



THE SECRETARY OF THE NAVY
WASHINGTON, D.C. 20350-1000

February 2, 2006

MEMORANDUM FOR COMMANDANT OF THE MARINE CORPS
CHIEF OF NAVAL OPERATIONS

SUBJECT: Military Flight Operations Quality Assurance (MFOQA) Implementation
Process for Department of the Navy (DON) Aircraft

Reference: OSD MFOQA Process Implementation Memorandum of 11 Oct 2005

MFOQA is based upon a highly successful commercial aviation process and involves the automated analysis and trending of recorded flight data to identify mishap leading indicators, improve aircrew proficiency and enhance aircraft maintenance. MFOQA has the potential to dramatically improve operational readiness while helping preserve scarce material and human resources from loss due to mishaps.

The afore mentioned reference directs all DoD Components to include a MFOQA capability as a standard requirement in all future aircraft acquisition, including simulators and unmanned aerial vehicle (UAV) procurement. For existing aircraft and their respective simulators, unless cost-benefit analysis demonstrates a need for exclusion, DoD Components are required to program for MFOQA capability.

For DON aircraft and UAVs, a minimum MFOQA capability is met when a process is established at the unit level to routinely download and analyze digital maintenance and operational data after each flight for event detection, and to subsequently utilize multiple flight information for aggregate data analysis. For DON simulators, a minimum MFOQA capability is met when a process is established to routinely record and analyze mission data to review aircrew performance, using one or more MFOQA/Computer Aided Debrief System (CADS) tools such as visualization, event detection, or trend analysis. While these represent minimum requirements, every effort shall be made to achieve a full MFOQA capability to provide: (1) automated data processing, event detection and animated flight playback for aircrew and squadron maintenance, operations, training and safety personnel and (2) aggregate trend analysis across aircraft communities to identify operational and maintenance trends. An acquisition strategy is currently in development to deploy full MFOQA capability across the F/A-18C/D, MH-60S/R, T-45C and MV-22B communities beginning in FY09.

All new UAVs and aircraft procurements, along with their flight simulators, which have not passed Milestone A in the acquisition process by the date of this memorandum shall be delivered with full MFOQA capability. All existing DON Aircraft, all future aircraft acquisitions beyond Milestone A, and existing/future flight simulators supporting those aircraft shall be evaluated for potential MFOQA capability that can be implemented beginning no later than FY 2012. A request to waive MFOQA implementation shall be submitted for existing aircraft, future aircraft acquisitions, and flight simulators supporting these aircraft where a business case analysis determines it is not cost effective to implement at least a minimum

MFOQA capability beginning in FY 2012. Waiver requests shall be submitted through Assistant Secretary of the Navy, Research, Development and Acquisition (ASN(RDA)) and Assistant Secretary of the Navy, Installations and Environment (ASN(I&E)) to the Defense Safety Oversight Council (DSOC) for Deputy Secretary of Defense approval. To keep pace with technological advances, the DON MFOQA acquisition strategy and approved exclusion waivers will be reviewed by ASN(RDA) on an annual basis beginning in October 2006.

I fully support the MFOQA process and request you issue additional guidance as necessary to ensure this policy is fully implemented. Please provide me with an initial outline of your plan by 17 March 2006. This outline should include your proposed timeline for implementation, a preliminary list of aircraft you may request to be excluded from this policy and a POC in your organization responsible for oversight of MFOQA implementation.



Donald C. Winter

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OCT 11 2005

MEMORANDUM FOR SECRETARIES OF THE MILITARY DEPARTMENTS
CHAIRMAN OF THE JOINT CHIEFS OF STAFF
UNDER SECRETARIES OF DEFENSE
COMMANDERS OF THE COMBATANT COMMANDS
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DIRECTORS OF THE DEFENSE AGENCIES
DIRECTORS OF THE DOD FIELD ACTIVITIES

SUBJECT: Military Flight Operations Quality Assurance (MFOQA) Process
Implementation

This directive-type memorandum establishes a new Department of Defense policy. DoD Components will implement the multifaceted MFOQA process. MFOQA builds upon a commercial aviation process which uses operational trend analysis of enhanced flight data to better identify hazards, to increase operational efficiency, and to provide more effective risk management. The MFOQA process has the potential to reduce aircraft flight mishaps. It includes enhanced, real time aircraft flight data collection, and the use of automated flight data to improve aircrew performance through flight performance feedback. As part of the MFOQA process, quantitative aircraft systems information will be provided to maintenance personnel to enhance fleet-wide operations and mission readiness.

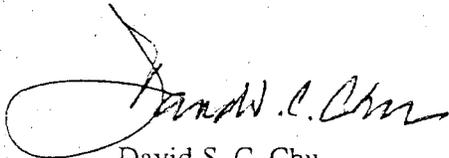
DoD components shall include MFOQA capability as a standard requirement in all future aircraft acquisition, including unmanned aerial vehicles procurement. For existing aircraft, unless DoD Component cost-benefit analysis demonstrates a need for exclusion, the DoD Components shall program for MFOQA capability: enhanced aircraft flight recorders to collect MFOQA flight data, playback to aircrew for flight operations training, playback to maintenance crew for enhanced maintenance operations, and trend analysis across aircraft fleets (including simulator data) to identify operations and



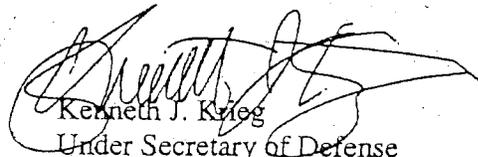
maintenance trends. For those aircraft or cases where MFOQA implementation is thought not to be cost effective, the DoD Components shall submit requests for waivers to this policy through the Defense Safety Oversight Council for Deputy Secretary of Defense approval.

Data generated from the MFOQA process shall not be used for monitoring aircrew performance to initiate punitive or adverse action. In cases of suspected willful disregard of regulations and procedures, MFOQA data may be used for action. MFOQA data is factual information not covered by the privileged safety information procedures of DoDI 6055.7, *Accident Investigation, Reporting, and Record Keeping*.

This requirement is effective immediately and will be incorporated into a DoD issuance.



David S. C. Chu
Under Secretary of Defense
(Personnel and Readiness)



Kenneth J. Krieg
Under Secretary of Defense
(Acquisition, Technology and Logistics)