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Maintenance

AIRCRAFT SEALING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes procedures for the 934th Airlift Wing when an aircraft is sealed and assumed as a spare for daily flying operations at home station. It applies to Operations and Maintenance personnel and implements AFRPD 21-1, *Managing Aerospace Equipment Maintenance*, referencing MCR 55-130, Volume 1, *C-130 Operations*, and T.O. 1C-130B-1, *Flight Manual USAF Series C-130B, C-130E and C-130H Aircraft*.

1. Procedures:

- 1.1. The flight line Expediter will supply the seals for aircraft in coordination with 96AS/DOE.
- 1.2. When the Engineers and Loadmasters –1 preflight has been completed and the aircraft is going to be sealed, the Engineer, Loadmaster or Crewchief will enter an “informational note” (no symbol) entry into the next open discrepancy block of the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, stating: “INFO-NOTE Aircraft sealed at _____ hours with seal # _____.”
- 1.3. The Engineer, Loadmaster or Crewchief will also report the completed time and seal number to the Maintenance Coordination Function (MCF) at the Command Post.
- 1.4. When this seal is installed, the aircraft –1 preflight, will remain valid until the Maintenance –6 preflight expires, provided the aircraft is sealed, not flown, and documented entry control is maintained.

2. Preflight Integrity:

- 2.1. Documented entry control into the aircraft is vital to maintain the integrity of the aircrew -1 preflight and prevent questionable practices that may void the –1 preflight. 934th Maintenance Squadron (MXS) and 96th Airlift Squadron (AS)/DOE will coordinate on all aircraft entries for a new seal, to verify the –1 preflight integrity is maintained and to report the new time and seal number to the MCF.

Listed below are examples of tasks that may not jeopardize the aircrew -1 preflight integrity when coordinated with 96 AS/DOE.

2.2. Tasks:

2.2.1. Fuel/Defuel/Lox Servicing.

2.2.2. Tire Servicing.

2.2.3. Towing.

2.2.4. Over water preflight on self-contained navigational system, station keeping equipment, and identification friend or foe.

2.2.5. Loadmaster Preflight.

2.2.6. Aircraft Publications Update.

2.2.7. Mooring Aircraft.

2.2.8. Reconfiguration of Aircraft.

2.2.9. Minor Interior Surface Cleaning.

2.3. If the seal is broken but the -1 preflight integrity is maintained the following will be documented in the AFTO Form 781A: The current "Information Note" entry will be lined out and new "Information Note" entry made in the next open discrepancy block stating: "INFO-NOTE Seal broken @ _____ hrs for (Reason) _____ and Aircraft Resealed @ _____ hrs with seal # _____."

2.4. Aircraft are not required to be sealed when preflighted to prepare for Operational Readiness Inspections and rotations.

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