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SENSITIVE

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**SUPERSEDING**  
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## **PERFORMANCE SPECIFICATION**

### **TECHNICAL MANUALS: AIRCRAFT BATTLE DAMAGE ASSESSMENT AND REPAIR**

This specification is approved for use by all Departments and Agencies of the Department of Defense.

#### **1. SCOPE**

1.1 Scope. This performance specification covers requirements for the preparation of technical manuals on aircraft battle damage assessment and repair (ABDAR), and quick repair instructions not included in TO 1-1H-39/NAVAIR 01-1A-39. Aircraft specific manuals will describe quick ABDAR procedures to be applied to the specific aircraft. Duplication of information contained in other maintenance manuals should be kept to a minimum in the specific ABDAR manual.

1.2 Detail. The level of detail contained in this performance specification is necessary to comply with the requirements of the Joint Computer-aided Acquisition and Logistics Support (JCALS) system.

#### **2. APPLICABLE DOCUMENTS**

2.1 General. The documents listed in this section are specified in sections 3 and 4 of this specification. This section does not include documents cited in other sections of this specification or recommended for additional information or as examples. While every effort has been made to ensure completeness of this list, document users are cautioned that they must meet all specified requirements documents cited in sections 3 and 4 of this specification, whether or not they are listed.

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Det 2, HQ ESC/AV-2, 4027 Col Glenn Hwy, Suite 300, Dayton, OH 45431-1672, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

**AMSC F4371**

**AREA TMSS**

**Distribution Statement A.** Approved for public release; distribution is unlimited.

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2.2 Government Documents.

2.2.1 Specifications, standards, and handbooks. The following specifications, standards, and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation (see 6.2).

STANDARDS

DEPARTMENT OF DEFENSE

- DOD-STD-863 - Wiring Data and System Schematics Diagrams, Preparation of
- MIL-STD-38784 - Manuals, Technical: General Style and Format Requirements

(Unless otherwise indicated, copies of the above specifications, standards, and handbooks are available from the Standardization Documents Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.2.2 Other government documents, drawings, and publications. The following other government documents, drawings, and publications form a part of this document to the extent specified herein. Unless otherwise specified, the issues are those cited in the solicitation (see 6.2).

Air Force Technical Manuals

- TO 1-1H-39/NAVAIR 01-1A-39 - General Aircraft Battle Damage

(Copies of specifications, standards, drawings, and publications required by manufacturers in connection with specific acquisition functions should be obtained from the contracting activity, or as directed by the contracting officer).

2.3 Non-Government publications. The following documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are DOD adopted are those listed in the issue of the DODISS cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DODISS are the issues of the documents cited in the solicitation (see 6.2).

AMERICAN NATIONAL STANDARDS INSTITUTE

- ANSI Y14.3M-1994 - Multiview and Sectional View Drawings

(Application for copies should be addressed to the American National Standards Institute, 11 West 42<sup>nd</sup> Street, New York, NY 10036).

2.4 Order of precedence. In the event of a conflict between the text of this specification and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

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**3. REQUIREMENTS**

3.1 **Mandatory requirements.** All requirements contained herein are considered mandatory when applicable, unless specifically identified as an optional requirement.

3.2 **Manual preparation.** The style and format of the specific ABDAR manual shall be in accordance with the requirements of MIL-STD-38784. The manual shall be as brief as appropriate; however, each required system on the aircraft shall be described sufficiently, so that personnel trained in other specific weapon systems, but untrained in this specific weapon system, could apply the repair procedures described. The specific ABDAR manual shall contain information necessary for maintenance personnel to determine the extent of damage to the aircraft, and instructions to make deferment/repair decisions. A cross-reference between system components, subsystems, and critical components, required to support a specific mission, shall be included. The manual shall be delivered in electronic or paper format as specified by the acquiring activity (see 6.2). Document type definitions (DTDs) have not been included at this time. When electronic delivery of the manual is required by the acquiring activity, DTDs shall be prepared by the contractor and submitted to Det 2, HQ ESC/AV-2 for approval.

3.2.1 **Illustrations.** Illustrations shall be simple, clear, and contain only essential elements in accordance with MIL-STD-38784.

3.2.2 **Diagrams.** Diagrams shall be furnished where applicable, to identify aircraft structural members and applicable systems/components (e.g., electrical, egress, fuel) essential for mission success. Internal and external structural members, panels, and skin, shall be included. The diagrams shall also identify the component materials. Vulnerability reduction features (armor, foam, etc.) shall be noted. All wiring data and system schematics shall be prepared in accordance with DOD-STD-863.

3.3 **Arrangement.** The specific ABDAR manual shall be arranged in the following order and the chapters numbered consecutively:

Front Matter

- Chapter 1 - General Information
- Chapter 2 - System Description
- Chapter 3 - Materials
- Chapter 4 - Support Equipment/Special Tools
- Chapter 5 - Abbreviated Functional Checks
- Chapter 6 - Typical Repairs
- Chapter 7 - Interchangeability Data
- Chapter 8 thru n - Zone 1 thru xxx

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- Chapter n+1 - Engines
- Chapter n+2 - Electrical Wiring/Harnesses (optional)

3.4 Front matter. Front matter shall be in accordance with the requirements of MIL-STD-38784.

3.4.1 Foreword. The foreword shall contain a brief explanation of the specific ABDAR manual and how it is to be applied. The following statement shall be included at the end of the foreword:

“The damage limits and repairs established in this manual shall only be applied in time of war. Under no circumstances shall this manual be used wholly or in part for peacetime maintenance of the aircraft. The criteria contained herein allow rotary wing/fixed wing aircraft to be flown with battle damage which exceeds peacetime limits. Assessment of aircraft battle damage requires extreme care and diligence, and strict adherence to the instructions and criteria contained in this manual. If, at any stage of damage assessment, the assessor believes that oversights or errors have been made, the assessment shall be stopped at that point and repeated from the beginning. Under no circumstances, shall the requirements of this manual be waived or circumvented, without the expressed approval of the commander or designated representative.”

3.5 Chapter 1, General information. This chapter shall provide general information relative to the specific weapon system and, as a minimum, shall contain the following sections:

- Section I - General Information
- Section II - Mission Identification
- Section III - Damage Assessment
- Section IV - Aircraft Zones

3.5.1 Section I, general information. Instructions on how to use the manual shall be provided for the assessor and technician. Structure analysis methods, employed in generating the damage limits, shall be provided for the ABDAR engineer, who may be tasked to provide additional engineering assumptions and procedures which are not specified in the manual.

