

**BY ORDER OF THE COMMANDER  
934TH AIRLIFT WING**

**934TH AIRLIFT WING INSTRUCTION  
21-103**



**29 OCTOBER 2013**

**Maintenance**

**AIRCRAFT SEALING PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*, referencing AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*, and T.O. 1C-130H-1, *Flight Manual USAF Series C-130H Aircraft*. This instruction establishes procedures for the 934<sup>th</sup> 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 assigned to 934Airlift Wing Air Reserve Station (ARS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, Recommendation for Change of Publication; route AF IMT 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <http://afrims.amc.af.mil/>.

**SUMMARY OF CHANGES**

Minor changes were made to update organizational and name changes.

**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 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: Flight Engineer or Loadmaster -1 preflight C/W on (date)\_\_\_\_\_, @ \_\_\_\_\_hours Zulu with seal # \_\_\_\_\_.”

1.3. The aircraft forms will then be stowed in the battery box. The Engineer, Loadmaster or Crewchief will also report the completed time and seal number to the Maintenance Operations Center (MOC).

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 Aircraft Maintenance Squadron (AMXS) 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 MOC. 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.

DARRELL G. YOUNG, Colonel, USAF  
Commander, 934th Airlift Wing

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*, 23 April 2012

T.O. 1C-130H-1, *Flight Manual USAF Series C-130H Aircraft*, 1 August 2002

***Adopted Forms***

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

***Abbreviations and Acronyms***

MOC—Maintenance Operations Center