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Maintenance

**DROPPED OBJECT PREVENTION (DOP)
PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. Its purpose is to establish procedural guidance for the identification and subsequent reporting of dropped objects from unit aircraft. It applies to all 302 Airlift Wing (AW) personnel involved in the maintenance and operation of aircraft. This publication references Air Force Instructions (AFI) 10-206, *Operational Reporting*, Air Force Reserve Instructions (AFRCI) 10-203, *United States Air Force Reserve (USAFR) Command and Control*, 302 Airlift Wing Instructions (AWI) 21-101, *Aircraft Impoundment Procedures*, T.O. 00-20-1, *Aerospace Equipment Maintenance General Policies and Procedures*, and T.O. 1C-130A-6, *Aircraft Scheduled Inspection and Maintenance Requirement*. It further augments Air Force Instruction (AFI) 21-101, Air Force Reserve Command (AFRC) Sup1, *Aerospace Equipment Maintenance Management*, AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*, and AFI 91-204, *Safety Investigations and Reports*.

1. General Information.

- 1.1. A dropped object is defined as any aircraft part, component, surface, or other item lost during aircrew operations (unless intentionally jettisoned), from engine start to engine shutdown.
- 1.2. Inadvertent release of chaff or flares, or the release of a quantity in excess of the number selected by the aircrew, will not constitute dropped object reporting. Instead, report such incidents in accordance with (IAW) AFI 91-204 procedures.

2. Responsibilities.

- 2.1. The Maintenance Group (MXG) Commander will serve as the Dropped Object Prevention Program (DOP) program manager and will appoint a member of the MXG Quality Assurance Office (MXQ) as the Wing DOP monitor. An alternate monitor from MXQ will also be appointed to ensure consistency of investigating and reporting all incidents.

2.2. The Wing DOP monitor/alternate will:

2.2.1. Immediately investigate all reported dropped objects and comply with reporting such incidents IAW AFI 21-101/AFRC Sup1, Chapter 18. (Telephone or e-mail 22 Air Force (AF)/LGMA and Head Quarters (HQ) AFRC/LGMAC upon initial report and follow-up with a formal report to both agencies using the AFI 21-101 format.)

2.2.2. Ensure training standards are reviewed periodically for consistency with current Air Force directives.

2.2.3. Ensure a Deficiency Report (DR) is submitted to the unit DR monitor if a material or design deficiency is suspected or causal.

2.2.4. Submit DOP agenda items to the Wing FOD monitor and attend all Foreign Object Damage/Debris (FOD) meetings, presenting issues with potential for downstream FOD.

2.2.5. Document DOP incidents in the Quality Assurance Tracking and Trend Analysis System (QANTTAS) and forward a copy of the final report (QANTTAS-generated) to all affected agencies for incorporation in their education and training programs.

2.3. Airframe Powerplant General (APG) personnel will conduct a post-recovery visual inspection for loose or damaged components/panels of all aircraft that have performed landings on unimproved/substandard airfields, regardless of whether or not a Thruflight Inspection is required.

2.4. Any aircrew or maintenance personnel who discovers an object has possibly been dropped from an aircraft, will make the appropriate entries in the aircraft AFTO IMT 781A, **Maintenance Discrepancy and Work Document**, or AMC IMT 97, **AMC In-Flight Emergency and Unusual Occurrence Worksheet**, if required immediately following aircraft recovery/discovery, as appropriate. Contact will be made with Tanker Airlift Control Center (TACC) or the controlling agency via the most expeditious means available in accordance with (IAW) AFI 11-2C-130V3, Chapter 6. The following functions will be notified, in turn:

2.4.1. Expediter and/or Pro Super.

2.4.2. Maintenance Operations Center (MOC).

2.4.3. Wing DOP monitor.

2.4.4. Command Post.

2.4.5. Flight Safety Officer.

2.4.6. Airfield Manager (if the incident occurred during any portion of the flight sequence involving operations at Peterson AFB or the Colorado Springs Municipal Airport).

2.5. The Command Post will accomplish a "BEELINE" report, if the dropped object meets the requirements of AFI 10-206, *Operational Reporting* or AFRCI 10-203, *United States Air Force Reserve (USAFR) Command and Control*.

2.6. The Flight Safety Officer will accomplish reporting requirements if the incident meets the criteria for reporting IAW AFI 91-204.

2.7. Operations and Maintenance managers must consider if impoundment of the aircraft should be considered based on the apparent nature of the incident reported. Use 302 Airlift Wing Instruction

(AWI) 21-101, *Aircraft Impoundment Procedures*, as a guide to determine conditions warranting impoundment.

3. Prevention.

3.1. Maintenance personnel will ensure that all items removed from the aircraft exterior are accounted for using Technical Order (T.O.) 00-20-1, *Aerospace Equipment Maintenance General Policies and Procedures*, for documentation of such actions. Installation/reinstallation of removed items will always involve the use of the applicable maintenance directives, appropriate hardware/fasteners, and the required fit tolerances specified.

3.2. Maintenance personnel conducting Abbreviated T.O. 1C-130A-6, *Aircraft Scheduled Inspection and Maintenance Requirement*, inspections (preflight, thruflight, Isochronal, etc.), production inspectors, and aircrew will pay particular attention during visual inspections of the aircraft exterior, ensuring any observed defects concerning the attachment and fit of all exterior components and surfaces are identified and corrected.

4. Training.

4.1. In conjunction with Career Field Education and Training Plan (CFETP) requirements, applicable Maintenance Group work centers will ensure personnel annually review the Dropped Object Prevention program training video. Copies of recent unit or Major Command (MAJCOM) Dropped Object Reports will be made available for review to focus personnel on the items that have potential DOP significance.

4.2. Aircrew personnel will incorporate DOP awareness and prevention into their applicable training programs, with particular emphasis placed on the reporting process.

WILLIAM P. KANE, Brigadier General, USAFR
Commander

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

302 AWI 21-101, *Aircraft Impoundment Procedures*

AFI 10-206, *Operational Reporting or AFRCI 10-203, United States Air Force Reserve (USAFR) Command and Control*

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

AFI 21-101, *Air Force Reserve Command (AFRC) Sup1, Aerospace Equipment Maintenance Management*

AFI 91-204, *Safety Investigations and Reports*

AFPD 21-1, *Air and Space Maintenance*

T.O. 00-20-1, *Aerospace Equipment Maint General Policies and Procedures*

T.O. 1C-130A-6, *Aircraft Scheduled Inspection and Maintenance Requirement*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFPD—Force Policy Directive

AFRC—Air Force Reserve Command

AFRCI—Air Force Reserve Command Instruction

AMC—Air Mobility Command

APG—Airframe Powerplant General

AFTO—Air Force Technical Order

AW—Airlift Wing

AWI—Airlift Wing Instruction

CFETP—Career Field Education and Training Plan

DR—Deficiency Report

FOD—Foreign Object Damage/Debris

HQ—Head Quarters

IAW—In Accordance With

IMT—Information Management Tool

MAJCOM—Major Command

MOC—Maintenance Operations Center

QANTTAS—Quality Assurance Tracking and Trend Analysis System

TACC—Tanker Airlift Control Center

USAFR—United States Air Force Reserve