3.5.2 Section II, mission identification. This section shall identify each generic type mission as designated for that particular weapon system (e.g., air-to-air, air-to-ground, tanker support). Missions shall be as identified by the flight manual, or as identified by the acquiring activity (see 6.2).

3.5.3 Section III, damage assessment. Damage limits, repair guidelines, instructions, and references to applicable publications, which enable an assessor to make the correct deferment/repair decisions, shall be provided. Previous data from damage levels on similar aircraft, vulnerability assessments, and system criticality information from failure modes and effects analysis on the specific aircraft, shall be used as a guide in determining contents and scope of procedures to be addressed in the specific ABDAR manual. Information from the Air Force Wright Laboratory Flight Dynamics Survivability and Safety Enhancement Branch, AFWL/FIVS, Wright-Patterson AFB, OH 45433, shall be assessed for applicability. Flight operational limits shall be addressed after deferments/repairs assessments are made.

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3.5.3.1 Fire and heat damage. Instructions on how to determine the degradation of material properties, caused by fire and heat, shall be provided. A chart to show conductivity values and hardness readings for materials used on the aircraft, when exposed to damaging fire or heat, shall be included. The chart shall include procedures for quick determination of the extent of damage to ferrous, nonferrous, organic, and inorganic composite materials (see Figure 1). The chart shall identify those areas of the engine bays where the integrity of fire walls must be maintained to prevent excessive heat damage. Allowable damage limits shall be specified, and any peculiar firewall repairs shall be included in the appropriate zone.

3.5.3.2 Weight and balance. Instructions for the assessor to determine the effects on weight and balance, which significantly affects the center of gravity (CG) as a result of repairs on the aircraft, shall be provided.

3.5.3.3 Logic procedure. This section shall include an assessment logic tree that applies to structure/system/components that pertain to the weapon system (see Figure 2).

3.5.4 Section IV, rotary wing/fixed wing aircraft zones. This section shall provide a three-dimensional illustration identifying rotary wing/fixed wing aircraft zones. A brief explanation of the selected rotary wing/fixed wing aircraft zones shall be included. These zones shall be selected such that they are essentially repair-independent and physically distinct, based on structural features/equipment commonality. When all the zones are put together, the results shall be a complete rotary wing/fixed wing aircraft. The zones shall be identified by rotary wing/fixed wing aircraft station numbers. Each zone section shall begin on a right-hand page (see Figures 3 and 4 for an example of rotary wing/fixed wing aircraft zones).

3.6 Chapter 2, system descriptions. This chapter shall contain a brief description (approximately one page or less) of the aircraft systems. This chapter shall also include diagrams, drawings, and schematic illustrations, as necessary. Each description shall include a reference to the applicable maintenance manual.

EXAMPLE:

Section I	-	Airframe
Section II	-	Crew station
Section III	-	Landing gear system
Section IV	-	Flight control system
Section V	-	Power plant
Section VI	-	Engine starting system
Section VII	-	Electrical power supply
Section VIII	-	Environmental control system
Section IX	-	Hydraulic and pneumatic system
Section X	-	Fuel system
Section XI	-	Flight instruments
Section XII	-	VHF communications
Section XIII	-	UHF communications
Section XIV	-	Interphone system
Section XV	-	Fire control system
Section XVI	-	Weapons delivery

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3.7 Chapter 3, materials. Repairs shall be designed using ABDAR Tool/Material Kit listings approved by the acquiring activity. Preferred material required for a specialized repair shall be specified. A consolidated listing, by part number, containing aircraft peculiar fasteners (types and dimensions), unique materials, sealants, parting agents, films, pads, solvents, cleaning materials, bonding materials, primers, honeycomb, and alternate materials for each, shall be included. All items shall be identified using Military/Federal Specifications, if applicable. This chapter shall contain a table listing materials and suitable substitute materials that are not contained in the ABDAR Tool/Material Kit Listing. Materials shall be grouped by specification number, and shall be in alpha-numeric sequence, by part number and Contractor and Government Entity (CAGE) code. A table shall be prepared in accordance with the following format:

<u>PART NUMBER/CAGE</u>	<u>NOMENCLATURE</u>
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3.8 Chapter 4, support equipment/special tools. This chapter shall contain a listing of support equipment/special tools that are not included in the ABDAR tool/material kit listing. Special tools shall be grouped by part number/CAGE code. The number of tools shall be kept to a minimum, and they shall be common type tools, where possible.

3.9 Chapter 5, abbreviated functional checks. This chapter shall contain limited functional checks for those essential systems, for which a full system operational check and support equipment is normally required. The checks shall be brief, and shall contain only those items necessary to ensure mission capability.

3.10 Chapter 6, typical repairs. This chapter shall illustrate, describe, and include procedures for typical repairs that are common to two or more zones. Typical repairs shall be provided for all aircraft systems, subsystems, and components, as applicable. Repair steps that affect survivability/vulnerability, hardness, or Radar Cross Section (RCS) characteristics, shall be identified. Typical repairs shall not duplicate repairs covered in TO 1-1H-39/NAVAIR 01-1A-39.

3.11 Chapter 7, interchangeability data. Interchangeability data, not already identified in the illustrated parts breakdown manual, shall be provided, where applicable. Mission essential system components shall be identified in a consolidated list, by CAGE code/part number and nomenclature.

3.12 Chapter 8 through n. These chapters shall be numbered consecutively by aircraft zones, and each chapter shall contain a description and illustration(s) of that zone. Each chapter shall include the following:

Section I	-	Structures assessment
Section II	-	System assessment

3.12.1 Safety factors. Analysis supporting ABDAR structural repairs shall be based on ultimate strength. Repairs shall have stiffness that is compatible with the original structure. However, service life, corrosion, and aesthetic considerations may be overlooked in exchange for a rapid repair procedure. Strength related calculations, for the unrepaired structure, shall be made to obtain maximum utilization under wartime conditions, and accommodate worst case contingencies. Calculations shall be made to determine the static strength of the damaged and unrepaired structure. Operation of the aircraft shall be restricted to two-thirds of that strength, or to restriction engendered by damage tolerance residual strength considerations, whichever is lower. Safety of flight primary structures shall provide for adequate residual strength in the presence of

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cracks from damage remaining in the structures. The size and types of remaining damage, that are to be assumed, shall be established for each primary structural member in each zone, for each damage category. Structures with the assumed remaining damage shall be capable of sustaining limit load, or 1.2 times the maximum load associated with any operating restriction. Care shall be exercised to assure that deformation, that would degrade the load carrying or operating capability, shall not occur at the operational restriction.

