Conclusion

In summary the objectives or aims of the research were three fold: investigate the kinds on injury incidents in major maintenance and attributions and reasoned actions towards them, investigate whether human error has any contribution towards the injury incidents and moreover comparing technicians and team leaders’ perceptions. The research did provide the kinds of injury incidents that are occurring in major maintenance and some of these injuries such as falling, chemical and head injuries are also prominent in other aircraft maintenance environment. Attributions towards injury incidents in major maintenance operations were also similar to contributory factors towards accidents in aircraft maintenance environment as displayed in the discussion.

One could say that aircraft maintenance technicians often work under time pressure to maintain flight schedules or, in general aviation, to keep from inconveniencing customers. At the same time, mechanics have a tremendous responsibility to maintain safety standards, and this can cause the job to be stressful. The researcher believes that reasoned action theory will help management to understand the decision making process that, maintenance personnel go through as they contemplate to perform errors in terms of violations. Greater understanding and clarity about the options, will in turn lead to better strategies to cope and manage human error in maintenance environment.