

13 February 1999



Equipment Maintenance

AIRCREW DEBRIEFING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 433 LSS/LGL (SMSgt Rogelio Guerra)
Supersedes 433 MAWR 66-2, 1 March 1989.

Certified by: 433 LG/CC (Col Thomas P. Wolff)
Pages: 4
Distribution: F

This instruction implements AFRPD 21-1, *Managing Equipment Maintenance*, 1 October 1996. It establishes the 433d Airlift Wing (433 AW) aircrew debriefing procedures and applies to all 433 AW assigned or attached personnel.

SUMMARY OF REVISIONS

This revision realigns responsibilities and adds additional procedures (paragraph 2), deletes Job Control (paragraph 2.2), and establishes maintenance Coordination Center (MCC) (paragraph 2.2.). A (I) indicates revisions from the previous edition.

1. General:

- 1.1. Debriefing is required after each sortie.
- 1.2. Aircraft debriefs will be conducted primarily by 433Aircraft Generation Dispatch/Debrief Section (433 AGS) personnel and a production superintendent or flightline expediter.
- 1.3. Aircraft returning during off-duty will be debriefed as soon as possible.
- 1.4. Personnel assigned as debriefers will have a thorough knowledge of C-5A aircraft systems and possess a 5-level or higher primary AFSC.

| 2. Responsibilities:

- 2.1. Aircraft Command.
 - 2.1.1. When radio contact with the Command Post (433 AW/CP) is established, furnish advance aircraft status information and ETA. Use the standard maintenance codes in **Table 1**.

2.1.2. Provide AFTO 781, **AFORM Aircrew/Mission Flight Data Document**, to the debriefer for local and X/C sorties. Submit documentation to the Plans and Scheduling Section (433 LSS/LGL).

2.2. Command Post. Command Post personnel will:

2.2.1. Notify MCC of notification code; if code ALPHA3, specify discrepancy causing the condition.

2.2.2. Inform MCC of aircraft status, ETA, and major discrepancies.

2.2.3. Inform aircraft commander of parking spot.

Table 1. Standard Maintenance Notification Codes.

R U L E	A <i>Use</i>	B <i>when</i>
1	ALPHA 1	Aircraft is fully mission capable; no significant discrepancies.
2	ALPHA 2	Aircraft or system has minor discrepancies, but is capable of further mission assignment within normal turnaround times.
3	ALPHA 3	Aircraft or system has major discrepancies in mission essential equipment that requires extensive repair or replacement, prior to further mission assignment.
4	ALPHA 4	Aircraft or system has suspected or known radiological, nuclear, biological, or chemical contamination.

2.3. Maintenance Coordination Center. MCC will notify 4AGS Dispatch/Debrief Section of aircraft ETA and request a parking spot, then notify Command Post of parking spot.

2.4. Dispatch/Debrief Section. Dispatch/Debrief Section will:

2.4.1. Be responsible for the debriefer of the aircrew on all discrepancies on the AFTO Form 781A, **Maintenance Discrepancy and Work Document**.

2.4.2. Load all debrief discrepancies to include discrepancies discovered at other locations in to program 9050. When required a BPO or PRE-FLT package will be loaded as directed by the Production Superintendent of Flight Line Expediter.

2.4.3. Review aircraft discrepancies for the last three sorties and evaluate to identify repeat or recurring discrepancies.

2.4.4. Annotate repeat or recurring discrepancies as “repeat” or “recurring” respectively. To be identified as repeat or recurring discrepancy, the first discrepancy must have had a completed maintenance action and all required operational checks. A repeat discrepancy occurs on successive sorties. A recurring discrepancy occurs twice during four successive sorties.

2.4.5. Query the aircrew to ensure that all symptoms of a malfunction that could lead to the proper diagnosis of the fault are known and recorded on the AMC Form 278, **Debrief and Recovery Pre-Plan**.

2.4.6. Ensure all in-flight discrepancies entered on AFTO Form 781A are completed and as comprehensible as possible.

2.4.7. Complete appropriate blocks on AMC Form 278 and obtain aircraft command signature.

2.4.8. Submit AFTO 781 and AF Form 315, **United States AVFUELS Invoice to Plans and Scheduling**.

2.5. Aircrew. Aircrew will be debriefed at the 433 AW designated debrief room. At a minimum, the aircraft commander (pilot), flight engineer, flight crew chief, and other crewmembers as required will attend the debrief. When the debriefing is completed, aircrew are required to furnish AFTO Form 781 and fuel receipts (if any) to the maintenance debriefing team chief and initial or sign the debrief and aircraft forms.

2.5.1. During X/C missions, the Flight Crew will submit an AF Form 15 and AF Form 1994, **Fuels Issue/Defuel Document (DOD)**, to the Fuels document officer.

2.5.2. The pilot, copilot, flight engineer, or flight crew chief will identify all open discrepancies as Mission Essential "ME", or Mission Capable "MC".

2.6. Maintenance Personnel. The production superintendent, flight line expeditor, and aircraft specialists (when required) will attend aircraft debriefs. The production superintendent or flight line expeditor will ensure the MADAR monitor meets the terminating aircraft, retrieves the MDR tape to the Analysis/G0-81 office (433 LSS/LGLA) for processing.

PETER T. BENTLEY, Col, USAFR
Commander

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

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

Abbreviations and Acronyms

AFSC--Air Force Specialty Code

BPO--Basic Post Flight Inspection

ETA--Estimated Time of Arrival

MADAR--Malfunction Detection, Analysis, and Recording (MADAR) System

PDM--Periodic Depot Maintenance

X/C--Cross-Country Flight