3.12.2 Section I, structures assessment. This section shall contain a brief description of the structure, and shall include illustrations of external and internal members in each zone.

3.12.2.1 Categories. Five separate categories shall be used to categorize all external and internal structural members as follows (see Figure 5).

3.12.2.1.1 Category I, primary airframe structure. These members shall include, but are not limited to: main longerons, bulkheads, spars and ribs; structural torque boxes in highly stressed areas; stress panels which serve to stabilize tension and compression loads between primary load carrying members; and any group of structural members in which a single failure may result in the immediate loss of an aircraft at the maximum expected load. For this category, limits shall be listed for all three damage classes (see 6.4).

3.12.2.1.2 Category II, secondary structure. Limits shall be listed for all three damage classes (see 6.5).

3.12.2.1.3 Category III, nonessential structure (see 6.6).

3.12.2.1.4 Category IV, special structure. Limits shall be listed for all three damage classes (see 6.7).

3.12.2.1.5 Category V, repair restrained structure. Limits shall be listed for A and C damage classes. The three groups shown below are examples of Category V structures (see 6.8).

(1) Group 1. Complex machined and forged components used in construction of the airframe. Components such as splice plates, attachments, and irregular shaped segments of Category I structures. Fracture and fatigue critical areas shall be identified for these components.

(2) Group 2. Attachment fittings, supports, etc., that transmit high loads onto primary structural members; especially attachment fittings that transmit high vibration loads such as engine vibration loads.

(3) Group 3. All essential mechanical systems required for airworthiness, machined or forged: gears, screw jackets, actuators, etc., and all nonrepairable bell cranks, gear casing, and component mounting plates.

3.12.2.2 Illustrations and tables. Each structural illustration shall consist of a coded orthographic view drawing and table, depicting index number, nomenclature, material, damage class limitations, reference for repair, and remarks. The code shall include an index number and category numbers identifying each item as required. In conjunction with the category number, external illustrations shall use shading as indicated. Internal structural illustrations may use shading, if it does not detract from, or obscure details (see Figure 5). In order to simplify tables, nonessential (Category III) members need not be addressed.



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3.12.2.3 Damage limitations. Damage limitations for all Category I, II, IV, and V structures shall be provided. The limitations shall include the size and location for classes A, B, and C damage up to which repairs can be made under ABDAR constraints. The maximum number of repairs, and the limits for the proximity of multiple damage to a given structural component, shall be included. Guidelines, instructions, and illustrations for accomplishing repair, shall be provided in the zone chapter. Specific weapon system typical repairs, not covered by the general ABDAR TO 1-1H-39/NAVAIR 01-1A-39, shall be developed, and included in Chapter 6, using applicable illustrations/tables.

3.12.2.4 Category/class. Each category/class of damage, for each component of the major structural groups, shall be clearly defined within the zone chapter of the manual.

3.12.3 Section II, system assessment. This section shall contain the following requirements for each system assessment:

a. System serviceability criteria for the specific ABDAR manual shall be classified as fully capable (FC), degraded performance (DP), or not required (NR), as related to minimum essential systems, subsystems, and components required for a designated mission. Systems, subsystems, and components coded NR shall be noted in the zone chapter, but shall not be discussed in text, except when a maintenance action is required to safe/disable the system to prevent further damage or interference with other required operational systems. This criteria shall be illustrated in a table which shall include system/subsystem, mission serviceability criteria, and remarks (see Figure 6).

b. A brief description and damage assessment of each mission essential system, subsystem, and component in the zone, shall be included.

c. Orthographic view drawing(s) showing location of mission essential system components in the zone, shall be included.

d. Tables shall be developed to include index number, nomenclature, acceptable damage, maintenance action/repair reference, functional checks, and effects/restrictions, if applicable (see Figure 7).

e. Specialized repair procedures for aircraft systems, subsystems, or components that are unique to that zone, shall be developed, and included in the zone chapter. Instructions outlining recommended procedures for locating and disabling/capping off damaged system lines not required, shall be included in the zone chapter. Specialized repairs for fuel tank areas, flight controls, radomes, and transparencies, shall be developed, as appropriate. Changes to vulnerability reduction features such as armor, foam, and electromagnetic pulse, shall be addressed, if repair or deactivation is necessary. Repair procedures to restore line replaceable units to a serviceable condition, shall be provided, if applicable. These repairs shall be addressed in each applicable zone.

3.12.3.1 Avionic/electrical system assessment. This system assessment shall contain the requirements of 3.12.3. If wire/harness identifications for the specific aircraft vary from that of general ABDAR TO 1-1H-39/NAVAIR 01-1A-39, clarification shall be provided. Warnings concerning maximum power/voltage usable for systems checks shall be specified, if applicable, to preclude inadvertent system operations (e.g., munitions).

3.12.3.2 Mechanical system assessment. This system assessment shall contain the requirements of 3.12.3. Schematics or figures to define pertinent limitations/dimensions between bellcranks,



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actuators, and pivot points, shall be developed. Rotary wing aircraft components, such as main and intermediate tail gear boxes, and main and tail rotor blades, shall be included. Pressure/volume/travel limits shall be specified, if applicable.

3.12.3.2.1 Cable system. Locations where cables are used shall be identified, and any peculiar repairs shall be described. Instructions outlining recommended procedures for disabling secondary flight control systems which are desirable, but not essential, shall be included. Cable systems shall include cable tension, travel limits, and special tools.

3.12.3.3 Pneudraulics system assessment. This system assessment shall contain the requirements of 3.12.3. Pressure/volume/travel limits shall be specified, if applicable. Pneudraulic system lines shall be classified by temperature, if appropriate, and pressure, to correspond with pressure ranges specified in appropriate aircraft pneudraulic technical manuals. Allowable leak rates for each system shall be specified.

3.12.3.4 Fuel system assessment. This system assessment shall contain the requirements of 3.12.3. Illustrations shall include isolation points, access covers, single point receptacles, typical fuel tank arrangements, and fuel tank components and plumbing locations. Distinction shall be made between fuel leaks that constitute a flight safety hazard, and those that do not. Alternate settings or modifications to the fuel control panel, which will permit isolation of various tanks, shall be included. Weight and balance implications of these actions shall be addressed. Any specialized fuel tank sealing instructions shall be provided.

