



DEBRIEFING

Flight Safety is Everybody's Business

This issue of **Debriefing** will focus on the significant 100% increase in occurrences for which CF Maintenance Personnel Cause Factors (MPCF) have been assigned. FSIS MPCF occurrences went from 371 to 688 per year during the 98-02 period. The table below shows the disturbing trend for the following cause factors:

CAUSE FACTOR	RATES/10K HRS	
	1998	2002
COMPLACENCY	3.88	7.16
INATTENTION	13.62	19.36
CARELESSNESS	2.28	6.28
DISTRACTION	0.55	1.97
EXPECTANCY	0.99	3.94
PRESSING	0.74	1.53
NON-COMPLIANCE	0.00	3.51

The recent DTA Airworthiness Accreditation Audits of Maintenance Organizations have confirmed these concerns and highlighted the following problems areas:

Log Control. Many log control activities were improperly completed and Components History Record forms were out of date.

Parts and Consumption Point. Different spare parts were left in drawers without proper packaging and identification. Used parts, not intended for immediate installation were either found without proper packaging or not properly tagged to indicate their status.

Training. Many training records of qualified personnel were outdated, with Level 2 training not yet finished. Many of the Level A technicians interviewed showed a lack of knowledge and understanding of CFTOs.

Maintenance Records. Many maintenance records were improperly completed and/or uncontrolled pubs used:

- Same person signed electronically CF349s "Inspected and pass by" and "Independent Check" columns.
- Rob paperwork not being completed properly as required.
- Non-authorized publications were used.

Debriefing. We must stress the importance of some key principles with respect to safety in maintenance:

Currency of CFTOs. Emphasis must be placed on the timely incorporation of publication amendments. The problem with electronic publications is acknowledged and is being researched.

Supervision. Increases in workload caused by downsizing and a reduction in maintenance expertise makes close supervision and sound leadership a must. Unfortunately, many occurrences that are being reported point to inadequate supervision.

Can Do Attitude. The maintenance community's greatest

asset and perhaps its greatest threat is its "can do attitude". Without a doubt, our professional, highly motivated, and proud members of the Air Force strive to provide the same level of operational readiness irrespective of conditions or impediments. However, mission accomplishment at all costs has its drawbacks. In our current modus operandi, we have reports of unqualified personnel who are conducting unauthorized maintenance activities on a day-to-day basis to get the job done. We must guard against this kind of behaviour.

Compliance with CFTOs. Many occurrences involved improper installation or rigging, failure to complete the task as specified, paperwork not being completed properly, support work not filled out on CF349s pointing towards non-compliance with CFTOs.



These facts can serve as a call for action. To prevent further losses of valuable resources, all of us must reflect on the causes of this trend. When doing something out of the ordinary, confirm the process with the proper authority. If you have concerns, identify them to your supervisor. Your personal actions might prevent a tragic accident or the loss of a good friend. The voluntary, non-compliance of personnel and organizations with respect to maintenance regulations is definitely not an option. One of your resolutions for the New Year could be to speak up if you think something is unsafe and to report normally or anonymously all occurrences or hazards. Do this for your own good and the good of your Air Force.