

## Maintenance (MX) LOSA

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## Maintenance (MX) LOSA Demographics

➔ Indicates Required Field

Observer/Team ID: \_\_\_\_\_

Observation Number: \_\_\_\_\_  
(Assigned by LOSA when entered)

➔ Date and Start Time of Observation: \_\_\_\_\_  
(mm/dd/yyyy) (hhmm)

➔ Date and End Time of Observation: \_\_\_\_\_  
(mm/dd/yyyy) (hhmm)

➔ Airline Country: \_\_\_\_\_

➔ Airline: \_\_\_\_\_

➔ Station Country: \_\_\_\_\_

➔ Station: (Airport Code) \_\_\_\_\_

Location: \_\_\_\_\_

➔ A/C Type: (Make/Model) \_\_\_\_\_

Registration/Gear Door #: \_\_\_\_\_

➔ A/C Series: \_\_\_\_\_

➔ Observation Type: (Mark all that apply)

- |                                    |  |  |  |   |
|------------------------------------|--|--|--|---|
| <input type="checkbox"/> Planning  | <input type="checkbox"/> Troubleshooting | <input type="checkbox"/> Prepare for Removal | <input type="checkbox"/> Removal                   | <input type="checkbox"/> Prepare to Install |
| <input type="checkbox"/> Servicing | <input type="checkbox"/> Install         | <input type="checkbox"/> Installation Test   | <input type="checkbox"/> Close-up/Complete Restore | <input type="checkbox"/> Additional Threats |

Maintenance Type: (Mark all that apply)

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> Base/MRO - In-House | <input type="checkbox"/> Line - In-House | <input type="checkbox"/> Component - In-House | <input type="checkbox"/> Engine - In-House |
| <input type="checkbox"/> Base/MRO - Contract | <input type="checkbox"/> Line - Contract | <input type="checkbox"/> Component - Contract | <input type="checkbox"/> Engine - Contract |

Type of Operations:

- Scheduled       Unscheduled

Work Environment: (Mark all that apply)

- Hangar       Line       Shop       Test Cell       Warehouse      Others: \_\_\_\_\_

Maintenance (MX) LOSA Observation Form

**Process/Task Being Observed:** (Mark all that apply)

A/C Movement: Taxi  A/C Movement: Tow  Inspection  Ops Check  Servicing  Repair  Cleaning  
 Troubleshooting  Support Equipment MX  Rigging  Jacking  Painting  Remove/Replace  
Others: \_\_\_\_\_

**Scheduled Man-Hours:** \_\_\_\_\_ **Reported Actual Man-Hours:** \_\_\_\_\_

*(Refer to scheduling plan)*

**Aircraft Zone (Major Zones):** (Mark all that apply)

Lower Half of Fuselage  Powerplant/nacelle/strut  Landing Gear and Doors  Upper Half of Fuselage  
 Left Wing  Doors  Empennage  Right Wing

**ATA Coding Type:** \_\_\_\_\_ **Chapter:** \_\_\_\_\_ **Sub Chapter:** \_\_\_\_\_

*(Refer to Taskcard or N/R)*

**MX Record Information:** (Mark all that apply)

Log Page  AMM Task  MEL/CDL  N/R  None **AMM Number:** \_\_\_\_\_

**Lighting Conditions:** (Mark all that apply)

Daylight  Dawn/Dusk  Night  Sun Glare  Overcast  Artificial Light

**Environment Conditions:** (Mark all that apply)

Clear  Fog  Windy  High Humidity  Rainy  Snow/Sleet/Ice  
 Extreme Heat  Extreme Cold  Lightning/Electrical Storm  Dust Storm  Sand Storm **Others (Specify)** \_\_\_\_\_

**Ramp/Floor Conditions:**

(Mark only one)

Wet  Dry

(Mark all that apply)

Snow/Ice  Contaminated

N/A

## Technician (Print a separate Technician form for each technician)

**Years of experience (Craft):**

Technician \_\_\_\_\_ yrs    Lead Technician \_\_\_\_\_ yrs

**Years of experience (Skill):**

Sheet metal \_\_\_\_\_ yrs    Interior \_\_\_\_\_ yrs    Avionics \_\_\_\_\_ yrs    Repairman \_\_\_\_\_ yrs  
Inspection \_\_\_\_\_ yrs    Shop \_\_\_\_\_ yrs    Other (specify): \_\_\_\_\_ yrs

