

Chapter 1. Introduction

It is well known that Human Factors issues, which can be causal factors, are involved in aviation accidents. The purpose of these guidelines is to set forth voluntary standards suitable for adoption by companies engaged in aircraft and aircraft component maintenance for developing and maintaining a maintenance human factors program to enhance safety and aid maintenance personnel in preventing aviation accidents and incidents.

This guidance material was developed by the ATA Maintenance Human Factors Subcommittee made up of, among others, Human Factors representatives from Airbus, BF Goodrich Aerospace, The Boeing Company, Continental Airlines, FedEx, Flight Safety International, The International Association of Machinists and Aerospace Workers (IAM), The Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), Northwest Airlines, United Airlines, US Airways, and ATA.

This ATA Guideline does not, in itself, impose any performance obligations on any airline, or any other entity. For this reason, any entity, which contractually performs maintenance for an airline must determine from that airline which provisions of these guidelines, if any, are applicable to the specific situation.