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Maintenance

DEBRIEFING INSTRUCTIONS



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 21-1, *Managing Aerospace Equipment Maintenance*, and AFI 21-101. It establishes procedures and assigns responsibilities for the accomplishment of aircrew post-flight debriefing. It supersedes LGOI 32-100, 16 January 1996. This instruction is applicable to all 913th Airlift Wing maintenance and aircrew personnel.

1. Responsibilities:

- 1.1. Commanders at all levels are responsible for compliance with this instruction.
- 1.2. The Production Superintendent (Pro Super) will ensure an aircrew/maintenance debriefing is conducted at the termination of each sortie/mission. A debriefing is not required if the aircraft is returned in landing status code 1 or 2. However, a debriefing is required, regardless of landing status code, at the termination of the last flight of the day and for all aborts /IFEs.
- 1.3. Supervisor Of Flying (SOF), or 327AS/DO will ensure the aircraft commander and required aircrew members take part in every debriefing session.
- 1.4. Pro Super will provide a debriefer to conduct the aircrew debriefing at the aircraft.
- 1.5. Aircrews will advise command post of aircraft landing status code NLT 15 minutes prior to landing and should include, in general terms, any reason for landing status codes of 2 or higher.
- 1.6. When advance notice of a specific malfunction is received, the Pro Super will ensure that specialist personnel, when available, meet the aircraft upon parking.
- 1.7. Maintenance Operations Control (MOC) will ensure all flying schedule deviations are reported in GO-81.
- 1.8. MOC will maintain abort/IFE/incidents documentation.
- 1.9. MOC ensures Quality Assurance (QA) debriefs all operational check flights (OCF), functional check flights (FCF) and acceptance check flights (ACF).

1.10. MOC prepares abort/IFE/incidents documentation and forwards the paperwork to QA for investigation.

2. Procedures:

2.1. During GO-81 down times, or when deployed and GO-81 is not available, blank GO-81 debriefing screens will be used to ensure accurate debriefing information is obtained.

2.2. Debriefing record files will be developed for each aircraft. Files will be arranged by aircraft ID number and will include a debriefing sortie recap for the last five sorties to aid in identifying repeat/recurring discrepancies. Record files will be maintained in the MOC.

2.3. Fuel receipts from all off station aircraft refueling will be collected and forwarded IAW AFI 23-202, and the base AVFUEL program.

2.4. MOC personnel will annotate the AFTO Form 781A with the word "repeat" or "recurring" in red as appropriate.

2.5. Requesting an in-flight OPS check does not negate the identification of a repeat/recurring discrepancy, if the malfunction returns.

2.6. After the last flight of the day, AFTO Form 781 series forms binder will be brought to MOC for review and data entry into GO-81.

2.7. MOC will enter all discrepancies on a 9050 GO-81 program, and update all aircraft data, i.e., maintenance priority, parking location, aircraft status, configuration, tow/taxi code, fuel and LOX on board.

3. Deployed Procedures:

3.1. Use GO-81 debriefing programs, if available, as the primary debriefing method.

3.2. Blank printouts of GO-81 program 9050 debriefing screens will be included in deployment packages for use if GO-81 is not available.

3.3. Use blank 9050 printouts for manual documentation, and forward completed printouts to home station for data transcribing by the most expeditious means available.

3.4. Maintain informational copies of aircrew debrief sessions at the deployed location to aid in future debriefings.

3.5. Turn in all documents to MOC upon return to home station.

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