

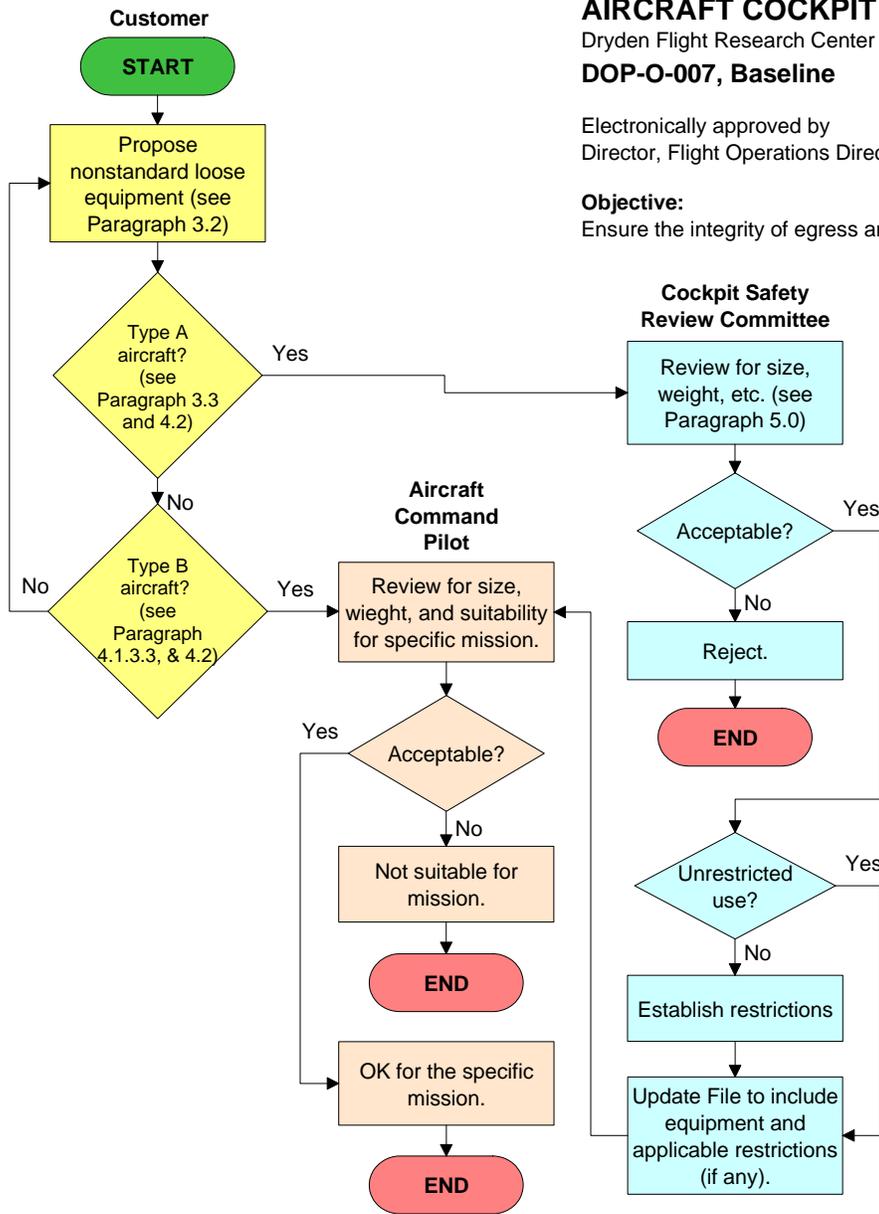
AIRCRAFT COCKPIT REVIEW

Dryden Flight Research Center

DOP-O-007, Baseline

Electronically approved by
Director, Flight Operations Directorate

Objective:
Ensure the integrity of egress and life support systems



COCKPIT SAFETY REVIEW

1.0 BACKGROUND

In order to ensure the integrity of Egress and Life Support Systems for Dryden Aircraft Flight Crew Personnel, all modifications to crew stations which have potential impact on such systems will be reviewed by a standing committee known as the Cockpit Safety Review Committee.

In addition to permanent modifications, loose equipment (cameras, binoculars, etc.) which may be carried by Flight Crew Personnel on a given mission is also within the charter of the Cockpit Safety Review Committee, which maintains a list of those cameras, both film and video, which are approved for cockpit use.