**Certificate(s): (Mark all that apply)**

\_\_\_\_ A/P    \_\_\_\_ Airframe    \_\_\_\_ Powerplant    \_\_\_\_ Avionics    \_\_\_\_ DQC  
\_\_\_\_ FCC    \_\_\_\_ Inspector    \_\_\_\_ Repairman    \_\_\_\_ Other (specify): \_\_\_\_\_

**The technician felt comfortable with the task.**    \_\_\_\_ Yes    \_\_\_\_ No

**The technician believed that s/he was qualified for the task (e.g., certification, training).**    \_\_\_\_ Yes    \_\_\_\_ No

**Regular Workshift:**

\_\_\_\_ Days    \_\_\_\_ Evening    \_\_\_\_ Nightshift    \_\_\_\_ Relief    \_\_\_\_ Rotating    \_\_\_\_ Others (specify): \_\_\_\_\_

**Time in Current Work/Bid Position:** \_\_\_\_\_ months \_\_\_\_\_ years

**Consecutive Days Worked:** \_\_\_\_\_ days

**Consecutive Days Worked including Other Jobs (optional):** \_\_\_\_\_ days

**Consecutive Hours Worked:** \_\_\_\_\_ hrs

**Consecutive Wake Hours:** \_\_\_\_\_ hrs

**Hours of Sleep in the Past 24 Hours:** \_\_\_\_\_ hrs

**Experience with Aircraft Type:**

\_\_\_\_ None    \_\_\_\_ 1-6 Months    \_\_\_\_ 7-12 Months    \_\_\_\_ 1 to <3 years    \_\_\_\_ 3 to <5 years    \_\_\_\_ 5 years or more

**Experience with Task:**

\_\_\_\_ None    \_\_\_\_ 1-6 Months    \_\_\_\_ 7-12 Months    \_\_\_\_ 1 to <3 years    \_\_\_\_ 3 to <5 years    \_\_\_\_ 5 years or more

**Frequency Performed:**

\_\_\_\_ 1st time    \_\_\_\_ Daily    \_\_\_\_ Monthly    \_\_\_\_ Quarterly    \_\_\_\_ Semi-Annually    \_\_\_\_ Annually

Remarks: \_\_\_\_\_

## Fatigue Questionnaire

Typical Work Commute: \_\_\_\_\_ hr \_\_\_\_\_ minutes

### Typical Sleep Period on Non Work Days:

Time to Bed \_\_\_\_\_ Time Out of Bed \_\_\_\_\_  
(hhmm) (hhmm)

---

### Shift of Interest:

Location \_\_\_\_\_ Work Start Date \_\_\_\_\_ Work Start Time \_\_\_\_\_ Work End Date \_\_\_\_\_ Work End Time \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

### Shift 1 Day Prior: (Mark N/A if not applicable/available) \_\_\_ N/A

Location \_\_\_\_\_ Work Start Date \_\_\_\_\_ Work Start Time \_\_\_\_\_ Work End Date \_\_\_\_\_ Work End Time \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

### Shift 2 Days Prior: (Mark N/A if not applicable/available) \_\_\_ N/A

Location \_\_\_\_\_ Work Start Date \_\_\_\_\_ Work Start Time \_\_\_\_\_ Work End Date \_\_\_\_\_ Work End Time \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

### Shift 3 Days Prior: (Mark N/A if not applicable/available) \_\_\_ N/A

Location \_\_\_\_\_ Work Start Date \_\_\_\_\_ Work Start Time \_\_\_\_\_ Work End Date \_\_\_\_\_ Work End Time \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

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### Last Sleep Period:

Location \_\_\_\_\_ Date to Bed \_\_\_\_\_ Time to Bed \_\_\_\_\_ Date Out of Bed \_\_\_\_\_ Time Out of Bed \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

### Prior Sleep Period 1:

Location \_\_\_\_\_ Date to Bed \_\_\_\_\_ Time to Bed \_\_\_\_\_ Date Out of Bed \_\_\_\_\_ Time Out of Bed \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

### Prior Sleep Period 2:

Location \_\_\_\_\_ Date to Bed \_\_\_\_\_ Time to Bed \_\_\_\_\_ Date Out of Bed \_\_\_\_\_ Time Out of Bed \_\_\_\_\_  
(Code) (mm/dd/yyyy) (hhmm) (mm/dd/yyyy) (hhmm)

