BY ORDER OF THE COMMANDER
913TH AIRLIFT WING

913TH AIRLIFT WING INSTRUCTION 21-111

13 APRIL 2005

Maintenance

AIRCRAFT STRUCTURAL INTEGRITY 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*, AFI 63-1001, *Aircraft Structural Integrity Program*, AFI 21-101, *Aerospace Equipment Maintenance Management,* and T.O. 1C-130-101, *Implementation of C-130 Series Aircraft Report*. It establishes procedures for the 913th Maintenance Group (MXG) and Operations Group (OG) to comply with the Aircraft Structural Integrity Program (ASIP). Maintenance reporting is necessary to determine overdue inspections on aircraft. Additionally, repairs that are made on primary structures can change standard inspection requirements or necessitate new inspections, to ensure the safety of the aircraft. Usage reporting requirements from the OG are used to establish inspection intervals for the aircraft, determine the service life of major components, and schedule aircraft retirements. The replacement of the center and outer wings is predicted from this data. This instruction applies to all personnel working around aircraft assigned to the 913 Airlift Wing.

1. Maintenance Reporting Requirements:

1.1. Commanders at all levels are responsible for compliance with this instruction.

1.2. Maintenance actions that require reporting are identified in the specific work cards, Technical Order (T.O.) and Time Compliance Technical Order (TCTO) (e.g., 1C-130A-6, 1C-130A-15 Isochronal (ISO) work cards, 1C-130A-3 and 1C-130A-36.) All ASIP inspections listed in the applicable T.O. are required to be posted in the Inspection Corrosion and Repair Recording (ICARR) system.

1.3. Any defect that requires a repair action will be reported in the ICARR software, in accordance with (IAW) 1C-130A-23, chapter 1, section IX, paragraph 1-39.

1.4. All ASIP and ICARR inputs will be submitted in a timely manner, 10 working days after completion of repair or inspection. A general purpose AF Form 3136 will be used to log inputs until they are submitted.

1.5. The maintenance project officer will reside in the Quality Assurance (QA) office and will ensure accurate and timely inspections are performed quarterly IAW the Maintenance Standardization and Evaluation Program, and program reporting IAW the applicable T.O.'s mentioned above.

1.6. If the Automatic Inspection Repair Corrosion and Aircraft Tracking (AIRCAT) and ICARR programs are available at a deployed location they will be utilized. Monitors will include blank AF Form 3136, **General Purpose Form** in deployment packages for use if AIRCAT and ICARR are not available. Use the General Purpose Form as a manual documentation and send to home station for data input in the AIRCAT and ICARR systems.

1.7. The Periodic Inspection Dock Supervisor responsibilities include: (1) Ensure all ASIP inspections are complied with prior to closing out periodic inspections; (2) Review and coordinate all ASIP inspections with the Non Destructive Inspection and Structural Repair Supervisors; (3) Review the periodic inspection work cards for the latest revisions and content accuracy.

1.8. All depot-level assistance requests developed IAW Technical Order 00-25-107 will be routed through the QA office for coordination prior to being entered into the AIRCAT system.

2. Usage Reporting Requirements:

2.1. All 913 AW C-130 series aircraft require the use of the 327th Airlift Squadron (AS) data worksheet by the flight engineer, in accordance with T.O. 1C-130-101, page 1, section 2 to record each flight. Flight data worksheets will be maintained for a minimum of two years in accordance with Headquarters Air Mobility Command directives.

2.2. The 327th Airlift Squadron flight engineer section will ensure data is entered into the AIRCAT database using the Usage Database Input (UDI) software in a timely and accurate manner. When off station, aircraft data may be entered on a laptop or notebook computer with the alternative mobile UDI software and downloaded to the AIRCAT server upon return to home station. Units with loaned aircraft will complete and input all AIRCAT data in a timely and accurate manner, and provide the owning unit with hard copies of the flight data worksheets upon return. Deployed units will identify an AIRCAT monitor to ensure AIRCAT data is input and copies of the flight data worksheets are returned to the home unit in a timely manner.

2.3. The 327th Airlift Squadron project officer will reside in the flight engineer Standard/Evaluation (Stan/Eval) office. The project officer will ensure aircraft usage is reported and review rates to ensure that a minimum of 90% of the usage information is reported.

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Commander