

**Maintenance
Joint Safety Implementation Team
as Modified by JIMDAT**

**Implementation Plan
For
Safety Enhancement 175R1
Policy & Procedures – Flight Critical Configurations Changes Made During Maintenance**

Statement of Work: (SE-175)

To prevent loss of pitot static system flight data, airlines/maintenance should provide visible tagging any time the pitot static system (pitot tubes and static ports) are covered during maintenance or servicing (e.g. washing). In addition, preflight walk-around procedures should include specific verification that pitot static ports are uncovered.

Lead Organization for Safety Enhancement Completion (LOOSEC): ATA

Resources: Operators, ATA, RAA, NACA, etc.)

Safety Enhancement:

To prevent maintenance errors that compromise safe flight, airlines/maintenance should provide visible tagging any time the pitot static system (pitot tubes and static ports) are covered during maintenance or servicing (e.g., washing). In addition, preflight walk-around procedures should include specific verification that pitot static ports are uncovered.

Recommended for plan based on mitigation benefit to JSAT Maintenance accidents.

JIMDAT Score:

DIP Stand Alone Fatality Risk Reduction:

2020 - (0.00) 100% - (0.00)

Differential beyond original 46 SE CAST plan:

2020 - (0.00) 100% - (0.00)

Total Resource Requirements:

- Output 1 – estimated at 0.25 man-years
- Output 2 – estimated at 2.7 man-years (old was 0.25 man-years)
- Total Cost - \$590,000 (old was \$100,000)

Completion Date: 12 months

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.

Resources:

(LOOC) ATA, AIA, OEMs and airlines. (Initial resource estimates could range from one-man-day for some operators to man-month for other operators (averaging about one man-week per each of the 140 operators; 2.7 man-years.)

Timeline:

12 months after CAST approval

Actions:

1. OEMs/Operators should ensure that maintenance procedures (e.g., washing, polishing that involve covering/uncovering of pitot static ports include multiple levels of protection to ensure timely removal of covering. Such levels should include visible tagging, or similar readily-visible alerting, a work card, and logbook entry.
2. Each operator's Director of Safety, in conjunction with its Director of Maintenance, should ensure that the appropriate procedures are covered in maintenance information, including work cards.
3. Operators include adherence to the process within the internal audit process of their Safety Management System (or equivalent).
4. AIA to communicate contents of this Output to Embraer and Bombardier.

Output 2:

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

Resources:

LOOC ATA, OEMs and operators. (0.25 man-years).

Timeline:

6 months after CAST approval

Actions:

1. OEMs/Operators should ensure that pre-flight walk-around procedures ensure that pitot/static ports are uncovered.
2. Each operator's Director of Safety, in conjunction with its Director of Operations, should ensure that the appropriate procedures are covered in Flight Operations Manual.
3. Operators include adherence to the process within the internal audit process of their Safety Management System (or equivalent).
4. AIA to communicate contents of this Output to Embraer and Bombardier.

Relationship to Current Aviation Community Initiatives**Impact on Non - Part 121 or International Applications:**