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**Acquisition**

**AIRCRAFT STRUCTURAL INTEGRITY  
PROGRAM (ASIP)**

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This instruction implements Technical Order (T.O.) 1A-10A-38, *Aircraft Structural Integrity Program Service Life Monitoring Program*, Air Force Policy Directive (AFPD) 63-10, *Aircraft Structural Integrity*, and Air Force Instruction (AFI) 63-1001, *Aircraft Structural Integrity Program*. It delineates policy and assigns responsibilities for the management of the Individual Aircraft Tracking Program. This instruction applies to pilots and maintenance personnel assigned to the 442d Fighter Wing (442 FW), Whiteman Air Force Base (AFB), Missouri, only.

**SUMMARY OF REVISIONS**

This revision updates the changes to the identification of the squadron and incorporates changes due to the new Aircraft Data Recording Program (ADR). A bar ( | ) indicates a revision from the previous edition.

**1. Objectives.** The objective of the Individual Aircraft Tracking Program is to determine the actual service usage of each aircraft and the potential impact of this usage on estimated service life, inspection intervals, and maintenance and modification schedules. The actual service usage is determined from the mission and counting accelerometer data collected and reported as described by this instruction and T.O. 1A-10A-38. All aircraft assigned to the 442 FW participate in the program.

**2. Point of Contact (POC).** The Specialist Flight Chief is the POC at Whiteman Air Force Base, Missouri. The POC will coordinate all maintenance repair actions with the Flight Loads Data Program Manager.

**3. AFTO Form 278, Aircraft Flight Log.**

3.1. Locally, the AFTO Form 278 will be initiated by the debriefer on a flight-by-flight basis with the tail number, date, base code, takeoff weight, and takeoff fuel. The pilot will furnish information on the number of rounds fired, rounds remaining before takeoff, number of in-flight refuelings, and number

of landings. The crew chief will forward accelerometer readings to the debriefer as soon as possible and the debriefer will annotate flight time, airframe hours, and accelerometer readings. Additionally for ADR modified aircraft, weapons configuration and post flight fuel (added in gallons) must be listed. Files created are kept for three months.

3.2. The debriefer is responsible for collecting and entering the flight data into the Flight Data Entry Program website at [https://asip.tinker.af.mil/plsql/a10public/a10\\_pri.a10\\_package.a10](https://asip.tinker.af.mil/plsql/a10public/a10_pri.a10_package.a10) and then forwarded to Tinker AFB, Oklahoma.

3.3. The Specialist Flight will download the ADR data information from the modified aircraft into the laptop computer and then forward information to Tinker AFB, Oklahoma (<https://asip.af.mil/ADADS/>).

#### 4. Cross-country.

4.1. Upon return, the debriefer will ensure the total flight time is entered since leaving home station.

4.2. The pilot will ensure the total number of landings and in-flight refuelings are annotated since leaving home station.

**5. Component Tracking Sheet.** When a structural component is changed, a locally generated Component Tracking Sheet ([Attachment 2](#)) will be annotated and forwarded to OC-ALC/TILOF.

PATRICK A. CORD, Colonel, USAFR  
Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFPD 63-10, *Aircraft Structural Integrity*

AFI 63-1001, *Aircraft Structural Integrity Program*

T.O. 1A-10A-38, *Aircraft Structural Integrity Program Service Life Monitoring Program*

***Abbreviations and Acronyms***

**ADR**—Aircraft Data Recording Program

**AFB**—Air Force Base

**AFI**—Air Force instruction

**AFPD**—Air Force policy directive

**ASIP**—Aircraft Structural Integrity Program

**T.O.**—technical order

**POC**—point of contact

## Attachment 2

## SAMPLE COMPONENT TRACKING SHEET

1. AIRCRAFT SERIAL NUMBER: (79-0113)
2. BASE: (26 WHITEMAN)
3. DATE: (980128) FLIGHT HOURS: (4513.4)
4. COMPONENT:

a. <u>DESCRIPTION</u>	<u>SERIAL NUMBER</u>
LEFT SIDE VERTICAL FIN	(00B500 <u>1 4 5 7</u> )
RIGHT SIDE VERTICAL FIN	(00B500 <u>1 2 6 3</u> )
LEFT SIDE OUTER WING	(00B6200 <u>3 4 5</u> )
RIGHT SIDE OUTER WING	(00B6200 <u>2 1 9</u> )
LEFT SIDE NACELLE	(00A4000 <u>4 5 8</u> )
RIGHT SIDE NACELLE	(00A4000 <u>1 0 0</u> )
HORIZONTAL STABILIZER	(00B5300 <u>6 4 0</u> )
CENTER WING	(00A6100 <u>1 1 0</u> )
b. <u>REMOVED</u>	
SERIAL NUMBER	PART NUMBER
257-5000	1057-1
c. <u>INSTALLED</u>	
SERIAL NUMBER	PART NUMBER
257-5010	1057-1

5. DISPOSITION OF REMOVED COMPONENT: CONDEMNED

REPAIRABLE/NRTS   X  

REPAIRED ON SITE/RETURNED TO SUPPLY \_\_\_\_\_

OTHER (EXPLAIN BELOW) \_\_\_\_\_

**NOTE:** ONE FORM SHALL BE USED FOR EACH COMPONENT REPLACED