

**BY ORDER OF THE COMMANDER  
AIR MOBILITY COMMAND**

**AFI 21-101AMC1 CL-8**

**31 JANUARY 2003**

*Maintenance*

**KC-135/E/R/T DEBRIEFING  
CHECKLIST**



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This checklist complements AFI 21-101AMC Supplement 1, *Aerospace Equipment Maintenance Management*, is formatted so that it may be trimmed to fit aircrew style binders.

## KC-135/E/R/T DEBRIEFING CHECKLIST

### *INTRODUCTION*

This debriefing checklist will be used as a guide to assist the maintenance debriefer in ensuring that all pertinent information on a system malfunction is included on the AFTO Form 781A, **Maintenance Discrepancy and Work Document**. This checklist is considered minimal and is not intended to replace systems knowledge or common sense. The debriefer is charged with the responsibility of questioning the aircrew to make sure that all symptoms of a malfunction are known and recorded on the AFTO Form 781A. Remember this is the only information the technician will have to determine the source of the problem.

Forward recommended changes to this form through channels to HQ AMC/LGMAA.

- I. **Instructions:** Prior to debriefing:
  - A. The debriefing team members will review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies.
  - B. The appropriate maintenance specialty should be represented at the debriefing to help clarify discrepancies.
  
- II. **Debriefing Procedures.**
  - A. The debriefing team leader will take charge of the debriefing and debrief the aircrew, utilizing this checklist as a guide.
  - B. Review all AFTO Form 781A for the mission(s). Make special note of repeated or recurring discrepancies.
  - C. Check AFTO Form 781H, **Aerospace Vehicle Flight Status and Maintenance** for flight time(s), total landings, sorties, the number of discrepancies, pilot's signature and servicing data.
  - D. Debrief all discrepancies as clearly as possible.
  - E. Identify and annotate discrepancies that require follow-on action, i.e., reportable flight control malfunctions, dropped objects, and in-flight incidents. Request required support from appropriate agency.
  - F. Check adequacy of corrective action on all cleared discrepancies. If necessary consult with the on-duty Pro- Super and specialist to validate questionable corrective actions. This should be the responsibility of the SMO, Maintenance Superintendent, Pro-Super, Expeditor, and lead technicians, not the

debriefers.

- G. Determine if aircraft was flown low level over salt water and act as necessary to comply with T.O. 1-1-691, *Aircraft Weapon System Cleaning and Corrosion Control*.
- H. Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in G081 using screen 9050, with work unit code 02400 to create the Foot and Mouth Decontamination discrepancy; G081 will automatically enter the information in the aircraft history. Report this information electronically to HQ [AMC/LGMJS@scott.af.mil](mailto:AMC/LGMJS@scott.af.mil). Due to the potentially damaging long-term effects of the decontamination on sensitive aircraft parts, accurate tracking is essential.

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**SECTION I**  
**AIRCRAFT GENERAL DEBRIEFING**  
**CHECKLIST**

- 1. Landing Gear General (System 13)**
  - a. Was the malfunction on takeoff/landing and retraction/extension?**
  - b. Were any loud/abnormal noises or vibrations noticed?**
  - c. Was gear position checked visually?**
  - d. Did you have a red light in the handle?**
  - e. Was actual gear position the same as indicated position?**
  - f. Was emergency extension used?**
  - g. How long did it take to fully extend and retract landing gear?**
  - h. Anti-skid:**
    - (1) During preflight, did the anti-skid test properly?
    - (2) When the aircraft was in flight, did the anti-skid show released?
    - (3) Was the landing gear up or down?
    - (4) Did the aircraft have a heavy load or hard landing?
    - (5) Was heavy braking required to slow aircraft?
    - (6) Did aircraft pull left/right?
    - (7) Was there any release of hydraulic pressure?
  
- 2. Flight Controls (System 14)**
  - a. Were there any abnormal vibrations or noises?**
  - b. When did the malfunction occur?**

- c. How long did the malfunction continue?
- d. Did malfunction occur with autopilot engaged or disengaged?
- e. Did autopilot work properly?
- f. Was aircraft trimmed without autopilot?
- g. Was hydraulic indication normal?
- h. Did aircraft fly normal with power rudder off?
- i. Were excessive control forces required?

**3. Turbojet/Turbofan Power Plant (System 23)**

**a. Throttle alignment:**

(1)What were the power settings (EPR, RPM, EGT, and fuel flow)?

