



**Déborah VINTNER**  
Flight Safety Director  
Safety Management System

# **EU376/2014**

*Sharing our experience  
towards compliance*

**ATR**  
PROPELLING THE NEXT CONNECTION

# Agenda

1. Context
2. Interpretation
3. Development

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# Context – ATR Flight Safety Dept.



C McGregor

Flight Safety  
Officer



Marion  
Choudet

Flight Safety  
Director

Accident  
Investigation



Jérôme  
Pfeiffer

Flight Safety  
Director

Accident  
Investigation



Léopold  
Sartorius

Flight Safety  
Director

Flight Operations  
Analysis



Géraud de  
Rivals-  
Mazères

Regional Safety  
Director

Regional Safety  
Plan



Déborah  
Vintner

Flight Safety  
Director

Safety  
Management  
System

NN

Flight Safety  
Director

Flight Operations  
Analysis

## Accident response

Investigation

Analyses

Recommendations

**Prevention**

**Implementation**

Interface with Inv. Boards

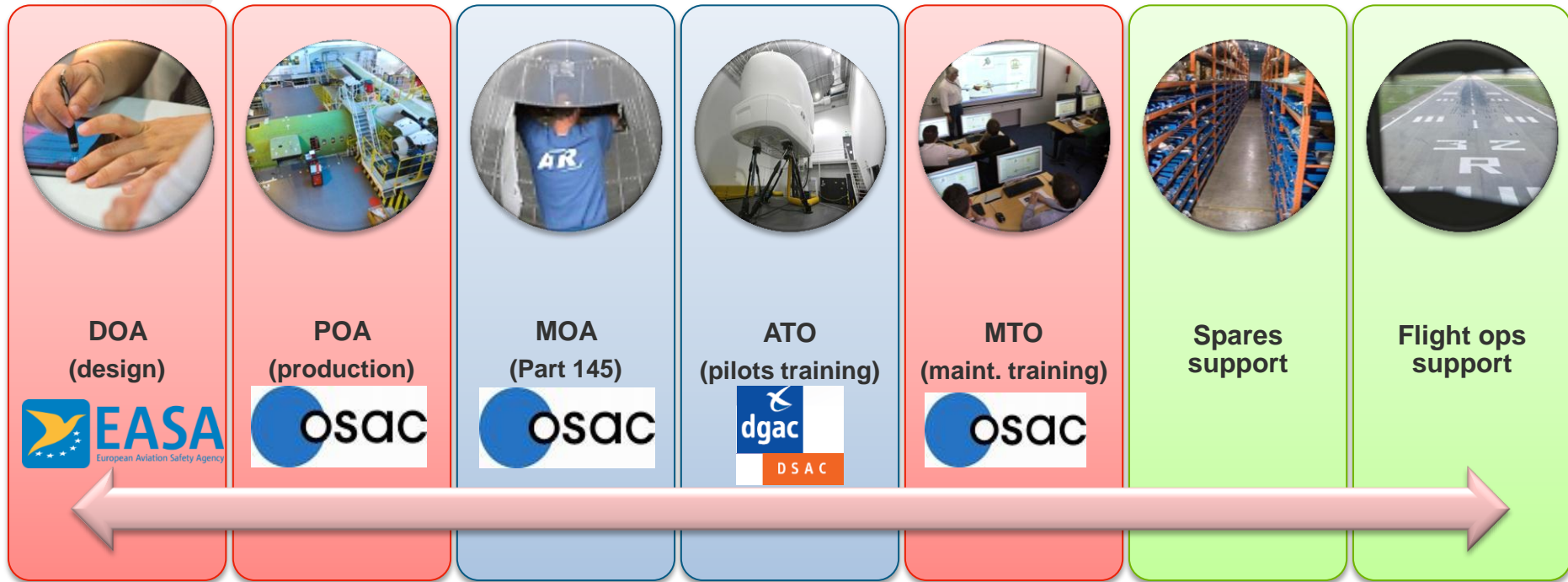
## Prevention

***Flight Operations Analysis***

***Regional Safety Plan***

***Safety Management System***

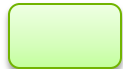
# Context – ATR's SMS scope



Approved organization with **current** SMS requirement



Approved organization with **future** SMS requirement



Activity **not covered** by any current or future SMS requirement

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# EU 376 interpretation

## Main purpose

Improve Safety by enhancing reporting & closing the loop

## Generalities

Very detailed requirements that would normally be expected in soft law documents

Superposition with existing regulations

## Main features



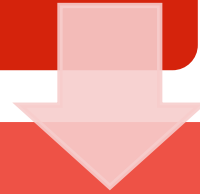
# Interpretation - EU 376 vs. other regulations applicable to ATR AO

Main features	EU 376	Part 21 EU 748/2012	MOA EU 1321/2014	MOA SMS Arrêté DGAC	ATO SMS EC 1178/2011
Mandatory reporting	X	X	X		X
Reporting format content & follow-up	X	X	X		X
Voluntary reporting system	X			X	X
Just Culture environment	X			X	X



