NOT USE and it should be removed or replaced as soon as possible. A log is not required at temporary refueling points. Each ground rod must be inspected when it is installed. Ground wires are inspected monthly. The grounding system must be inspected and tested

TM 1-1500-204-23-1 annually or when there is a possibility of mechanical damage. If any damage is found, it must be repaired immediately. g. Static Grounding of Aircraft. All aircraft parked in a hangar must be grounded (earthed) at all times. h. Static Grounding of Ground Support Equipment. Ground support equipment in a hangar must be grounded at all times when in contact with the aircraft being worked on.