3.12.3.5 Armament system assessment. This system assessment shall contain the requirements of 3.12.3. The minimum/maximum power and voltage requirements, needed for operation of each armament system, shall be included. Warnings concerning maximum power/voltage usable for system checks shall be specified, to preclude inadvertent system operations (e.g., munitions). Quick repair methods, such as "hot-wiring" around inoperative black boxes, in order to operate the armament, shall be included. Armament limitations shall be specified for operation of systems, regardless of gear/wing positions.

3.12.3.6 Landing gear system assessment. This assessment category shall contain the requirements of 3.12.3. Pressure/volume/travel limits shall be specified, if applicable.

3.12.3.7 Egress system assessment. This system assessment shall contain the requirements of 3.12.3. Repair of damaged egress systems shall be restricted to direct replacement of components, or minor acceptable repair to hoses, tubing, cables, wiring, and crew ejection systems. Acceptable repair limits, such as size, location of damage, and minimum distance between repairs, shall be specified. Repair procedures for each seat type, rather than for aircraft type, shall be developed.

3.13 Chapter (n+1) engines. This chapter shall contain a brief description and illustrations, showing location of mission essential engine system/components.

3.13.1 Illustrations. Each illustration shall consist of an orthographic view drawing of the engine system components within that zone.

3.13.2 Tables. There shall be a minimum of two tables. Table 1 shall include system/subsystem, mission serviceability criteria, and remarks (see Figure 6). Table 2 shall include index number, nomenclature, acceptable damage, maintenance action/repair reference, functional checks, and effects/restrictions (see Figure 7). Pressure/volume/travel limits shall be specified, if applicable.

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Minimum required functional capabilities for appropriate components, shall be described. Allowable limited repairs shall be included. Any repairs to propellers of propeller-driven aircraft shall be included. A table outlining the engine minimum power requirements and functional checks shall be included. Full and partial operational capabilities shall be refined per mission refinements.

3.14 Chapter (n+2) peculiar and special mission equipment wiring. A list of essential wiring by zone, harness number, connector number, pin number, wire tie number and location, ground point and location, system and aircraft effectivity by mission, shall be provided in this chapter, with specialized repair, if applicable. The electrical wiring/harness data may be organized by harness number, location, or other method as required (see Figure 8).

#### 4. VERIFICATION.

4.1 Verification. Unless otherwise specified in the contract or purchase order:

- a. Validity of the accuracy and scope of the ABDAR manual's technical content, and user interface functionality shall be the responsibility of the contractor (see 6.2).
- b. The contractor shall provide suitable facilities to perform the validation functions specified herein.
- c. The contractor's existing quality assurance (QA) procedures shall be used.
- d. The government reserves the right to review any of the verifications when such reviews are deemed necessary to ensure supplies and services conform to the prescribed contractual requirements.

4.1.1 Minimum verification requirements. As a minimum, verification shall ensure the following:

- a. Suitability of the manuals for the intended environment.
- b. Usability by the intended users.
- c. Compatibility with other government systems.

4.1.2 Compliance. All ABDAR manuals shall meet all requirements of sections 3 and 5 of this specification as required by the acquiring activity (see 6.2). The requirements set forth in this specification shall become a part of the contractor's overall inspection system or quality program. The absence of any requirements in this specification shall not relieve the contractor of the responsibility of ensuring that all products or supplies, submitted to the government for acceptance, comply with all requirements of the contract. Use of sampling inspections shall be at the discretion of the contractor, and in accordance with commercially acceptable quality assurance procedures. However, use of sampling in QA procedures does not authorize submission of known defective material, either indicated or actual, nor does it commit the government to accept defective material.

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**5. PACKAGING.**

5.1 **Packaging.** For acquisition purposes, the packaging requirements shall be as specified in the contract or order (see 6.2). When actual packaging of material is to be performed by DOD personnel, these personnel need to contact the responsible packaging activity to ascertain requisite packaging requirements. Packaging requirements are maintained by the Inventory Control Point's packaging activity within the Military Department or Defense Agency, or within the Military Department's System Command. Packaging data retrieval is available from the managing Military Department's or Defense Agency's automated packaging files, CD-ROM products, or by contacting the responsible packaging activity.

**6. NOTES.**

(This section contains information of a general or explanatory nature that may be helpful, but is not mandatory).

6.1 **Intended use.** The manuals prepared in accordance with this specification are intended to provide instructions and guidance for personnel in battle damage assessment and repair of aircraft.

6.2 **Acquisition requirements.** Acquisition documents must specify the following:

- a. Title, number, and date of this document.
- b. Issue of the DODISS to be cited in the solicitation, and if required, the specific issue of individual documents referenced (see 2.2.1).
- c. If electronic delivery of this manual is required (see 3.2).
- d. If missions are to be other than those identified by the flight manual (see 3.5.2).
- e. If performance of inspections is to be other than as specified herein (see 4.1).
- f. Packaging requirements (see 5.1).

6.3 **Definitions.** For the purposes of this document, the following definitions apply.

6.3.1 **Aircraft battle damage assessment and repair (ABDAR).** Maintenance actions taken in wartime to quickly return battle damaged aircraft to some degree of mission capability, through effective use of maintenance resources to assess, defer repair, repair, or cannibalize those aircraft.

6.3.2 **Assessors.** Personnel from aircraft maintenance career fields who have been trained to evaluate the extent of battle damage, determine repair, deferrability, estimate repair times, specify repair to be accomplished, and estimate the resultant capability of the aircraft.

6.3.3 **Coded.** Shading and cross-hatching of structural drawings, indicating category of structure (see Figure 5).

