BY ORDER OF THE COMMANDER
920 RQW

920TH RESCUE WING OPERATIONS
INSTRUCTION 63-1001

22 OCTOBER 2012

Maintenance

AIRCRAFT STRUCTURAL INTEGRITY PROGRAM (ASIP)

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 920 MXS/MXMF

Certified by: 920 RQW/CC
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Pages: 4

This Operating Instruction identifies and defines program responsibilities for the 920 MXG Aircraft Structural Integrity Program. It applies to all personnel assigned to the 920 RQW. It implements AFI 63-1001, Aircraft Structural Integrity Program, and references AFI 21-101, Aerospace Equipment Maintenance Management, and current Joint Airframe Condition Evaluation (JACE) Workload Agreement for Air Force H-60 Helicopters. Coordination/approval at the 920 RQW will be accomplished by an electronically signed AF Form 673, *Air Force Publication/Form Action Request* (AF Form 673). Do not use e-mails for final coordination/approval, but all e-mails will be maintained as part of the record set. 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*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**

1. General. An Aircraft Structural Integrity Program is required to manage assigned HH-60Gs and C-130P/N's. This program is managed under the Joint Airframe Condition Evaluation (JACE) program for Air Force H-60 Helicopters and Inspection Corrosion and Repair Recording (ICARR) for the C-130. JACE is managed by Warner-Robins ALC/SOFSA as the Air Force OPR in conjunction with the U.S. Army Aviation and Missile command (AMCOM). All Air Force HH-60Gs will be inspected according to JACE policy directives and technical procedures by certified JACE inspectors. The ICARR program is intended to facilitate the collection and

display of inspection, corrosion, and repair data for the C-130 fleet and is managed by WR/ALC. This data is temporarily stored in a user's computer's hard drive and it must be downloaded periodically into the central C-130 Automated Inspection, Repair, Corrosion, and Aircraft Tracking (AIRCAT) system resident in Warner Robins ALC. Users with an internet connection and valid access accounts in the AIRCAT system can use the on-line download utility in the AIRCAT program to automatically transfer data to and from the AIRCAT database. The ICARR program provides the tools to input, validate, review and edit inspection, damage, and repair data for C-130 aircraft.

1.1. The Loads Environmental Spectra Survey (L/ESS) system is installed on 3 HH-60G aircraft, tail numbers 6230, 6236 and 6238. Data is collected on Mercer Engineering Research Data Recorder to obtain time history records of parameters necessary to define the actual stress spectra for critical areas of the airframe: Flight Control Rod/Clevis, Servo Support, Main Rotor blades and Primary Structure. Data is offloaded using portable memory chip after every 50 flight hours by the QA office. QA mails the memory chip using a prepaid envelope to Mercer Eng. Research Center, 135 Osigian Blvd Warner Robins GA 31088.Time interval to swap chip are in the JST and scheduled by Plans and Scheduling (P&S).

2. Responsibilities:

2.1. The Fabrication Flight Chief is designated unit ASIP Project Officer.

2.2. Maintenance personnel will prepare and configure aircraft as needed.

2.3. P&S will maintain hard copies of JACE workload agreements, aircraft inspection worksheets and is the official repository for JACE inspection data and related maintenance documentation (e.g., AFTO 781 series forms, AFTO 95s, and MIS data). P&S updates AFTO Form 95s and creates Job Standards per the JACE Workload Agreement.

2.4. NDI will input inspections and repairs into the ICARR program. An inspection record is required to cover damage and inspection results collected from directed NDI inspections or damage found during the course of the aircraft's maintenance or operation. An inspection is an ongoing maintenance event defined by a unique combination of aircraft tail number, type of maintenance code (i.e., ISO no. 1 inspection), date and TCTO when applicable. Only the date of the first record for the inspection is stored to cover all discrepancies and NDI records generated while completing the inspection.

2.5. Structural maintenance evaluates inspection results to determine if the required repairs can be made at the unit level. Structural maintenance inputs data using the ICARR program only when a repair is accomplished.

2.5.1. In the event structural maintenance determines that the repair(s) are either not within the unit's capabilities or there is insufficient technical data to effect the repair, structural maintenance will initiate a Maintenance Assistance Request IAW 00-25-107 and forward to QA for coordination and release.

2.6. Quality assurance monitors ASIP, provides technical support and trains QA personnel on the data collecting method for the L/ESS system at home and deployed locations.

2.7. Procedures to support ASIP at Deployed Location are, prior to deploying, the 920 Maintenance Group Client Support Administrators will install ICARR (Inspection Corrosion and Repair Recording) on a laptop. At the deployed location, the laptop will be connected to

the internet using a secure IP address. ASIP data will be entered into the ICARR program using this laptop. Deployed locations that cannot support a secure connection, ASIP data will be forward via phone to the 920th Maintenance Group ASIP Project Officer. QA or a designated representive will bring a prepaid envelope for data to support the L/ESS system to mail the memory chip back to Mercer Engineering Research Center.

JEFFREY L. MACRANDER, Col, USAFR
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFOSHSTD 48-20, *Occupational Noise and Hearing Conservation Program*

AFOSHSTD 91-67, *Liquid Nitrogen and Oxygen Safety*

AFOSHSTD 91-100, *Aircraft Flightline Ground Operations and Activities*

AFOSHSTD 91-501, *Air Force Consolidated Occupational Safety Standard*

AFOSHSTD 161-20, *Hearing Conservation Program*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFI 21-101, *Aircraft and Equipment Maintenance Management*

AFI 63-1001, *Aircraft Structural Integrity Program*

AFTO 781, *Aerospace Vehicle Forms*

AFTO 95, *Significant Historical Data*

Abbreviations and Acronyms

AIRCAT—Automated Inspection, Repair, Corrosion, and Aircraft Tracking

AMCOM—U.S. Army Aviation and Missile Command

ASIP—Aircraft Structural Integrity Program

ICARR—Inspection Corrosion and Repair Recording

JACE—Joint Airframe Condition Evaluation

JST—Job Standard

L/ESS—Loads Environmental Spectra Survey System

MIS—Maintenance Information System

NDI—Non Destructive Inspection

QA—Quality Assurance

TCTO—Time Compliance Technical Order