

**25 June 1998**



**Maintenance**

**REPEAT, RECURRING, AND CANNOT  
DUPLICATE DISCREPANCIES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It establishes the procedures for clearing repeat, recurring and cannot duplicate (CND) discrepancies on A/OA-10 aircraft assigned to the 442d Fighter Wing. These procedures apply to all maintenance personnel assigned to the 442d Logistics Group and the 442d Operations Group. Supervisors, superintendents, and flight chiefs are responsible for ensuring compliance with this instruction.

**SUMMARY OF REVISIONS**

The initial publication for Repeat, Recurring and Cannot Duplicate Discrepancies was 442 LG OI 21-26. It has been changed to a fighter wing instruction because of cross-functional references. Added Repeat and Recurring to paragraph 2.1. and 2.3. A requirement was added to brief the Logistics Group, Operations Group or Wing Commander or designated representative after a third repeat and recurring RED (Red Diagonal) occurrence and after a repeat/recurring Red X occurs (paragraphs 2.2.1. and 2.3.1.). A (I) indicates revisions from the previous edition.

**1. Responsibilities:**

- 1.1. The work center/flight chief of the affected system will:
  - 1.1.1. Review the aircraft history for previous problems.
  - 1.1.2. Ensure that technicians complete all required troubleshooting procedures.
  - 1.1.3. Ensure that technicians document all troubleshooting procedures.
  - 1.1.4. Ensure that all inflight operational checks are entered in the aircraft forms.
- 1.2. The aircraft debriefer will identify all repeat/recurring discrepancies by entering the appropriate Repeat/Recurring code into CAMS.

## 2. Procedures:

2.1. All RED/(Red Diagonal) CND malfunctions will be documented as follows: Malfunctions which cannot be duplicated will be cleared in the aircraft forms by a certified Red X inspector entering "CANNOT DUPLICATE MALFUNCTION" in the corrective action block, along with the tech data used in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**. This form entry will be made only after a thorough investigation has been completed and the malfunction cannot be duplicated.

2.1.1. The certified Red X inspector will then clear the discrepancy by signing the INSPECTED BY block and initialing over the symbol.

2.1.2. All RED/(Red Diagonal) repeat and recurring will be documented as follows:

2.1.3. A certified maintenance inspector will enter the corrective action taken, along with the tech data used, in the corrective action block of the 781A's, sign in the INSPECTED BY block and initialing over the symbol.

2.2. If a RED/(Red Diagonal) Repeat/Recurring or CND malfunction occurs more than twice, it will be documented as follows:

2.2.1. The Logistics Group/Operations Group Commander or their designated representative will be thoroughly briefed on the malfunction and all investigative actions that have been accomplished. This briefing will be provided by the technician and his immediate supervisor prior to clearing the malfunction. The Logistics Group/Operations Group Commander or their designated representative will initial in the discrepancy block signifying the "CND" briefing has been accomplished.

2.2.2. The certified Red X inspector will enter the corrective action taken in the corrective action block of the 781A's, sign in the INSPECTED BY block and initial over the symbol.

2.3. All Red X Repeat, Recurring or CND malfunctions will be documented as follows:

2.3.1. The Logistics Group/Operations Group Commander or their designated representative will be thoroughly briefed on the malfunction and all investigative actions that have been accomplished. The technician and his immediate supervisor prior to clearing the Repeat, Recurring, or CND will provide this briefing. The Logistics Group/Operations Group Commander or his designated representative will initial in the discrepancy block signifying the "Repeat, Recurring or CND" briefing has been accomplished.

2.3.2. A certified Red X inspector will enter in the 781A's the corrective action taken and the tech data used in the corrected action block, and sign in the CORRECTED BY block. The workcenter/section supervisor will clear the discrepancy by signing in the INSPECTED BY block and initialing over the symbol.

CHARLES E. STENNER, JR., Col, USAFR  
Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

*AFPD 21-1--Managing Aerospace Equipment Maintenance*

*AFRCI 21-101--Objective Wing Aircraft Maintenance*

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

*T.O. 00-20-1--Preventive Maintenance Program General Policy Requirements and Procedures*