2.0 SCOPE

This criteria is applicable to all aircraft operated by the Dryden Flight Research Facility.

3.0 DEFINITIONS

3.1 Dryden Aircraft

Any aircraft operated under the cognizance of the Dryden Flight Research Facility, whether or not NASA owned.

3.2 Non-Standard Loose Equipment

Any loose equipment not normally carried by an aircrew member during normal operations of an aircraft. This includes, but is not limited to: cameras, binoculars, tape recorders, etc.

3.3 Space Limited Cockpit

Any aircrew station in which the crew member is restricted to his seat by space limitations. The cockpit of a transport type aircraft is not considered space limited.

3.4 Cockpit Safety Review Committee

A standing committee (consisting of the Aviation Safety Officer as chairman, Assistant Chief of the Flight Operations Division, and the Chief of the Life Support Section) whose function is to review those cockpit configuration changes which have potential impact on life support or egress systems.

Before use, check the NASA PBMA web site at <http://pbma.nasa.gov> for the current revision.

4.0 AIRCRAFT CATEGORIES

4.1 Category “A”

Those aircraft equipped with ejection seats or capsules, or having space limited cockpits.

4.2 Category “B”

All other Aircraft

5.0 REQUIREMENTS FOR CATEGORY “A” AIRCRAFT

- 5.1 All non-standard loose equipment shall be approved by the Command Pilot prior to crew entry.
- 5.2 In addition to paragraph 5.1, all such equipment (other than 35mm still or smaller cameras) shall have received prior approval for cockpit use by the Cockpit Safety Review Committee.
- 5.3 A prerequisite to such approval is compliance (if applicable) to Process Instruction #PI-16-B, regarding electrical quick disconnects.
- 5.4 The Cockpit Safety Review Committee may levy additional requirements for approval, depending upon the type and configuration of equipment, its intended use, and the particular aircraft or flight envelope involved.
- 5.5 A list of approved non-standard loose equipment, and any approved simultaneous combinations thereof, will be maintained by the Cockpit Safety Review Committee and filed in the Aviation Safety Officer’s office, Code OF, for each Category “A” aircraft involved. Such listing will include specific model or part numbers, and will be made available upon request.
- 5.6 Items not on the approved list will not be flown in Category “A” aircraft cockpits.
- 5.7 Modifications made to an aircraft cockpit configuration which have potential impact on the physical or functional configuration of any life support system or in any way intrude upon, or have potential for intruding upon normal or emergency egress of the flight crew, are always subject to approval by the Cockpit Safety Review Committee whether or not loose equipment is involved.

6.0 REQUIREMENTS FOR CATEGORY “B” AIRCRAFT

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- 6.1 All non-standard loose equipment shall be approved by the Command Pilot.
- 6.2 Modifications made to an aircraft cockpit configuration which have potential impact on the physical or functional configuration of any life support system or in any way intrude upon, or have potential for intruding upon normal or emergency egress of the flight crew, are always subject to approval by the Cockpit Safety Review Committee, whether or not loose equipment is involved.

7.0 RESPONSIBILITIES

- 7.1 The Command Pilot shall be responsible for enforcement of the restrictions on carrying loose equipment, as an adjunct to his preflight briefing to observer/photographers.
- 7.2 Organizational elements which supply non-standard loose equipment shall be responsible for timely presentation of such items to the Cockpit Safety Review Committee for consideration for use in Category "A" aircraft.
- 7.3 The Cockpit Safety Review Committee will be responsible for timely review of non-standard loose equipment resented for consideration, and shall maintain an up-to-date listing of approved equipment per paragraph 5.5.
- 7.4 The assigned Operations Engineer and the Life Support Section shall provide appropriate input to the decision making process of the Cockpit Safety Review Committee, as deemed necessary, based on applicable detailed knowledge of aircraft and life support systems.
- 7.5 The assigned Operations Engineer is responsible for referring all work orders or aircraft workbook entries in this category, to a member of the committee for review and signature approval prior to closeout.

8.0 REFERENCES

Attention is called to the following Documents which relate to this subject.

DOP-O-002	Work Order Preparation, Approval and Processing
Process Instruction 16-B	Quick Disconnect Electrical Connectors, Flight Vehicle Cockpit, Biomedical and Camera Equipment

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