## MX LOSA Observation Forms: Planning (A)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
<b>Personnel</b>							
2	Manpower allocated						
3	Company procedures followed to assign manpower						
4	Mechanics have been trained and have skills to do job						
<b>Tools &amp; Equipment</b>							
5	Tools and equipment identified						
6	Tools and equipment allocated						
7	Support equipment (e.g., PIV/GSE, hoist, machinery) available						
<b>Parts &amp; Materials</b>							
8	Parts identified						
9	Parts allocated						
10	Materials identified						
11	Materials allocated						
<b>Facilities</b>							
12	Facilities (e.g., hangar) available						
13	Facilities (e.g., hangar, shop) allocated						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Procedures</b>							
14	Procedures (e.g., AMM, Service Bulletin, FIM, WDM, SWPM) identified						
15	Procedures (e.g., AMM, Service Bulletin, FIM, WDM, SWPM) available						
16	Procedures current and up to date						
17	Verified effectivity/configuration correct for procedure						
<b>Readytime</b>							
18	Production expectation/readytime clear						
19	Production expectation/readytime reasonable						
<b>Communication &amp; Coordination</b>							
20	Task plan communicated to all parties & feedback solicited						
21	Coordination conducted between departments, shifts, or flight crew						
<b>Threat Management</b>							
22	Threats identified						
23	Strategies developed for identified threats						
24	Work not specified in the tech publications (e.g., general non routine, FOM) documented						
<b>Turnover or Completion</b>							
25	Task/shift turnover completed						

## Planning (A)

<p>Describe the threat(s). How did the crew manage or mismanage the threat(s)?</p>
<p>Describe any associated undesired aircraft states.</p>
<p>Comments - Good or bad. (Please provide examples.)</p>

## MX LOSA Observation Forms: Prepare for Removal (B1)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
3	Safety equipment available and utilized						
<b>Personnel</b>							
4	Required personnel available						
<b>Tools &amp; Equipment</b>							
5	Tools staged						
6	Support equipment (e.g., PIV/GSE, hoist, machinery) staged						
<b>Parts &amp; Materials</b>							
7	Parts staged						
8	Materials staged						
<b>Procedures</b>							
9	Assignments prioritized						
10	Current documentation (e.g., task cards, AMM, service bulletins) available and reviewed						
11	Effectivity/configuration verified						
12	A/C configuration verified						
13	Hazardous energy systems (electrical, hydraulics, pneumatics, stored energy) deactivation LOTO procedures followed						
14	Access panels removed						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Threat Management</b>							
15	Strategies developed for identified threats						
16	Generated non-routines for work-not-specified in the tech publications						
<b>Turnover or Completion</b>							
17	Task/shift turnover completed						
18	Individual work step signoff completed						
19	QC inspection signoff completed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							
Describe any associated undesired aircraft states.							
Comments - Good or bad. (Please provide examples.)							

## MX LOSA Observation Forms: Removal (B2)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
3	Personal protective equipment (PPE) used						
4	Collective protective equipment (e.g., yellow/black streamers, flags) used						
5	Personnel use correct manual handling, ergonomics (e.g., proper lifting techniques)						
6	Personnel exhibit appropriate work behavior (e.g., no "horseplay")						
<b>Personnel</b>							
7	Required personnel available						
<b>Procedures</b>							
8	Current documentation (e.g., task cards, AMM, service bulletins) available and reviewed						
9	Task identified						
10	Task prioritized						
11	Task delegated						
12	Removal procedures followed						
<b>Threat Management</b>							
13	Strategies developed for identified threats						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
14	Generated non-routines for work-not-specified in the tech publications						
<b>Communication &amp; Coordination</b>							
15	Communication among technicians accomplished						
16	Communication to other departments accomplished						
<b>Turnover or Completion</b>							
17	Task/shift turnover completed						
18	Individual work step signoff completed						
19	QC inspection signoff completed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							
Describe any associated undesired aircraft states.							
Comments - Good or bad. (Please provide examples.)							