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>EGT</b>	<b>FUEL FLOW</b>
<b>No. 1</b>					
<b>No. 2</b>					
<b>No. 3</b>					
<b>No. 4</b>					

- (2)Was takeoff RPM obtained?
- (3)Were the throttles miss-aligned forward or aft?
- (4)Were throttles aligned at TRT?
- (5)Were throttles aligned at cruise power?
- (6)Did throttles bind during movement?
- (7)Was In-flight data sheet accomplished?

**b. Reversers/Turbojet**

- (1)Did reversers open symmetrically?
- (2)Did reversers fail to close?

**4. Auxiliary Power Plant (System 24)**

**a. APU hard to start, no start, or hung start**

- (1)Was the battery reading at least 24 volts?
- (2)Were the APU circuit breakers checked?
- (3)Were the APU doors open?
- (4)Was there an EGT rise?
- (5)Was the attempt in “GEN” only mode?
- (6)What position was the APU started from?
- (7)What was the hydraulic pressure?

**b. APU shutdown**

- (1)How long did the APU run prior to shutdown?
- (2)Was a restart attempted? What was the result?
- (3)Was oil level within limits?
- (4)Did APU overtemp?

**5. Turbofan Power Plant (F108-CF-100) (System 27)**

**a. Throttle alignment**

- (1)What were the power settings (N1, N2, and fuel flow, EGT)?

	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>
<b>No. 1</b>				
<b>No. 2</b>				
<b>No. 3</b>				
<b>No. 4</b>				

(2) Did the stagger go away or stay the same with a change in altitude?

(3) Was takeoff RPM obtained?

(4) Was the throttle miss-aligned forward or aft?

(5) Was the PMC on or off?

**b. Vibration**

(1) At what N1 rpm did vibration occur?

(2) Did vibration change with change in N1 rpm?

(3) Was vibration felt in throttles, throughout aircraft or both?

(4) Was vibration intermittent or continued throughout flight?

(5) Were icing conditions present?

(6) Did vibration begin after anti-ice was initiated?

**6. Air Conditioning, Pressurization (System 41)**

**a. Air Conditioning**

(1) Was there low or no airflow?

(2) Was there any rumbling or popping noises?

(3) Did temperature control work in auto or manual?

(4) Were there smoke/fog-like vapors and/or odors in the flight station or cabin area?

(5) Was master switch in Ram, Off, or Cond Air?

- (6) Was temperature control switch in auto or manual?
- (7) Was alternate pressure switch in normal or alternate?

**b. Cabin Pressurization Control**

- (1) Was the cabin pressure fluctuating?
- (2) Was master switch in auto or manual?
- (3) What was cabin altitude set at?
- (4) What was cabin altitude rate set at?
- (5) Did pressure increase or decrease follow throttle position?

**7. Electrical Power Plant (System 42)**

- a. How long after engine start did the malfunction occur?**
- b. Was the aircraft experiencing any turbulence when the malfunction occurred?**
- c. Did generator fail light illuminate? Which one?**
- d. Did generator fail light come on during engine start or in-flight?**
- e. Did generator power its bus? Did it carry a load?**
- f. What was the frequency and volts? Was it fluxing?**
- g. Did you try to reset the generator? What were the results?**
- h. Did other generators take over the bus? If not, was the bus isolated?**
- i. Did generator breaker trip offline?**

**8. Hydraulic and Pneumatic Power Supply (System 45)**

**a. Engine driven pumps**

- (1) Did the hydraulic low pressure light illuminate? Which pump(s)?
- (2) How long did the pressure drop off?

- (3)What was the reservoir quantity?
- (4)Were the A/R pumps being used when low pressure light illuminated? Which pump(s)?
- (5)Was boom being used when low pressure light illuminated?
- (6)Was system depressurized during the remainder of the flight?
- (7)Was a hydraulic pump isolated? How long? Continuous? Total isolation time?
- (8)What were the results when the affected system depressurized?
- (9)Were leaks noted after landing?

**b. Auxiliary System**

- (1)Did auxiliary system build pressure?
- (2)Were current limiters checked?
- (3)What was the accumulator preload?

