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Maintenance

**REPEAT, RECUR, AND CANNOT DUPLICATE
DISCREPANCIES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 15AMXS/QA (MSgt Steven C. Bixel)

Certified by: 15AMXS/CC
(Major Shirlene D. Ostrov)

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This instruction establishes local procedures for identification, documentation, and review of REPEAT/RECUR and Could Not Duplicate (CND) discrepancies. It applies to all maintenance personnel assigned to the 15th Aircraft Maintenance Squadron (AMXS). It does not apply to Air National Guard/Reserve units or members.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. REFERENCES.

- 1.1. AFI 21-101, Aerospace Equipment Maintenance Management
- 1.2. PACAFI 21-101, Objective Wing Aircraft Maintenance
- 1.3. T.O. 00-20-1, Aerospace Equipment Maintenance General Policies and Procedures

2. DEFINITIONS.

- 2.1. A REPEAT discrepancy occurs when the same system indicates an identical malfunction on the next aircraft sortie after corrective action has been taken.
- 2.2. A RECUR discrepancy occurs on the second through fourth sortie when the same system indicates an identical malfunction after initial corrective action has been taken.
- 2.3. A Could Not Duplicate (CND) discrepancy occurs when a malfunction is troubleshot to the fullest extent possible and cannot be recreated.

3. PROCEDURES.

3.1. All repeat/recur discrepancies will be entered verbatim into the Core Automated Maintenance System (CAMS), if applicable, noting the write-up as a repeat/recur. Additionally, all repeat/recur discrepancies will be identified with the word “**REPEAT/RECUR**” in red on the AFTO Form 781A “Discrepancy” block.

3.1.1. Transient Aircraft. During debriefing, Transient Alert (TA) personnel will ask the Aircraft Commander (AC) if known discrepancies are repeat/recur and report any information concerning discrepancies to the maintenance personnel working the problem.

3.1.2. On first-time repeat/recur discrepancies, a qualified technician is required to perform comprehensive inspection, thorough troubleshooting and take corrective action. Document the 781A “Corrective Action” block with all actions taken, then sign the “Corrected By” block. A qualified 7-level technician on the effected system must review all actions taken, then sign the “Inspected By” block and initial over the symbol to clear the discrepancy.

3.1.3. On second and subsequent repeat/recurs, a qualified 7-level technician will perform the follow-up maintenance actions. Maintenance supervision will review all actions taken and make the determination whether discrepancy can be cleared.

NOTE: For Contractor Logistics Support (CLS) aircraft (C-37A and C-40B), the contractor will notify the 15 AMXS/QAR of all second and subsequent repeat/recur discrepancies.

3.2. Actions taken on CND discrepancies will be as follows:

3.2.1. The technician having primary responsibility for corrective action of a CND discrepancy will verify that all possible attempts to duplicate the malfunction were made. Once all troubleshooting has been accomplished, the technician will upgrade the symbol to Red “X”, then document the 781A “Corrective Action” block and sign the “Corrected By” block. A maintenance technician authorized to clear Red X’s for that aircraft system will sign the “Inspected By” block.

RAYMOND G. TORRES, Colonel, USAF
Commander, 15th Airlift Wing