6.3.4 **Damage classes.** The damage classes referenced in 3.12.2 are defined as follows:

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- 6.3.4.1 Class A, degraded capability. Damage limits that result in establishing operational restrictions when repair is not accomplished. The only purpose of this damage class is to permit restricted use of the aircraft when time to repair is an operationally critical factor.
- 6.3.4.2 Class B, repairable damage. Damage limits which permit structural repair within 24 hours or less, per single repair. Repairs, to restore static strength and stiffness of the damaged component for Category I, II, and IV structures, will restore full operational capability of the aircraft for at least one more flight.
- 6.3.4.3 Class C, acceptable damage. Damage limits which do not impose any operational restrictions on the aircraft, when structural repair is not performed. Minimal cleanup of damage may be required (e.g., stop drill, stress reduction, etc.).
- 6.3.5 Degradation. The reduction in systems/subsystems/components performance capability that is required for a designated mission or system operation.
- 6.3.6 Essential. Those systems/subsystems/components that are required for a designated mission or system operation.
- 6.3.7 Flight safety hazard. An existing or potential condition that can result in a flight mishap.
- 6.3.8 Full capability (FC). Those systems/subsystems/components that are required, as originally designed, for full mission operation.
- 6.3.9 Not required (NR). Those systems/subsystems/components that are not required for a designated mission.
- 6.3.10 Degraded performance (DP). Identifies those systems/subsystems/components that can fulfill the requirements of a designated mission while operating at less than normal level.
- 6.3.11 Interchangeability. As defined in this specification, interchangeability is above the scope of the classic definition. The intent/purpose of this specification is to allow fully innovative fixes/repairs to the aircraft. This includes minor modifications that can be made to achieve interchangeability.
- 6.3.12 Leak rate. The speed or rate of flow of fluid or gas escaping from a system, when the escape is caused by damage processes. The leak rate is influenced by such factors as the hole size, internal/external pressures, and fluid level.
- 6.3.13 Orthographic view drawing. As outlined in ANSI Y14.3M-1994.
- 6.3.14 Survivability and safety enhancement branch (AFWL/FIVS). The central repository and data dissemination center for combat, combat related, operational, and test data which can be utilized in aircraft, ship, and ground vehicle survivability, vulnerability, maintenance, logistics, and military operations studies.
- 6.3.15 Load limit. The design load for unrestricted operations, and/or the equivalent of a designated condition for the load envelope cases consistent with any aircraft operational restrictions.

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6.3.16 Typical repairs. Typical ABDAR repairs are all repairs that provide full or partial mission capability (e.g., safing a nonessential system).

6.3.17 Verification. Verification (section 4), in the context of this specification, equates to the contractor's quality assurance program for validating the content of the manuals and checklists. Suggested validation methods include:

- a. Actual performance. Using production configured equipment, hands-on performance of the procedure using the technical instructions as written.
- b. Simulation. Using production configured equipment and the manual procedures, simulate the actions required by the task steps.
- c. Table top analysis. Primarily for nonprocedural data, compare the technical content to source data to ensure the technical accuracy and depth of coverage.

6.4 Category I, primary airframe structures. These are airframe structural members which are absolutely essential to maintain aircraft structural integrity, and are of primary significance. Any repair of these members requires retention of some minimum value of structural strength and stiffness, consistent with the original design parameters, and fabricated structural repairs for them are possible. These members are to receive first and foremost consideration from the assessor (see 3.12.2.1.1).

6.5. Category II, secondary structures. These are structures which serve to transfer aerodynamic and other loads to the primary structural members. These structures primarily consist of external skin panels that are not considered primary stress panels, intermediate ribs, stringers, and formers which only serve to transfer loads to primary members. Repair of these structural members does not require restoration of original design strength and stiffness within the content of a wartime environment (see 3.12.2.1.2).

6.6 Category III, nonessential structure. These are structures such as doors, panels, tips, fairings, etc., which may be extensively damaged or completely missing, and no repair or replacement is required to maintain the airworthiness or mission capability (see 3.12.2.1.3).

6.7 Category IV, special structure. These are structures which are non-structural, but essential for safe flight and aircraft performance. Repair requirements for these structures are based upon considerations other than strength; such as aerodynamics, pressurization, or engine performance (see 3.12.2.1.4).

6.8 Category V, repair restrained structure. These are structures which are not feasible to repair under battle damage repair restraints, due to design and shape. These structures include all complex machined or forged parts, and irregular shaped extrusions, channels, or angles, etc. These structures are not feasible to replace or local manufacture, without depot support. The only repairs consist of minor nick, dent, and scratch removal (see 3.12.2.1.5).

6.9 Technical manuals. The requirement for technical manuals should be considered when this specification is applied on a contract. If technical manuals are required, specifications and standards that have been cleared and listed in DOD 5010.12-L, Acquisition Management Systems and Data Requirements Control List (AMSDL) must be listed on a separate Contract Data

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Requirements List (DD Form 1423), which is included as an exhibit to the contract. The technical manuals must be acquired under separate contract line item in the contract.

6.10 Subject term (key word) listing.

ABDAR  
Damage limitations  
Fire and heat damage  
Rotary wing/fixed wing aircraft zones  
Structural repairs  
Structure analysis

6.11 Changes from previous issue. Marginal notations are not used in this revision to identify changes with respect to the previous issue due to the extent of the changes.

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MATERIAL AND CONDITION	ULTIMATE TENSILE STRENGTH (UTS) (KSI)	REDUCED STRENGTH (80%) (KSI)	HARDNESS (ROCKWELL)	CONDUCTIVITY (ALUM ONLY) (% IACS)(1)	MIN. TEMP TO AFFECT UTS (°F)
4130	100	80	86-93Rb	-	1250
	120	96	93-100Rb	-	1050
	140	112	21-28Rc	-	925
	160	128	27-35Rc	-	850
4340	120	96	91-101Rb	-	1200
	140	112	21-28Rc	-	1100
	160	128	27-35Rc	-	1050
D6ac	180	144	32-37Rc	-	1100
	200	160	35-39Rc	-	1050
	220	176	39-44Rc	-	1000
	260	208	44-49Rc	-	550
HY-180 (10 Nickel)	180	144	32-40Rc	-	950
	270	216	45-52Rc	-	550
301 - A	110	88	91-98Rb	-	1850
	125	100	95-102Rb	-	200
	150	120	24-30Rc	-	200
	175	140	30-5-36Rc	-	200
H	185	148	33-40Rc	-	200