**9. Fuel System (System 46)**

**a. Fuel System**

- (1)When did malfunction occur?
- (2)What was the approximate attitude of the aircraft?
- (3)Isolate location and problems such as, inoperative, stuck, intermittent, erratic, vibrations, etc. on the following components:
  - (a)Pumps
  - (b)Tank
  - (c) Valves
- (4)How long did malfunction continue?
- (5)Were any circuit breakers reset?

**b. Boom**

- (1)Was boom signal system in normal or override?

- (2) Does signal system operate properly?  
 (a) Ready/contact/Disconnect light fails to operate?
- (3) Telescope at disconnect button Auto/Manual?
- (4) Does boom trail properly?
- (5) Can flight envelopes be reached? Yes/No  
 (a) If no, what are the limits?  
 1. Azimuth Left \_\_\_\_\_ Right \_\_\_\_\_  
 2. Elevation Left \_\_\_\_\_  
 Elevation Right \_\_\_\_\_  
 3. Telescope In \_\_\_\_\_  
 Telescope Out \_\_\_\_\_
- (6) What position was boom in when malfunction occurred?
- (7) Is boom control: Good/ Stiff/ Binding/ All positions
- (8) Does boom accumulator indicate the same pressure as the right system? If no: Boom Pressure \_\_\_\_\_  
 Rt Sys Press \_\_\_\_\_.
- (9) What was aircraft attitude when malfunction occurred?  
 Level/ Climbing/ Descending Rate \_\_\_\_\_  
 Turning Left/Right Alt \_\_\_\_ A/S \_\_\_\_\_
- (10) Does boom hoist system operate properly?  
 (a) How far will boom lower before freewheel is engaged?  
 (b) Can boom be flown into stowed position?
- (11) Does boom disconnect at proper limits?  
 (a) Azimuth Left \_\_\_\_ Right \_\_\_\_  
 (b) Elevation Left \_\_\_\_ Right \_\_\_\_  
 (c) Telescope Left \_\_\_\_ Right \_\_\_\_
- (12) Type and number of aircraft refueled?

(13) Did malfunction occur on more than one aircraft?

(14) Did fuel transfer occur?

**c. Multi Point Refueling System**

(1) Was a preflight BITE check accomplished?

(a) Were there any fault codes from the BITE check?

(b) Were there any fault codes at the time of the malfunction? What were they?

(2) What was the RAT?

(3) What was the fuel temperature?

(4) Were there any fault lights?

(5) What receiver indicators were illuminated?

(6) Did any MPRS trailing components contact the tanker?

(7) Did the receiver contact the basket or hose?

(8) Describe the hose response?

(a) Hose was slack?

(b) Hose was slow?

(c) Hose whip?

(9) What was the aircraft altitude, airspeed and gross weight?

(10) Receiver

(a) Type

(b) How many?

(c) How many contacts before malfunction?

(d) How many contacts after malfunction?

(11) How was the receiver approach? Fast/Hard?

(12) Where was the receiver in the refueling envelope?

**10. Oxygen (System 47)**

**a. Regulator**

- (1) Was diluter switch in normal or 100%?
- (2) Was supply switch on or off?
- (3) How did the pressure at the regulator compare with the pressure at the other crew positions?
- (4) Did the flow indicator indicate flow?
- (5) Was mode switch in emergency, test mask, or normal?
- (6) Did any control levers stick or bind?

**b. Gox**

- (1) Did the pressure gage read high or low?
- (2) Did pressure gage fluctuate?
- (3) Did system indicate “0” pressure?
- (4) Was any regulator inadvertently placed in the emergency or test mask position?
- (5) Was there any audible evidence of leakage?
- (6) Were any valves open or closed on the GOX rack?

**c. Portable bottle**

- (1) Did bottle pressure indicate “0”?
- (2) Was bottle regulator in emergency position?

**11. Instruments (System 51)**

**a. Airspeed malfunction**

- (1) Was the abnormal indication detected in Norm or Standby mode?
- (2) Was there a problem with both IAS and TAS modes?
- (3) What was the attitude at time of noted malfunction?
- (4) Did the altimeter or vertical situation indicator show any malfunction?
- (5) Which DADC was selected as air data source?
- (6) Any fault codes displayed on CDU for DADCs?

**b. Altimeter malfunction**

- (1) Was the abnormal indication detected in Norm or Standby mode?
- (2) What was the aircraft altitude and barometric setting at the time of the malfunction?
- (3) Which DADC was selected as air data source?
- (4) Any fault codes displayed on CDU for DADC?

