BY ORDER OF THE COMMANDER
908TH AIRLIFT WING

908 AIRLIFT WING INSTRUCTION 21-106

17 JULY 2007
Certified Current 23 April 2012
Maintenance

908TH AIRLIFT WING AIRCRAFT STRUCTURAL INTERGRITY PROGRAM

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 908 MXS/MXMF

Certified by: 908 MXG/CC (Col Kerry L. Kohler)
Pages: 5

This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance.* It gives procedures on monitoring actual aircraft usage and documenting crack and corrosion findings to obtain data for updating inspection and maintenance technical orders. It applies to all units and personnel in the 908th Airlift Wing. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication* as prescribed by AFI 11-215, *USAF Flight Manual Program* (*FMP*). Route AF Form 847 to the 908 MXS/MXMF at Maxwell AFB AL. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 37-123 (will convert to AFMAN 33-363), *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://afrims.amc.af.mil/**.

1. Inspection and Reporting Requirements.

1.1. Maintenance Requirements. All safety critical structural inspections have been identified in the 1C-130A-6, 1C-130A-3, 1C-130A-23, 1C-130A-36 series Air Force Technical Orders (TOs). Current examples of the verbiage used in the TO to identify the Airlift Wing Aircraft-Structural Integrity Program (ASIP) inspection requirements are as follows:

1.1.1. TO 1C-130A-6, Special Inspections, System Airframe (System 11000), paragraph 18.

1.1.2. TO 1C-130A-6WC-15, card number 1-349, paragraph 1, (NDI WORK DECK).

1.2. All ASIP inspections listed in the applicable TO's are required to be reported in the Automated Inspection, Repair Corrosion and Aircraft Tracking system (AIRCAT), and Inspection Corrosion and Repair Reporting (ICARR) program. An entry into the ICARR Program must be completed each time an inspection is accomplished or a discrepancy requiring a maintenance action is documented against the following system.

1.2.1. 11XXX Primary structure and skin.

1.2.2. 13XXX Landing gear.

1.3. TO 1C-130A-3 also has numerous occasions when ICARR reporting is required. Data collection is crucial in that it provides critical information to assist the Chief of Maintenance, Major Command and Warner-Robins Air Logistic Center (WR-ALC) in making fleet decisions.

1.4. All ASIP and ICARR data input shall be accomplished within 5 days of completion of inspection or repair. Coordinate all data entry requirements with the Project Officer prior to database input.

1.5. Work Center Responsibilities.

1.5.1. Project Officer.

1.5.1.1. Act as OPR for this operating instruction.

1.5.1.2. Identify ASIP training requirements, method of documentation, and provide training to appropriate personnel.

1.5.1.3. Review ASIP correspondence and ensure requests for action receives prompt attention.

1.5.1.4. During deployments all required ASIP and ICARR reporting will be accomplished while deployed. If program administrative needs are not available, it will be reported upon return to home station.

1.5.2. Maintenance Flight Chief.

1.5.2.1. Establish, maintain, and periodically review for accuracy an ASIP inspection list documenting each aircraft's inspections. Ensure the inspection list is annotated as the inspections are completed.

1.5.2.2. Establish preprinted dock worksheets with the required inspections, and ensure that the individuals responsible for the inspection sign off their work once completed.

1.5.2.3. Ensure that the ASIP inspections are required for each Isochronal (ISO) Inspection input so erroneous/unnecessary inspections are not accomplished.

1.5.2.4. Ensure all ASIP inspections are complied with prior to closing out the Isochronal Inspection.

1.5.2.5. Coordinate all required ASIP inspections with Non Destructive Inspection (NDI) and structural supervision.

1.5.2.6. Periodically review the Isochronal Inspection work cards for the latest revisions and accuracy.

1.5.3. MOF Plans, Scheduling, and Documentation (PS&D).

1.5.3.1. Ensure that ASIP special inspections are properly loaded in the appropriate maintenance information system and scheduled for all assigned aircraft.

1.5.3.2. Monitor and ensure that a master record is created for each aircraft.

1.5.3.3. Monitor and ensure accuracy of isochronal count number and inspection for assigned aircraft.

2. Operations Usage Reporting Requirements.

2.1. TO 1C-130-101 is the governing technical order that describes the flight information data that is required to be reported. This data is used to satisfy the individual aircraft usage tracking requirements. Flight Engineers will use the flight data worksheet to record required information on all missions flown. Flight Engineers will comply with TO 1C-130-101 in the timely and accurate reporting of Aircraft usage into the Usage Data Input (UDI) software to ensure timely accomplishment of critical inspections. Ensure Inspection, Reporting Requirements, and Maintenance Requirements have been identified in the 1C-130A-6, 1C-130A-3, 1C-130A-23, 1C-130A-36 series TOs.

2.1.1. Current examples of the verbiage used in the TOs to identify the ASIP inspection requirements are as follows:

2.1.1.1. TO 1C-130A-6, Special Inspections, System Airframe (System 11000), paragraph 18.

2.1.1.2. TO 1C-130A-6WC-15, card number 1-349, paragraph 1, (NDI WORK DECK).

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Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 63-10, *Aircraft Structural Integrity,* 1 November 1997

DoDD 5000.1, *The Defense Acquisition System,* 12 May 2003

DoDI 5000.2*, Operation of the Defense Acquisition System,* 12 May 2003

AFI 63-1001, *Aircraft Structural Integrity Program*, 18 April 2002

AFI 21-101*, Aerospace Equipment Maintenance Management*, 29 Jun 06

TO 1C-130-101*, Implementation of C-130 Series Aircraft Usage Report,* 15 April 2003

TO 1C-130A-3, *Structural Repair Instruction,* 24 Nov 1998

TO 1C-130A-6, *Scheduled Inspection and Maintenance Requirements,* 31 Jan 2003

TO 1C-130A-6WC-15, *NDI Destructive Inspection Procedures*, 1 Dec 1984

TO 1C-130A-6WC-15, *NDI Work Deck*, 1 Nov 03

TO 1C-130A-23, *System Peculiar Corrosion Control*, 15 May 2001

TO 1C-130A-36, *Non Destructive Inspection Procedures*, 1 Dec 1984

Abbreviations and Acronyms

AF—Air Force

AIRCAT—Automated Inspection, Repair Corrosion, and Aircraft Tracking

ASIP—Airlift Wing Aircraft-Structural Integrity Program

ICARR—Inspection Corrosion and Repair Reporting

ISO—Isochronal

MOF—Maintenance Operations Flight

NDI—Non Destructive Inspection

OPR—Office of Primary Responsibility

PS&D—Plans Scheduling and Documentation

RDS—Records Disposition Schedule

TO—Air Force Technical Order

UDI—Usage Data Input

WR-ALC—Warner-Robins Air Logistic Center

Terms

Flight Engineer—Aircrew member responsible for aircraft visual inspections and in-flight duties, operates and monitors engine and aircraft systems controls, panels, indicators and devices.

Isochronal—Characterized by or occurring at equal intervals of time.