## MX LOSA Observation Forms: Prepare to Install (B3)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Tools &amp; Equipment</b>							
4	Tools available						
5	Equipment available						
<b>Parts &amp; Materials</b>							
6	Consumable materials utilized						
7	Expendable parts (o-rings, filters) for buildup available						
8	Expendable parts (o-rings, filters) for buildup installed prior to component installation						
9	Correct part number verified						
<b>Procedures</b>							
10	Documentation available and reviewed (e.g., task cards, maintenance manuals, service bulletins)						
11	Effectivity/configuration verified						
12	Hazardous energy systems (electrical, hydraulics, pneumatics, stored energy) deactivation LOTO procedures verified						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
13	Standard cleaning/ preparation/ evaluation procedures followed						
14	Protective appliances (e.g., caps, covers) removed						
15	Servicing procedures followed						
16	Pre-installation procedures followed						
17	Production expectation/readytime clear						
18	Production expectation/readytime reasonable						
<b>Communication &amp; Coordination</b>							
19	Supervision/logistics support responded when needed						
20	Communication among technicians accomplished						
21	Communication to other departments accomplished						
<b>Threat Management</b>							
22	Strategies developed for identified threats						
23	Generated non-routines for work-not-specified in the tech publications						
<b>Turnover or Completion</b>							
24	Task/shift turnover completed						
25	Individual work step signoff completed						
26	QC inspection signoff completed						

## Prepare to Install (B3)

<p>Describe the threat(s). How did the crew manage or mismanage the threat(s)?</p>
<p>Describe any associated undesired aircraft states.</p>
<p>Comments - Good or bad. (Please provide examples.)</p>

## MX LOSA Observation Forms: Install (B4)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Procedures</b>							
4	Current documentation (e.g., task cards, AMM, service bulletins) available and reviewed						
5	Effectivity/configuration verified						
6	Materials utilized						
7	Servicing procedures followed						
8	Installation procedures followed						
<b>Communication &amp; Coordination</b>							
9	Communication among technicians accomplished						
10	Communication to other departments accomplished						
<b>Threat Management</b>							
11	Strategies developed for identified threats						
12	Generated non-routines for work-not-specified in the tech publications						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Turnover or Completion</b>							
13	Task/shift turnover completed						
14	Individual work step signoff completed						
15	QC inspection signoff completed						
16	Access panels installed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							
Describe any associated undesired aircraft states.							
Comments - Good or bad. (Please provide examples.)							

## MX LOSA Observation Forms: Installation Test (B5)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Procedures</b>							
4	Current documentation (e.g., task cards, AMM, service bulletins) available and reviewed						
5	Servicing procedures followed						
6	Installation test procedures followed						
7	Required reactivation and restoration procedures followed						
8	Required reactivation and restoration documented						
<b>Communication &amp; Coordination</b>							
9	Communication among technicians accomplished						
10	Communication to other departments accomplished						
<b>Threat Management</b>							
11	Strategies developed for identified threats						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
12	Generated non-routines for work-not-specified in the tech publications						
<b>Turnover or Completion</b>							
13	Task/shift turnover completed						
14	Individual work step signoff completed						
15	QC inspection signoff completed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							
Describe any associated undesired aircraft states.							
Comments - Good or bad. (Please provide examples.)							

## MX LOSA Observation Forms: Close-up/Complete Restore (B6)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Tools &amp; Equipment</b>							
4	Support equipment (e.g., PIV/GSE, hoist, machinery) removed						
<b>Parts &amp; Materials</b>							
5	Parts, materials, and wastes dispositioned						
<b>Procedures</b>							
6	Current documentation (e.g., task cards, AMM, service bulletins) available and reviewed						
7	Servicing procedures followed						
8	Required reactivation and restoration procedures followed						
9	Required reactivation and restoration documented						
10	Access panels secured						
11	Return to normal condition procedures followed						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Threat Management</b>							
12	Strategies developed for identified threats						
13	Generated non-routines for work-not-specified in the tech publications						
<b>Communication &amp; Coordination</b>							
14	Communication among technicians accomplished						
15	Communication to other departments accomplished						
<b>Turnover or Completion</b>							
16	Task/shift turnover completed						
17	Appropriate records completed						
18	Individual work step signoff completed						
19	QC inspection signoff completed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							

## Close-up/Complete Restore (B6)

Describe any associated undesired aircraft states.

Comments - Good or bad. (Please provide examples.)