## NOTES:

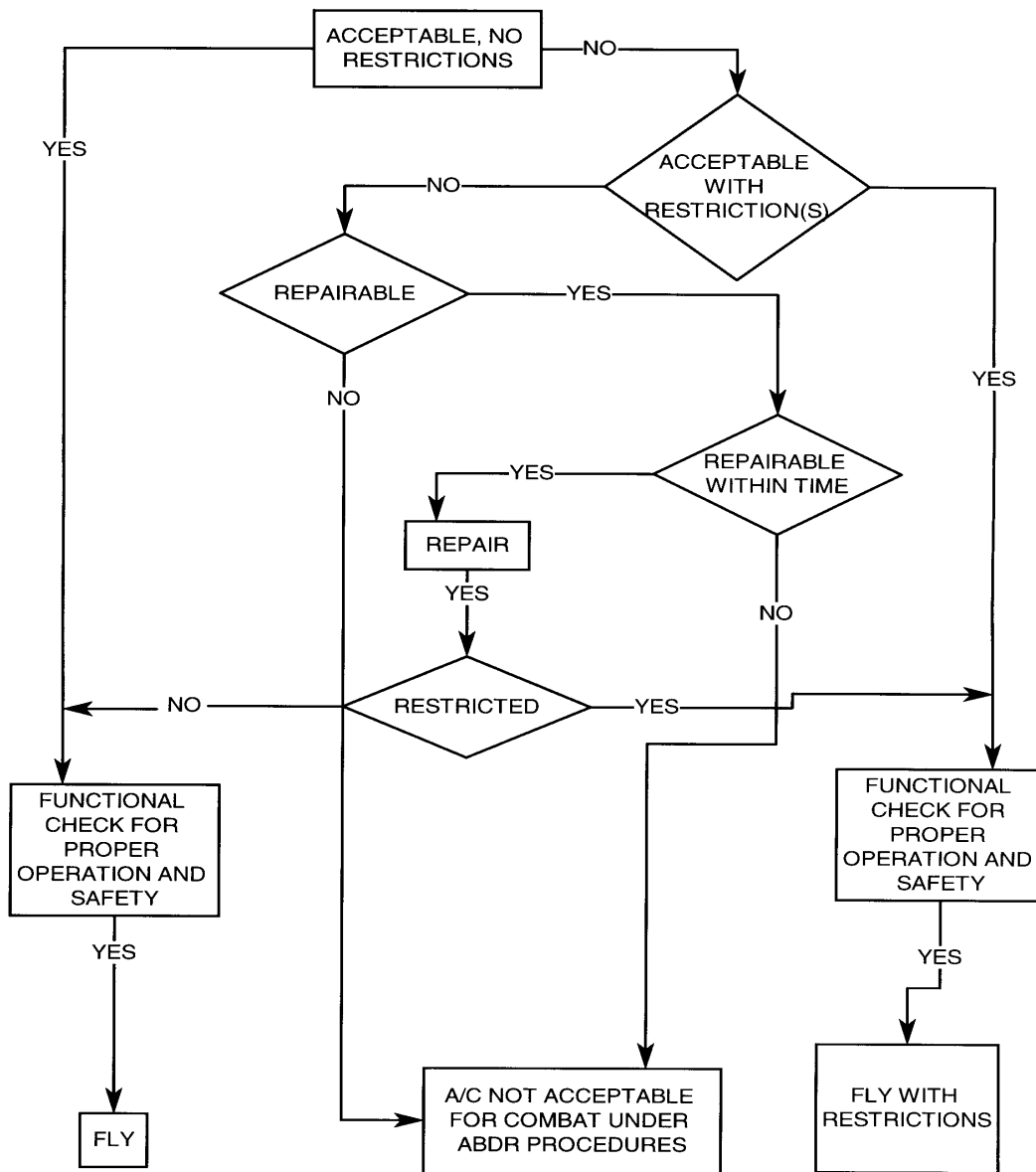
- (1) On aluminum alloys, conductivity measurements should be compared to known undamaged areas to identify the general area of heat damage. Hardness is a more reliable measurement of property degradation.
- (2) At temperature exposures slightly above 385 °F., strength and hardness may actually increase, but corrosion resistance will deteriorate. For short-term use, material in this condition may be used without repair.
- (3) Approximate hardness only. Significantly higher hardness may indicate embrittlement.

FIGURE 1. Example of degradation of material properties.



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## ASSESSMENT LOGIC AND REPAIR DISPOSITION

FIGURE 2. Repair assessment logic.

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ZONE	TITLE
1.	COCKPIT
2.	CABIN
3.	MAIN ROTOR PYLON
4.	REAR FUSELAGE
5.	TAIL CONE
6.	TAIL ROTOR PYLON
7.	STABILATOR

