

No. 98-12

Subject:

Aircraft Return to Service

Distribution:

All DOI Aviation Activities

Discussion:

Each year vendor and fleet aircraft operated by DOI experience mishaps or mechanical malfunctions that bring into question the proper method for returning an aircraft to service. Examples may range from a precautionary landing due to a chip light, to those of a more serious nature.

Under such situations, what are the proper steps that must be taken to help ensure the aircraft is airworthy before DOI employees once again fly aboard the aircraft? Prior to the flight or upon landing:

1. Write-up of the airworthiness discrepancy and authorized sign-off.
2. Document in the daily diary (if applicable).
3. File a SAFECOM.

Why is it necessary to go through these procedures? Two reasons. First, the aircraft must be determined to be airworthy to help ensure, to the maximum extent possible; the aircraft is safe to fly. Second, knowingly flying aboard aircraft that do not meet DOI standards may, in some cases, jeopardize employee workers' compensation benefits.

Recommendation:

If you have technical questions about returning an aircraft to service, please call your OAS Regional/Area Office or call the OAS Technical Services Division.

<u>Technical Services Division</u>	<u>Alaska Regional</u>	<u>East Area Office</u>
208-387-5778	907-271-3935	770-458-7474
<u>West Area Office (Boise)</u>	<u>West Area Office (Phoenix)</u>	
208-334-9310	602-640-2633	

If the mishap involves damage or injury notify the OAS Aviation Safety Manager immediately by the most expeditious means available. The toll free 24-hour interagency aircraft accident reporting hot line:

1-888-4MISHAP or 1-888-464-7427

Dave Broadnax
Aviation Safety Manager