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Safety

**HYDRAZINE ALERT PROCEDURES FOR
HANGARED AIRCRAFT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction defines responsibilities and outlines safety procedures for a hydrazine alert during routine maintenance or inspection of F-16 aircraft. It implements AFPD 91-2, *Safety Programs*. It also references AFI 91-202, *The U.S. Air Force Mishap Prevention Program*. This instruction applies to all personnel assigned to the wing and is applicable at all deployed locations if in an assigned hangar.

SUMMARY OF REVISIONS

This revision changes throughout this instruction maintenance operations center to debrief dispatch section (DDS)/command post (CP). Also delete UTEG references. A (I) indicates revisions from the previous edition.

1. Responsibilities:

1.1. Squadron Commanders, Maintenance Officers and Maintenance Supervisors:

- 1.1.1. Are thoroughly familiar with this instruction and published directives as referenced.
- 1.1.2. Ensure compliance with this instruction and published directives as referenced.
- 1.1.3. Complying with and monitoring compliance with this instruction.

2. Maintenance Personnel:

- 2.1. Clear the immediate vicinity, and then the hangar, if H-70 concentration permits.
- 2.2. Notify the debrief dispatch section or command post of a suspected spill or leak.

3. Debrief Dispatch Section or Command Post (DDS/CP):

- 3.1. Notifies the line expeditors, fuel system maintenance and announces the alert over all nets.

3.2. Notifies flightline expediter, who in turn ensures all personnel are clear of the hangar. Reports the findings to the DDS/CP

3.3. Announces the alert over the public address system.

3.4. Begins a systematic telephone notification to all shops in the hangar, alerting them to secure all doors that access the hangar.

3.4.1. Shop personnel immediately lock all shop hangar doors into hangar interior. HALLWAY DOORS INSIDE HANGAR WILL BE LOCKED SO PERSONNEL CAN NOT ENTER HANGAR FROM OUTSIDE. Shop personnel then guard outside entrances to hangar until "all clear" is given.

3.4.2. Inspection Flight. Is responsible for both south hangar doors, the southwest vehicle door, and the southwest personnel door.

3.4.3. Machine and Welding Shop. Are responsible for the west shop entrances and the west center personnel door.

3.4.4. Flightline Expediter. Assigns monitors for north hangar doors, the northeast personnel door, and northwest personnel door.

3.4.5. Specialist Flight. Is responsible for all east entrances into their areas.

3.4.6. Weapons Flight. Monitors all east entrances into their areas, and also the southeast personnel door.

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