**c. EGPWS**

- (1) Was an unexpected warning received?
- (2) What was the radio altimeter altitude reading?
- (3) Was a fault indication displayed on the MFD or CDU?

**d. Engine Instruments (51300)**

- (1) Engine oil pressure
  - (a) What was the noted malfunction?
  - (b) What was the power setting at the time of the malfunction?
  - (c) Were other engine indications normal?
  - (d) Was the indicator fluctuating?
- (2) Engine oil temperature
  - (a) What was the power setting at the time of the malfunction?
  - (b) Were oil pressure and other engine indications normal?
- (3) Engine pressure ratio (KC-135E)
  - (a) When did the malfunction occur?
  - (b) How did the malfunction compare with the other engines?
  - (c) What were the fuel flow, EGT and RPM indications?

	<b>EPR</b>	<b>N1</b>	<b>N2</b>	<b>Fuel Flow</b>	<b>EGT</b>
<b>No.1</b>					
<b>No.2</b>					
<b>No.3</b>					
<b>No.4</b>					

(4)N1 RPM

- (a)Did analog and digital indication agree?
- (b)Was digital indication unreadable?
- (c)Was PLA indication inoperative?
- (d)Was demand pointer inoperative?

(5)N2 RPM

- (a)Did analog and digital indication agree?
- (b)Was digital indication unreadable?

(6)Fuel Flow

- (a)Was fuel flow indication within limits at ground idle?
- (b)What was engine N1 RPM when malfunction occurred?

(7)Engine Gas Temperature

- (a)Were other engine indications normal?
- (b)Did EGT warning light illuminate?
- (c)Were analog and digital readings affected?
- (d)What were power settings when malfunction occurred?
- (e)Did engine indications respond to throttle movement?

**e. Rotation Go Around**

- (1)Did command bars display correct degree of climb during rotation?
- (2)Did fault occur after flaps were raised?

- (3) Did AOA indicators read correctly during takeoff and climb out?
- (4) Was RGA in Takeoff Max or Accel Climb Mode?
- (5) Was RGA Fail operative indication illuminated?

**f. Flight Display System**

- (1) Did MFD display go blank?
- (2) Were any fault flags displayed?
- (3) Was problem associated with attitude display?
- (4) Was problem associated with heading, weather EGPWS or TCAS display?
- (5) Did problem swap to other display when MFD config switch was pressed?
- (6) Did fault clear when reversionary source on CDU was selected?

**g. Flight Director System**

- (1) What mode of operation did the problem occur?
- (2) Did command bars drive out of view?
- (3) Was computer flag in view in MFD?

**h. Fuel Quantity**

- (1) Was affected fuel tank displaying dashes?
- (2) Were any messages displayed on CDU (Tank contaminated, probe cir fail, CPSTR Fail)?
- (3) Did tank indication read low?
- (4) Offload Totalizer – What type aircraft was refueled?

**12. Auto Pilot (System 52)**

**a. Auto pilot**

- (1) Was there an uncommanded disconnect?

- (2) Did you attempt to re-engage autopilot?
- (3) What sub modes were engaged?
- (4) Were any circuit breakers reset?
- (5) Was manual trim required to maintain straight and level flight without autopilot?
- (6) What reference was being used, FMS, TACAN, or VOR?
- (7) Would autopilot levers remain engaged?
- (8) Was there a problem detected with any attitude source?
- (9) Was a disconnect associated with transmission of the HF radio?
- (10) Did disconnect occur only during AR?
- (11) Did disconnect occur during turns? How many degrees of bank?
- (12) Malfunction occur during or after change in flight attitude?

**b. Flight Control Augmentation System (FCAS)**

- (1) Did malfunction occur with SYD or EFAS?
- (2) Did you look for any BIT codes on the computer? What were they?
- (3) What was rudder pressure reading?
- (4) Was there an uncommanded rudder deflection?
- (5) What was the flap setting during time of malfunction?
- (6) What was Indicated Air Speed?
- (7) If a rudder deflection occurred with EFAS engaged, what was #1 and #4 engine N1 RPM at time of deflection?
- (8) Was aircraft in straight and level flight or maneuvering when the malfunction occurred?
- (9) Did auto pilot disengage due to malfunction?
- (10) Did rudder command indication correspond to rudder deflection?