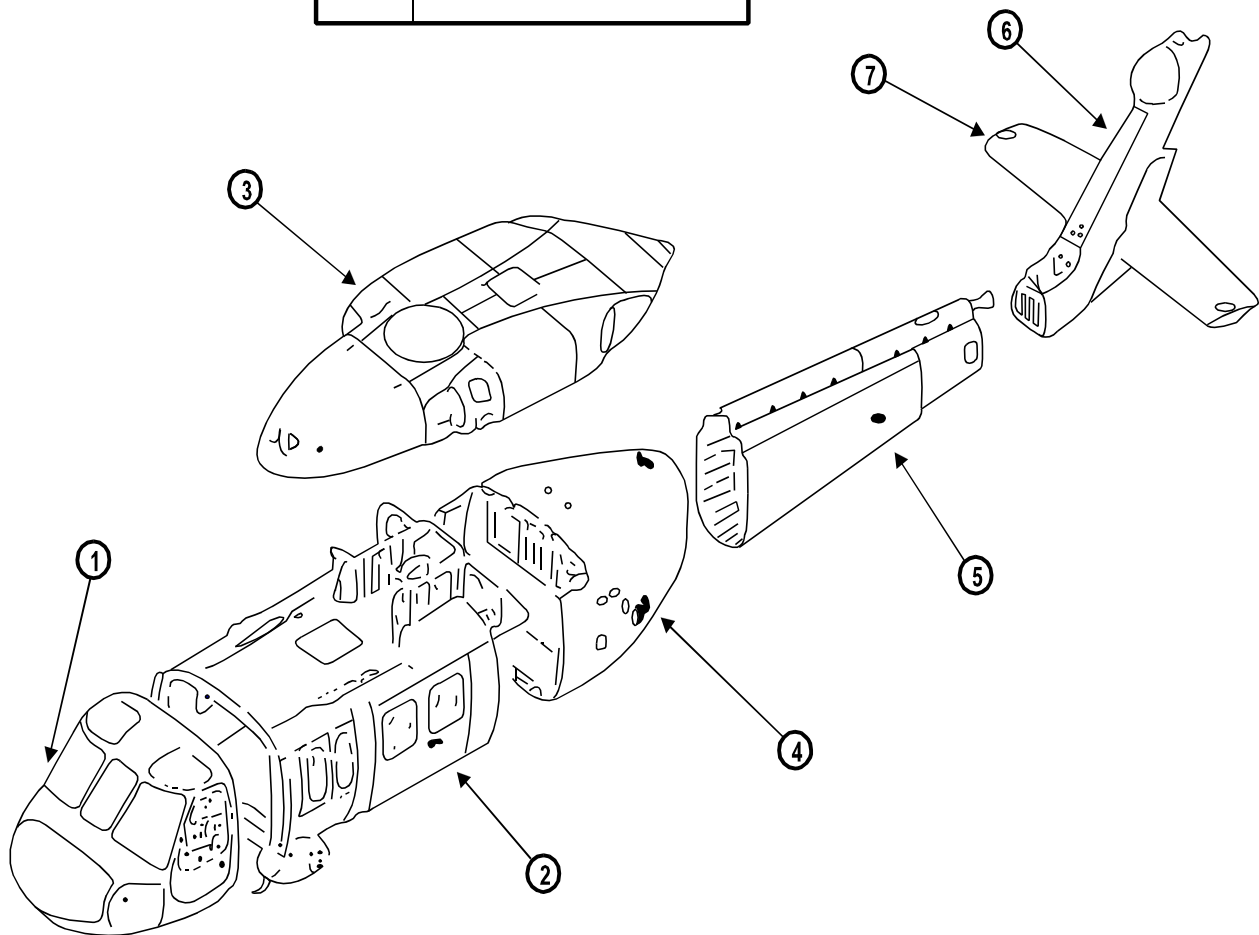


FIGURE 3. Example of rotary wing aircraft zone breakout.

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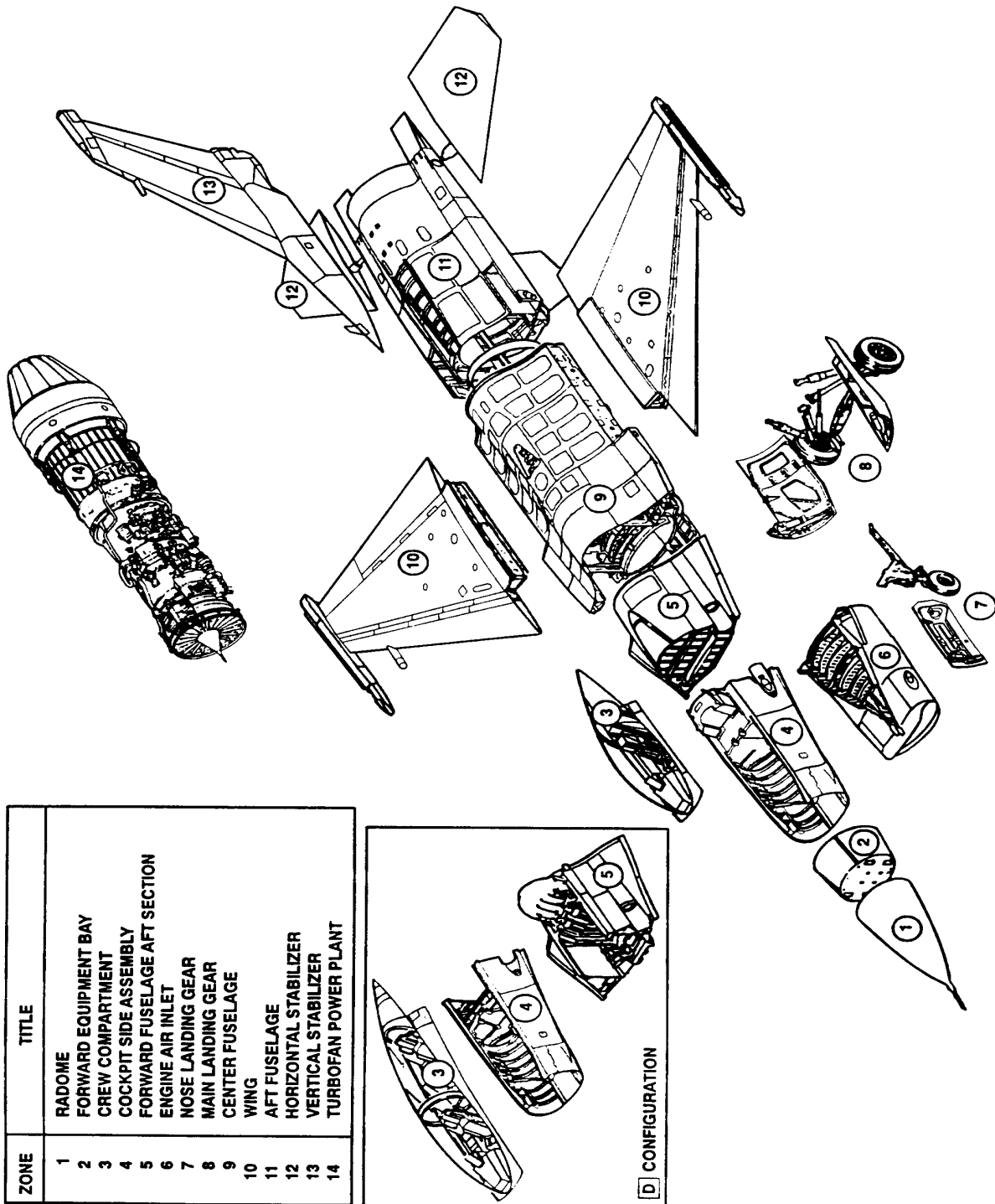
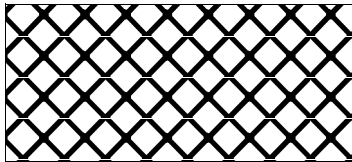


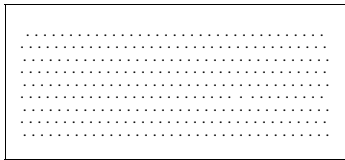
FIGURE 4. Example of fixed wing aircraft zone breakout.