# Interpretation - Development plan

Comply with EU 376 regulation by developing SMS



Perform gap analysis for EU 376 in parallel with gap analysis for SMS



Impact on priorities: voluntary reporting system developed in priority

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# Development - Mandatory reporting



**DOA**  
(design)



**POA**  
(production)



**MOA**  
(Part 145)



**ATO**  
(pilot training)



**MTO**  
(maint. training)



- Process already in place due to compliance with Part 21, Part 145 & ATO regulations
- Channel all reportings through Continued Airworthiness for consistency & format purposes
- All reportings sent by Continued Airworthiness to all oversight organizations

# Development - Reporting format, content & follow-up

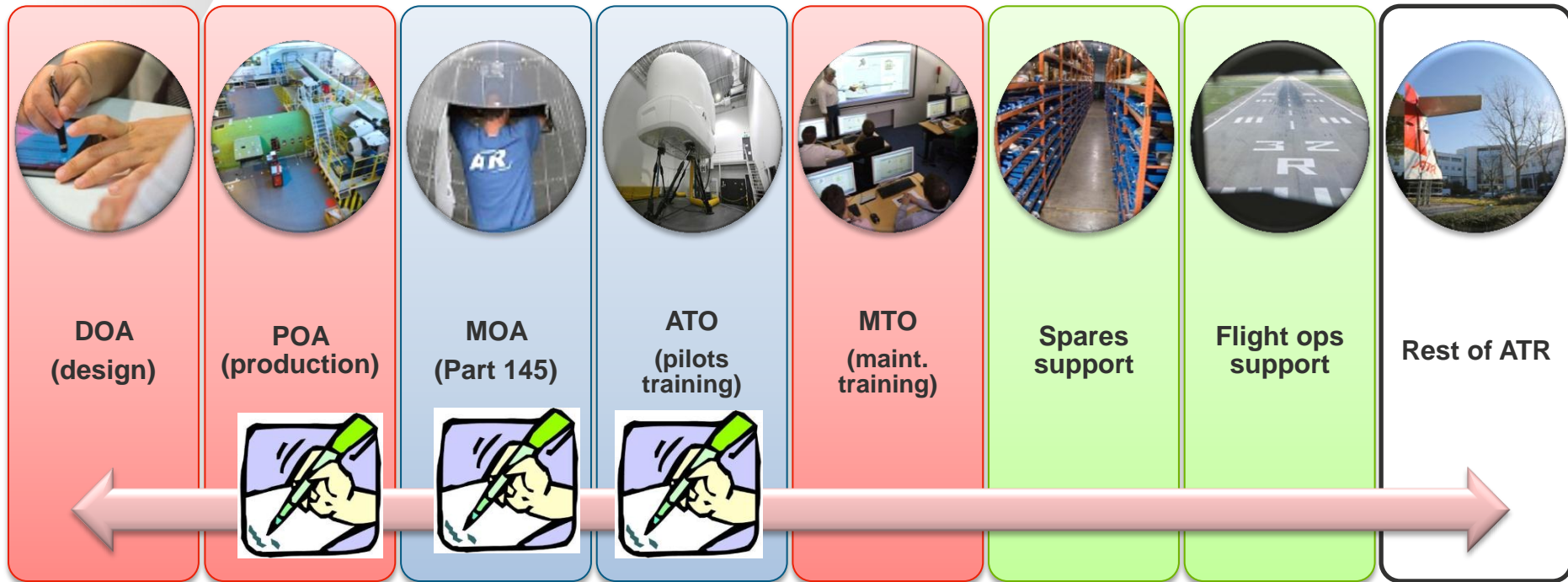
## Opportunities

- ECCAIRS already in place (since 2012), however customized to ATR
- Same taxonomy structure as EASA => majority of the mandatory attributes already in place

## Challenges

- Timing (IR 2015-1018)
- RIT (Reduced Interface Taxonomy)
- Modification of internal reporting process
  - Tool specification & design definition
  - To adapt to the 3-month follow-up requirement
- Additional mandatory information
  - Request more information to reporters
  - Several mandatory fields not relevant
- 3 oversight authorities => agree with DGAC (DSAC & OSAC) to send all reports to all oversight organizations

# Development - Voluntary reporting



- Several areas with system in place
- Create a UNIQUE process and adapt to each area

# Development - Just Culture

## Extract from ATR Flight Safety Policy

### “Reporting and sharing

Each employee does their utmost to ensure potential safety topics are reported and lessons learnt shared with stakeholders, in accordance with his/her duties and within the appropriate reporting frameworks.”

“Enhance ATR safety culture by motivating internal reporting & promoting internally sharing of lessons learnt. ATR is committed to ensure a “Just Culture” environment. This ensures all employees are provided with the appropriate framework to report potential safety hazards, without the threat of being punished.”

# Development - Engagement



# Development – Investment



**Challenge**



## Demonstrate value



# Conclusion & next steps

- Define the procedure for acceptable and unacceptable behaviours
- Educate the reporters

**PROMOTE, SELL THE SYSTEM INTERNALLY !**



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