**13. HF Communications (System 61)**

- a. How long was the system operating before it malfunctioned?**
- b. Which position malfunctioned?**
- c. Did the system tune up properly?**
- d. Was the malfunction continuous or intermittent?**
- e. Did it occur on all frequencies?**
- f. HF will not transmit and will not key**
  - (1)What frequencies were used?
  - (2)Was a tune tone or tone present?
  - (3)Was sidetone present?
  - (4)Did radio receive okay?
- g. HF will not receive or receives weak?**
  - (1)Did radio seem to transmit okay?
- h. HF noisy**
  - (1)What frequencies were used?
- i. Did the system revert to Direct Control mode?**
- j. Were there any fault indications on the control panel?**
  - (1)Did you attempt to clear faults?
- k. Did you hear the fan come on?**
- l. Was the ALE function being used?**

**14. VHF or ARC 210 VHF/UHF Communications (System 62)**

- a. How long was the system operating before it malfunctioned?**
- b. Which position malfunctioned?**
- c. Was the crew using Secure Voice or Have-Quick?**
- d. Was a warning tone heard in the headset?**
- e. Did it occur on all frequencies?**

**f. VHF will not transmit**

- (1) What frequencies were used?
- (2) Was side tone present?
- (3) Did radio receive okay?

**g. VHF will not receive**

- (1) Did radio transmit okay?
- (2) Was reception tried on several frequencies?

**h. VHF noisy**

- (1) What kind of noise was heard?
- (2) If scratchy, was the squelch on or disabled?

**15. UHF Communications (System 63)**

**a. How long was the system operating before it malfunctioned?**

**b. Which position malfunctioned?**

**c. Were there any faults on the control box?**

**d. Did the system tune up properly?**

**e. Was the malfunction continuous or intermittent?**

**f. Did it occur on all frequencies?**

**g. UHF will not transmit**

- (1) What frequencies were used?
- (2) Was side tone present?
- (3) Did radio receive okay?
- (4) How did the radio BIT test?

**h. UHF will not receive**

- (1) Did radio transmit okay?
- (2) Was reception tried on a different frequency?
- (3) How did radio BIT test?

**i. UHF noisy**

- (1) What kind of noise was heard?
- (2) Was squelch switch on or off?

**j. UHF SATCOM**

- (1) Were any fault codes displayed during BIT test?
- (2) Were any fault lights illuminated?
- (3) Did system transmit okay?
- (4) Were the Secure codes entered correctly?

**16. Interphone (System 64)**

**a. Was more than one position affected? Which ones?**

**b. Was the malfunction continuous or intermittent?**

**c. Did all crew positions receive okay?**

**d. What kind of noise was heard?**

**e. Was a quick don in use?**

**f. Referring to the ADIS system**

- (1) What fault was being displayed? (Also, was STCK KEY, STCK ICS, and STCK RAD displayed)?
- (2) What mode were they in? (Back up, Emergency, Call, etc.)
- (3) Was hot mike being used?
- (4) Was LCL ICS or just ICS being used? (one limits who you can talk to)

**g. A/R Interphone:**

- (1) What mode was the A/R control box in (Private, Control, Common)
- (2) Who could hear you? Could only the Receiver hear or could only the Boom hear?

**17. IFF (System 65)**

- a. Did ident function work properly?**
  - b. Was IFF power in normal?**
  - c. Mode 4 – Did you try to recode the Kit-1C?**
  - d. What was the annunciation on the CDU? (Warning or Reply)?**
  - e. How many ATCs reported a problem?**
  - f. Was reported altitude for Mode C on correct?**
- 18. Radio Navigation (System 71)**
- a. VOR/ILS**
    - (1) Did system self-test properly?
    - (2) Did malfunction exist on pilots and copilots displays?
    - (3) Did the crew try switching the MFDs using the config switch?
    - (4) Were problems noted with the ILS or TACAN displays on the display in question?
    - (5) Were there any warning flags in view on the MFDs?
    - (6) Was to – from information displayed properly?
    - (7) Did course deviation function properly?
    - (8) Was the same VOR frequency selected for systems 1 and 2?
    - (9) Was positive station identification received?
  - b. TACAN**
    - (1) Did system self test properly?
    - (2) What mode was the system in when the malfunction occurred?
    - (3) Was test light steady?
    - (4) Was from – to data displayed properly?
    - (5) Was course deviation data displayed properly?