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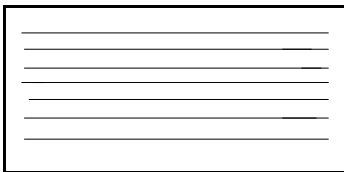
### CATEGORY CODES



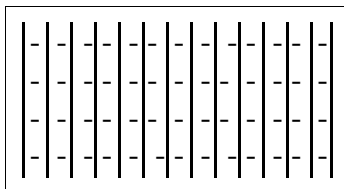
**CATEGORY 1**  
**FULL STRENGTH**  
**NET 3**



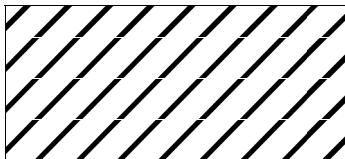
**CATEGORY 2**  
**PARTIAL STRENGTH**  
**DOTS**



**CATEGORY 3**  
**NO REPAIR REQUIRED**  
**LINF**



**CATEGORY 4**  
**SPECIAL REQUIREMENTS**  
**NET**



**CATEGORY 5**  
**REPAIRS NOT ALLOWED**  
**SACNCR**

NOTE: CROSSHATCH PATTERNS CAN BE ROTATED.

FIGURE 5. Examples of category codes.

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MISSION  
SERVICEABILITY CRITERIA

<u>SYSTEM/SUBSYSTEM</u>	<u>FERRY</u>	<u>LOGISTICS</u>	<u>REMARKS</u>	<u>PAGE</u>
Logistics Rail System	NR	DP	Refer to FORWARD LOADING SYSTEM DAMAGE ASSESSMENT	8-76
Toes	NR	FC	Refer to FORWARD LOADING SYSTEM DAMAGE ASSESSMENT	8-77
LANDING GEAR SYSTEM				
NLG Control System				
Extension/Retraction System	DP	DP	Refer to LANDING GEAR DAMAGE ASSESSMENT	8-77
Emergency Electrical Override System	NR	NR		
Kneeling System	NR	DP	Refer to LANDING GEAR DAMAGE ASSESSMENT	8-78
NLG Steering System	DP	DP	Refer to LANDING GEAR DAMAGE ASSESSMENT	8-72
NLG Fiber Optic Scope	FC	FC	Refer to LANDING GEAR DAMAGE ASSESSMENT	8-78
FLIGHT CONTROL SYSTEM				
Aileron System	FC	FC	Refer to FLIGHT CONTROLS DAMAGE ASSESSMENT	8-79
Elevator System	FC	FC	Refer to FLIGHT CONTROL DAMAGE ASSESSMENT	8-79

FIGURE 6. Mission Serviceability Criteria.

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<u>INDEX</u>	<u>NOMENCLATURE</u>	<u>ACCEPTABLE DAMAGE</u>	<u>MAINTENANCE ACTION/ REPAIR REFERENCE</u>	<u>FUNCTIONAL CHECK</u>	<u>EFFECTS RESTRICTIONS</u>

FIGURE 7. System assessment.

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Table 20-86. Electrical Harness H16DW355

FROM	THRU		VIA		THRU		TO					
	MISSION	H16DW	ZONE	CONNECTOR	PIN	ZONE		H16DW				
A-G	555	4	9153P309	11	019	22	9471P403	17	4	9471A1	FC	94
	153	5	3238P501A	5	022	26	9471P402	41	4	9471A1	FC	94
	153	5	3238P501A	6	023	26	9471P402	42	4	9471A1	FC	94
	153	5	3238P501A	17	027	22	9471P403	15	4	9471A1	FC	94
	153	5	3238P501A	18	028	22	9471P403	6	4	9471A1	FC	94
	555	4	9153P309	18	201	26-1	9471P403	26	4	9471A1	FC	94
	555	4	9153P309	19	201	26-2	9471P403	11	4	9471A1	FC	94
	355	4	9153P309	8	201	99SH	9471P403	8	4	355	FC	94
	555	4	9153P309	3	203	26-1	9483P552A	1	4	146	DP NOTE 3(A)	94
	555	4	9153P309	4	203	26-2	9483P552A	2	4	146	DP NOTE 3(A)	94
	355	4	9153P309	8	203	99SH	9483P552A	8	4	355	DP NOTE 3(A)	94
	555	4	9153P309	14	204	26-1	9483P551A	1	4	146	DP NOTE 3(B)	94
	555	4	9153P309	15	204	26-2	9483P551A	2	4	146	DP NOTE 3(B)	94
	355	4	9153P309	8	204	99SH	9483P551A	8	4	355	DP NOTE 3(B)	94
	9471A1	4	9471P403	40	207	26-1	9483P552A	5	4	146	DP NOTE 3(A)	94
	9471A1	4	9471P403	41	207	26-2	9483P552A	6	4	146	DP NOTE 3(A)	94
	355	4	9471P402	8	207	99SH	9483P552A	8	4	355	DP NOTE 3(A)	94
	9471A1	4	9471P402	30	208	26-1	9483P551A	5	4	146	DP NOTE 3(B)	94
	9471A1	4	9471P402	49	208	26-2	9483P551A	6	4	146	DP NOTE 3(B)	94
	355	4	9471P402	8	208	99SH	9483P551A	8	4	355	DP NOTE 3(B)	94
	555	4	9153P309	9	209	26-1	9483P551A	7	4	146	DP NOTE 3(B)	94
	555	4	9153P309	10	209	26-2	9483P551A	8	4	146	DP NOTE 3(B)	94
	355	4	9153P309	8	209	99SH	9483P551A	8	4	355	DP NOTE 3(B)	94
A-A	153	5	3238P501A	10	210	26-1	9471P402	27	4	9471A1	FC	94
A-G	153	5	3238P501A	10	210	26-1	9471P402	27	4	9471A1	DP NOTE 5	94
A-A	153	5	3238P501A	11	210	26-2	9471P402	28	4	9471A1	FC	94
A-G	153	5	3238P501A	11	210	26-2	9471P402	28	4	9471A1	DP NOTE 5	94
	555	4	9153P309	7	215	26-1	9483P551A	3	4	146	DP NOTE 3(B)	94
	555	4	9153P309	8	215	26-2	9483P551A	4	4	146	DP NOTE 3(B)	94
	355	4	9153P309	8	215	99SH	9483P551A	8	4	355	DP NOTE 3(B)	94
A-G	153	5	3238P501A	9	300	26-1	9471P402	24	4	9471A1	DP NOTE 5	94
A-G	153	5	3238P501A	8	300	26-2	9471P402	25	4	9471A1	DP NOTE 5	94
A-G	153	5	3238P501A	7	300	26-3	9471P402	11	4	9471A1	DP NOTE 5	94

H16DW355-13 Eff: 87

FIGURE 8. Examples of electrical harness with pin location.



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