## MX LOSA Observation Forms: Troubleshooting/Fault Isolation/Deferral (C)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Tools &amp; Equipment</b>							
4	Tools available						
5	Access equipment available						
<b>Research &amp; Preparation</b>							
6	Fault history reviewed						
7	Production expectation/ready time clear						
8	Production expectation/ready time reasonable						
9	MEL/CDL relief reviewed						
<b>Parts &amp; Materials</b>							
10	Possible required parts available						
<b>Technical Data</b>							
11	Fault Isolation/Troubleshooting data available						
12	Fault Isolation/Troubleshooting data consulted/followed						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Procedures</b>							
13	Documentation available and reviewed (e.g., FIM, WDM, SWPM, AMM)						
14	Effectivity/configuration verified						
15	Hazardous energy systems (electrical, hydraulics, pneumatics, stored energy) deactivation LOTO procedures verified						
16	Open-up procedures followed						
17	Fault positively identified						
18	Conflicting MEL review completed						
19	Properly identified as deferrable						
20	Maintenance action properly executed						
21	Maintenance log updated						
22	Close up procedures followed						
<b>Communication &amp; Coordination</b>							
23	Supervision/logistics support responded when needed						
24	Communication among crew members accomplished						
25	Communication to other departments accomplished						
<b>Threat Management</b>							
26	Strategies developed for identified threats						
27	Generated non-routines for work-not-specified in the tech publications						
<b>Turnover or Completion</b>							
28	Task/shift turnover completed						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
29	Individual work step signoff completed						
Describe the threat(s). How did the crew manage or mismanage the threat(s)?							
Describe any associated undesired aircraft states.							
Comments - Good or bad. (Please provide examples.)							

## MX LOSA Observation Forms: Servicing (D)

Observation Number: \_\_\_\_\_

Did not observe this section

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
<b>Safety</b>							
1	Notes, cautions, and warnings reviewed						
2	Notes, cautions, and warnings followed						
<b>Personnel</b>							
3	Required personnel available						
<b>Tools &amp; Equipment</b>							
4	Tools available						
5	Access equipment available						
<b>Parts, Materials &amp; Prep</b>							
6	Servicing fluids and materials available						
7	Servicing fluids and materials properly stored and handled						
8	Incompatible materials properly separated						
9	Production expectation/ready time clear						
10	Production expectation/ready time reasonable						
11	Material specifications verified						
<b>Procedures</b>							
12	Documentation available and reviewed (e.g., task cards, maintenance manuals, service bulletins)						
13	Effectivity/configuration verified						

Maintenance (MX) LOSA Observation Form

		<b>Safety Risk</b> N/A, Safe (S), At Risk (AR), Didn't Observe (DNO)	<b>Threat Code</b> (See Threat Codes List)	<b>Threat Effectively Managed</b> Y/N	<b>Error Outcome</b> 1.Inconsequential 2.Undesired state 3.Additional error 4.Do not know	<b>Threat Remarks</b>	<b>General Remarks</b>
14	Hazardous energy systems (electrical, hydraulics, pneumatics, stored energy) deactivation LOTO procedures verified						
15	Open up procedures followed						
16	Proper cool down/drain down/temperature requirements observed						
17	Replenishment procedures followed						
18	Close up procedures followed						
<b>Communication &amp; Coordination</b>							
19	Supervision/logistics support responded when needed						
20	Communication among crew members accomplished						
21	Communication to other departments accomplished						
<b>Threat Management</b>							
22	Strategies developed for identified threats						
23	Generated non-routines for work-not-specified in the tech publications						
<b>Turnover or Completion</b>							
24	Task/shift turnover completed						
25	Individual work step signoff completed						
26	QC inspection signoff completed						

## **Servicing (D)**

<p>Describe the threat(s). How did the crew manage or mismanage the threat(s)?</p>
<p>Describe any associated undesired aircraft states.</p>
<p>Comments - Good or bad. (Please provide examples.)</p>

## Additional Threat(s)

Observation Number: \_\_\_\_\_

Did not observe this section

Describe any additional threat(s) that you observed but were not directly related to the task upon which you focused. How did the crew manage or mismanage the threat(s)?

Describe any associated undesired states that you observed, but are not directly related to the task upon which you focused.

Comments - Good or bad. (Please provide examples.)

## Acronyms:

A&P (Airframe & Powerplant)

A/C (Aircraft)

AMM (Aircraft Maintenance Manual)

DQC (Designated Quality Control)

EO-EA (Engineering Order - Engineering Authorization)

FCC (Federal Communications Commission)

FIM (Fault Isolation Manual)

FOM (Facilitate Other Maintenance)

FPI (Fluorescent Penetrant Inspection)

GSE (Ground Service Equipment)

LOSA (Line Operation Safety Assessment)

LOTO (Lock Out Tag Out)

MEL/CDL (Minimum Equipment List/ Configuration Deviation List)

MX (Maintenance)

N/A (Not Applicable)

N/R (Non-Routine)

PIV (Powered Industrial Vehicle)

QC (Quality Control)

SWPM (Standard Wiring Practices Manual)

WDM (Wiring Diagram Manual)