- (6) Were problems noted with VOR data on the display that were questionable?
- (7) Were any flags in view of the affected display?
- (8) Was good station identification received?
- (9) Was distance measuring equipment (DME) data accurate as compared with the other system or INS waypoint?
- (10) Was bearing data accurate as compared with a collocate VOR (Vortac)?

## **19. Radar Navigation (System 72)**

### **a. Radio Altimeter**

- (1) Was RA displayed on the MFD or was it dashes? Which MFD?
- (2) Which side, pilots or copilots had the problem?
- (3) At what altitude did the malfunction occur?
- (4) Were they climbing or descending when they had the problem?
- (5) Is this a repeat problem?

### **b. Embedded GPS INS (EGI)**

- (1) How many Satellites were acquired? What was the figure of merit? Did the EGI have any problems acquiring satellites?
- (2) If a drift problem, was GPS in "Mixed" mode?
- (3) Any no-go indications displayed on the CDU?
- (4) Were any CBIT codes displayed on the CDU?
- (5) Did the present position have to manually load to acquire?
- (6) Was Carousel IV (INS-2) also having problems? What type?
- (7) Was RAIM on?

### **c. APN-69**

- (1) Was the operating light on?
- (2) How many receivers reported having a problem? (One receiver the problem may be theirs. More than one problem is probably ours).

**d. WXR-700**

- (1) Was the problem on one MFD or all? Which one?
- (2) What mode were they in?
- (3) Was one Master selected or more? Which ones had Master selected?
- (4) Was Stab on?
- (5) Was Auto used in Skin?
- (6) What ranges were they having the problem in?
- (7) Wind- Shear?
- (8) Was the pilots altimeter working?

**e. FMS-800**

- (1) Was check status displayed on CDU?
- (2) Did only one CDU have the Problem or was it on all of them?
- (3) Was the bus splitter used?
- (4) Any “No-Go” or “Degrade” on the CDU status page?
- (5) Were any “Emergency” or training procedures used on this flight?
- (6) Any “CBIT” codes displayed?
- (7) Which CDU was the Bus Controller? Was the buss split to attempt correction?

**20. TCAS System (System 73)**

- a. Was mode S on?**
- b. Was IFF power in Normal?**
- c. Were mode 3 and C on?**

- d. Was antenna select on DIV (both)?**
- e. What range was selected NORM or EXT? (Affects range and LIM)?**
- f. For after 1503 aircraft, did the problem occur on one MFD?**
- g. Any fault codes on the TCAS processor?**
- h. Any problems with the radio altimeters?**
- i. Any BIT faults on the CDU?**
- j. Any problems with the display on the TA/VSI indicators?**

**SECTION III**  
**POSSIBLE OPERATING CONDITIONS**  
**CHECKLIST**

**1. Weather**

**a. Lightning Strike**

- (1) Perform Special Inspection I.A.W. -6.
- (2) Where was approximate location of lightning strike?
- (3) Any noticeable system malfunction after lightning strike? (i.e., circuit breakers opened, radios, etc...)

**2. Flight**

**a. Bird Strike**

- (1) Approximately, where did bird(s) hit?
- (2) Any noticeable engine flux, vibration, system failures, radio failure, radar failure?
- (3) Where did incident occur? Aircraft location? Altitude? Speed?

**3. Foot and Mouth Decontamination**

**a. Did the aircraft land at a base disinfecting for Foot and Mouth Disease (FMD)? (As of May 2002, Spain and Italy require aircraft to be disinfected if they come from England). If so:**

- (1) Was the aircraft disinfected? If so:
- (2) Was an entry made in the 781 using WUC 02400?

- (3) What was the chemical and concentration used?
- (4) What area(s) were sprayed?
- (5) How long did the chemical solution remain on the aircraft?
- (6) How was chemical cleaned off?
- (7) What are the landing gear serial numbers?

**b. Make the following entries in the 781A:**

- (1) Wash and lube due within 72 hours for the areas chemically decontaminated for Foot and Mouth Disease: (List areas, use WUC 02400).
- (2) If landing gear were sprayed/disinfected, make the following entry, “visually identify the landing gear serial numbers and verify this information is accurately reflected in G081.

**c. Report the following information electronically to [HQ AMC/LGMJS@scott.af.mil](mailto:HQ AMC/LGMJS@scott.af.mil).**

- (1) MDS and complete tail number.
- (2) Information from 3a(1-7).