

17 DECEMBER 2003



Maintenance

MAINTENANCE DEBRIEFING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: ASD/MDAK (Micheal O'Neal)
Supersedes 89 AWI 21-104, 1 April 1996

Certified by: 89 MXG/CC (Lt Col Jon D. Walz)
Pages: 4
Distribution: F

This instruction implements AFI 21-101 and AFI 21-101 AMCSUP 1, which specify aircraft debriefing responsibilities. It applies to all 1st and 99th Airlift Squadron (AS) aircrews, 1st Helicopter Squadron (1 HS) and Presidential Airlift Group (PAG) aircrews, Maintenance Operations Center (MOC) and Andrews Support Division (ASD) personnel.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

All office symbols and work center identifications reflect the current guidance of Air Force, AMC and the 89th Airlift Wing.

1. General.

1.1. Debriefing responsibility is assigned to the debriefing section within ASD. All 1 AS and 99 AS aircrews terminating missions or local flights will be debriefed in Building 1280 (Hangar 6), ASD consolidated debriefing room. PAG aircrews will debrief on the aircraft when operating 89 MXG maintained aircraft. 1 HS aircrews will debrief at the aircraft. The aircraft commander, crew chief (or assistant crew chief) and any other aircrew member(s) most knowledgeable to discuss the discrepancies in detail must be present at debriefing to ensure adequate information is provided to maintenance personnel. When requested by debrief personnel, airframe and power plant mechanics and system specialists will be required to participate.

2. Procedures.

2.1. The MOC will inform the production supervisor, debriefing section of any mission additions, cancellations or changes to aircraft landing times, aborts, etc. 1 HS mission control will inform the

production supervisor of any mission changes. Maintenance codes will be conveyed to the debriefers as they are received from the command post.

2.2. There is only one situation when aircrews may bypass formal maintenance debrief (N/A to 1 HS).

2.2.1. The aircrew performing a first local is not required to attend formal debrief unless there is a discrepancy which is considered mission essential. All minor discrepancies (Code I or II) will be fully debriefed at the aircraft. ASD production supervisors will ensure affected maintenance personnel are available at the aircraft. The aircrew performing the final local of the day will attend formal debrief.

2.3. Expedited maintenance may be required on aircraft scheduled for turnaround local flights or missions. When this occurs, the ASD production supervisors (SAM 4/Huey 3) will call in the discrepancies to debrief. Debrief will issue manual job control numbers to be entered into the aircraft forms.

2.4. Debriefed discrepancies will be printed on AMC Form 278, **Debriefing and Recovery Plan**, AFTO Form 781A, **Maintenance Status and Work Document** or locally developed debrief form. If the discrepancy was previously cleared, the debriefer will enter the corrective action on AMC Form 278. In addition, the debriefer will enter all completed in-flight operational checks on AMC Form 278, noting completed results.

2.5. The debriefer will question the aircrew as to whether or not the aircraft flew at 3,000 feet or lower, over salt water (excluding takeoffs and landings) and whether the aircraft taxied on ramps or runways where salt or urea had been used (fixed wing). If so, the debriefer will ensure there is an AFTO Form 781A entry stating that a clear water rinse is required IAW TO 1-1-691 and AFI 21-104. A similar entry is required on AMC Form 278. For 1 HS, the debriefer will question the aircrew as to whether the helicopter was subjected to salt water or saltwater spray. If so, an entry will be made in the 781A stating, "aircraft wash due IAW 1H-1(U) N-6."

2.6. The AMC Form 278 will be completed and maintained in the aircraft-debriefing file.

2.7. Repeat and recurring discrepancies are identified on automated debriefing sortie recap screen 174 in Core Automated Maintenance System (CAMS) and on the AMC Form 278. "Repeat/Recurring" will be entered next to the discrepancy with a red stamp, pen, or marker.

2.7.1. To be identified as a "Repeat," the first discrepancy must have a completed maintenance action and all required operational checks complied with. If the discrepancy occurs on the next sortie it will count as a "Repeat." Exception: If a discrepancy is originally documented as an "intermittent condition," it will be deemed a "Repeat" if it re-occurs in the next four sorties.

2.7.2. A recurring discrepancy is one that occurs twice during four consecutive sorties. To be identified, as a "Recur" the first discrepancy must have a completed maintenance action and all required operational checks.

2.7.3. To tie the new discrepancies to the old, a new job number will be assigned to the discrepancy. CAMS screen 168 will provide the necessary information about repeat and recurring discrepancies for maintenance action.

2.8. The debriefer will identify failed in-flight operational checks by entering (in red) "Failed In-Flight Check" on the AFTO Form 781A and AMC Form 278. The CAMS narrative will include: "Failed In-Flight Check."

2.9. The debriefer will ensure the flight data entered in the AFTO Form 781, Aircrew/Mission Flight Data Document, agrees with AFTO Form 781H, Aerospace Vehicle Flight Status and Maintenance Document entries. Fixed wing debriefer will ensure the AFTO Form 781 block 15 matches AFTO Form 781 A & J.

2.10. The debriefer will coordinate with the SAM 4/Huey 3 within 1 hour after the landing of the aircraft to verify actual A-3 (non mission capable) discrepancies exist from debriefed write-ups. SAM 4 will report to MOC the NMC condition, time of aircraft NMC status and the discrepancy work unit code. Debrief will then enter flight data into CAMS.

DAVID S. GRAY, Brigadier General, USAF
Commander

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

AFI 21-101, *Maintenance Management of Aircraft*

AFI 21-101 AMCSUP1, *Maintenance Management of Aircraft*

AFI 21-104, *Selective Management of Selected Gas Turbine Engines*

T.O. 1-1-691, *Aircraft Weapons Systems Cleaning and Corrosion Control*

Abbreviations and Acronyms

AFOSH—Air Force Occupational Safety and Hazard Standard

AGE—Auxiliary Ground Equipment

APU—Auxiliary Power Unit

ASD—Andrews Support Division

DV—Distinguished Visitor

89 AW—89th Airlift Wing

FAA—Federal Aviation Administration

HF—High Frequency

MOC—Maintenance Operations Center

MXG/CC—Maintenance Group Commander

OG/CC—Operations Group Commander

SAM 4/Huey 3—ASD Production Supervisor

T.O.—Technical Order

CAMS—Core Automated Maintenance System