

Maintenance RAST Conclusions

15 June 2009

Maintenance Procedures

SE-17, SE-18, SE-19, SE-20

Output 1 (SE-17)

- FAA will issue guidance, to their field inspectors, outlining FAA national policy to ensure that aircraft nose landing gear struts are serviced in accordance with the original manufacturers recommended methods for cold weather operations.
- FAA Bulletin Number FSAW 97-10.

Conclusion – Does not require further work by MRAST

Maintenance Procedures

SE-17, SE-18, SE-19, SE-20

Output 2 (SE-18)

- FAA will issue guidance, to their field inspectors, outlining FAA national policy for the evaluation and surveillance of sub-contractor maintenance providers.
- FAA Bulletin Numbers HBAW 98-01 and HBAW 96-05C

Conclusion – COSCAPs to review this SE and provide a draft Advisory Circular for further consideration of Member Administrations/States

Maintenance Procedures

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Output 3 (SE-19)

- FAA will issue guidance, to their field inspectors, revising FAA national policy regarding the use of Minimum Equipment List (MEL) conditions and limitations by air carriers.
- FAA Bulletin Numbers HBAW 98-18 and HBAW-09

Conclusion – COSCAPs provide guidance and training material to Member Administrations/States and COSCAP administrations to determine if additional support is required

Maintenance Procedures

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Output 4 (SE-20)

- Directors of Safety will determine 1) that the maintenance deficiencies described in the attached bulletins and policy letters have been remedied and 2) that Quality Control Procedures have been implemented to ensure that those deficiencies are continually addressed.

Conclusion – MRAST to reconsider this matter after completion of the work related to SE-19 to determine if additional guidance material is required.

Policy & Procedures – Work Cards / Shift Change / Responsibilities / Manuals

SE-169R1

Output 1

- FAA to publish guidance materials on acceptable procedures and policies, or enhance AC120-16D. Materials should address procedural enhancements that incorporate clear responsibility and authority and manual enhancements that ensure they are complete and accurate. Materials should also address policies and training that support the appropriate use of work cards, shift change status reports, operations and maintenance manuals.

Conclusion – COSCAP to develop a draft AC for review of Members Administrations related to Output 1 that heighten the awareness and risk associated with the subject matter.

OEM Continuous Monitoring of Service History

SE-170R1

Output 1

- FAA to publish guidance to provide best practices for operators and maintenance organizations to report maintenance task difficulties to the OEMs relating to the physical ability of maintenance personnel to perform and verify satisfactory completion of regularly scheduled maintenance tasks.

Output 2

- OEMs and operators to develop processes to follow the intent of the guidance material. OEMs will incorporate reported maintenance difficulties into their continuing airworthiness/design review

Conclusion:

COSCAP to gather information from ICAO related to USOAP data results (related protocol questions) and share that with Member Administrations.

Gap Analysis of Existing Airplane Maintenance Process & Follow-up Action Plan

SE-172R1

Statement of Work

- Related to MSG analysis and MRB report, etc

Conclusion – China, as a State of manufacture, does have need to require further support from COSCAP related to the MSG analysis and MRB processes.

Policy & Procedures – Flight Critical Configurations Changes Made During Maintenance

SE-175R1

Output 1

OEMs and airlines should review, and amend, procedures as appropriate to ensure that multiple levels of alerting, including visible tagging, are used anytime the pitot static system is covered.

Output 2

OEMs and operators ensure that pre-flight walk-around procedures ensure that pitot/static ports are uncovered.

Conclusions:

COSCAPs to provide draft guidance material to Member Administrations for their review on best practices that could be followed to ensure that appropriate measures are in place to prevent such occurrences.

Regional Safety Issues

No Regional Safety Issues were presented for review by the MRAST.