

**BY ORDER OF THE COMMANDER
19TH AIRLIFT WING (AMC)**

19th AIRLIFT WING INSTRUCTION

21-112

28 APRIL 2021

Maintenance



**AIRCRAFT STRUCTURAL INTEGRITY
PROGRAM (ASIP)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the

RELEASABILITY: There are no releasability restrictions on this publication.

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(Colonel James D. Hood)

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This instruction implements Air Force Instruction (AFI) 21-101, Aircraft and Equipment Maintenance Management, and applies to all applicable 19th Airlift Wing (19 AW) units. This instruction outlines policies and assigns responsibilities for implementing an Aircraft Structural Integrity Program (ASIP). It is used in conjunction with established instructions listed in **Attachment 1**. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFI 33-322, Records Management and Information Governance Program, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). 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 Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has had minor administrative changes.

1. General.

1.1. The C-130 ASIP is managed by the C-130 System Program Office, WR-ALC/LBRA. This office analyzes data provided by Operations and Maintenance units using a web based program called Automated Inspection, Repair, Corrosion and Aircraft Tracking (AIRCAT). Maintenance Group (MXG) personnel utilize the Inspection, Corrosion and Repair Recording

(ICARR) segment for documenting required ASIP inspections, aircraft structural repairs and reports of damage to aircraft structures as well as submit C-130J Data Transfer and Diagnostic System (DTADS) downloads to AIRCAT. A major function of the United States Air Force (USAF)-AIRCAT system is to provide data to generate the ASIP report. This report is used to make decisions regarding modifications, acquisition, reassignment and retirement of the Air Force C-130 aircraft.

1.1.1. Maintenance Group reporting is necessary to determine frequency of inspections on aircraft. Repairs that are installed on primary structure can change standard inspection requirements or necessitate new inspections in order to ensure the safety of the aircraft.

2. ASIP Project Officer Appointment and Responsibilities:

2.1. The 19th Maintenance Group ASIP Project Officers will:

2.1.1. Be appointed by the 19 MXG/CC.

2.1.1.1. At a minimum, a primary and alternate Project Officer will reside within the Maintenance Group.

2.1.2. Act as the main point of contact for MXG ASIP issues and distribute applicable ASIP correspondence received from WR-ALC Robins AFB GA.

2.1.3. Perform quarterly spot checks on ASIP monitors and document inspection results.

2.1.4. Coordinate with the Client Support Administrator (CSA) to ensure the most current ICARR software is installed on work center computers to support the 19 MXG ASIP program.

3. ASIP Monitor Appointment and Responsibilities:

3.1. 19th Aircraft Maintenance Squadron ASIP monitors will:

3.1.1. Be appointed by the Maintenance Operations Officer

3.1.1.1. At a minimum, a primary and alternate ASIP monitor will reside in each respective Debrief section that utilizes DTADS, assigned to Little Rock AFB.

3.1.2. Maintain a continuity binder (or electronic equivalent) to include, at a minimum, the ASIP monitor appointment letters and training documentation.

3.1.3. Ensure all required ARMS Aircrew Flight Data Document (AFTO Form 781) are available for Aircrew at debrief locations.

3.1.4. Verify the accuracy of ARMS Aircrew Flight Data Document (AFTO Form 781) before Aircrew leaves debrief.

3.1.5. Submit DTADS flight data download to the "J Model Data" Graphical User Interface (GUI) found on the AIRCAT Web site not later than the next duty day after mission completion.

3.2. 19th Maintenance Squadron ASIP monitors will:

3.2.1. Be appointed by their respective Maintenance Operations Officer

3.2.1.1. At a minimum, a primary and alternate ASIP monitor will reside in the Aircraft Structural Maintenance and Non-Destructive Inspection sections.

3.2.2. Maintain a continuity binder (or electronic equivalent) to include, at a minimum, the ASIP monitor appointment letters and training documentation.

3.2.3. Use a general purpose or locally devised form to log ICARR inputs until they are submitted to ICARR. Retain completed forms for one year.

3.2.4. Input ICARR entries for applicable inspections and repairs as soon as practical but no later than 5 working days of completion.

3.2.5. Submit all required ICARR inputs IAW applicable TOs to include but not limited to:

1C-130J-6, 1C-130J-6WC series TOs, 1C-130J-23.

4. Training Requirements for Personnel Responsible for ASIP Aircraft Usage Data Collection and Submittal.

4.1. Training will consist of on-the Job Training (OJT) from current system users within the affected sections. ICARR users will also utilize the power point presentation available on the AIRCAT website. All training will be documented on an AF IMT 797, Job Qualification Standard Continuation, or other appropriate AF IMT.

4.2. A copy of ASIP monitor appointment letters will be provided to the applicable ASIP Project Officer upon appointment and/or when there is a change of monitors.

5. Documentation Requirements for ASIP Usage Data Collection and Submittal.

5.1. All documentation requirements for aircraft usage data collection and submittal contained in TO 1C-130-101 will be adhered to by affected personnel.

5.2. C-130J debrief personnel will follow DTADS usage guidance contained in TO 1C-130J-2-45JG-30-1.

5.3. All aircraft usage data worksheets will be submitted as soon as practical but no later than 15 days after mission completion IAW TO 1C-130-101.

6. Procedures to Collect and Submit ASIP Aircraft Usage Data at Deployed Locations.

6.1. All affected personnel will adhere to the guidance contained in this instruction when deployed away from home station.

6.2. If local ASIP instructions are already in place at the deployed location, personnel will follow the local ASIP guidance in addition to the ASIP guidance contained within this instruction to ensure accurate and on-time reporting while temporarily assigned away from home station.

7. Procedures, not listed in applicable TOs, to maintain flight data recorders on equipped aircraft and the associated downloading equipment or storage media will be addressed IAW TO 00-5-1.

JOHN D. SCHUTTE, Colonel, USAF
Commander

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

AFI 33-322, *Records Management and Information governance Program*, 23 March 2020
AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020
AFI 21-101_AMCSUP, *Aircraft and Equipment Maintenance Management*, 3 August 2020
DAFI 63-140, *Aircraft Structural Integrity Program and Air and Space Equipment Structural Management*, 6 August 2020
TO 1C-130J-6, *Aircraft Scheduled Inspection and Maintenance Requirements*, 1 July 2020
TO 1C-130J-6WC, *Preflight/Thruflight/Combined Pre/Postflight Inspection*, 1 January 2020
TO 1C-130-101, *Aircraft Usage Report Instructions*, 1 August 2020
TO 1C-130J-23, *Corrosion Prevention and Control Manual*, 1 July 2020
TO 1C-130J-36, *Nondestructive Inspection Procedure*, 1 July 2020
TO 1C-130J-2-45JG-30-1, *Data Transfer and Diagnostic System (DTADS)*, 1 July 2020
TO 1C-130J-2-45GS-00-1, *Data Transfer and Diagnostic System (DTADS)*, 1 January 2019

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*
AF IMT 797, *Job Qualification Standard Continuation/Command*

Abbreviations and Acronyms

AIRCAT—Automated Inspection, Repair, Corrosion and Aircraft Tracking
ASIP—Aircraft Structural Integrity Program
CSA—Client Support Administrator
DTADS—Data Transfer and Diagnostic System
GUI—Graphical User Interface
ICARR—Inspection, Corrosion and Repair Recording
MXG—Maintenance Group
TO—Technical Order
WR-ALC—Warner Robins Air Logistics Center