

*6th IORS Workshop, Feedback on R376/2014*

## **TURBOMECA's Perspective**

*Cologne, 21 June 2016*



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Event Reporting System Administrator

## Brief overview of Turbomeca

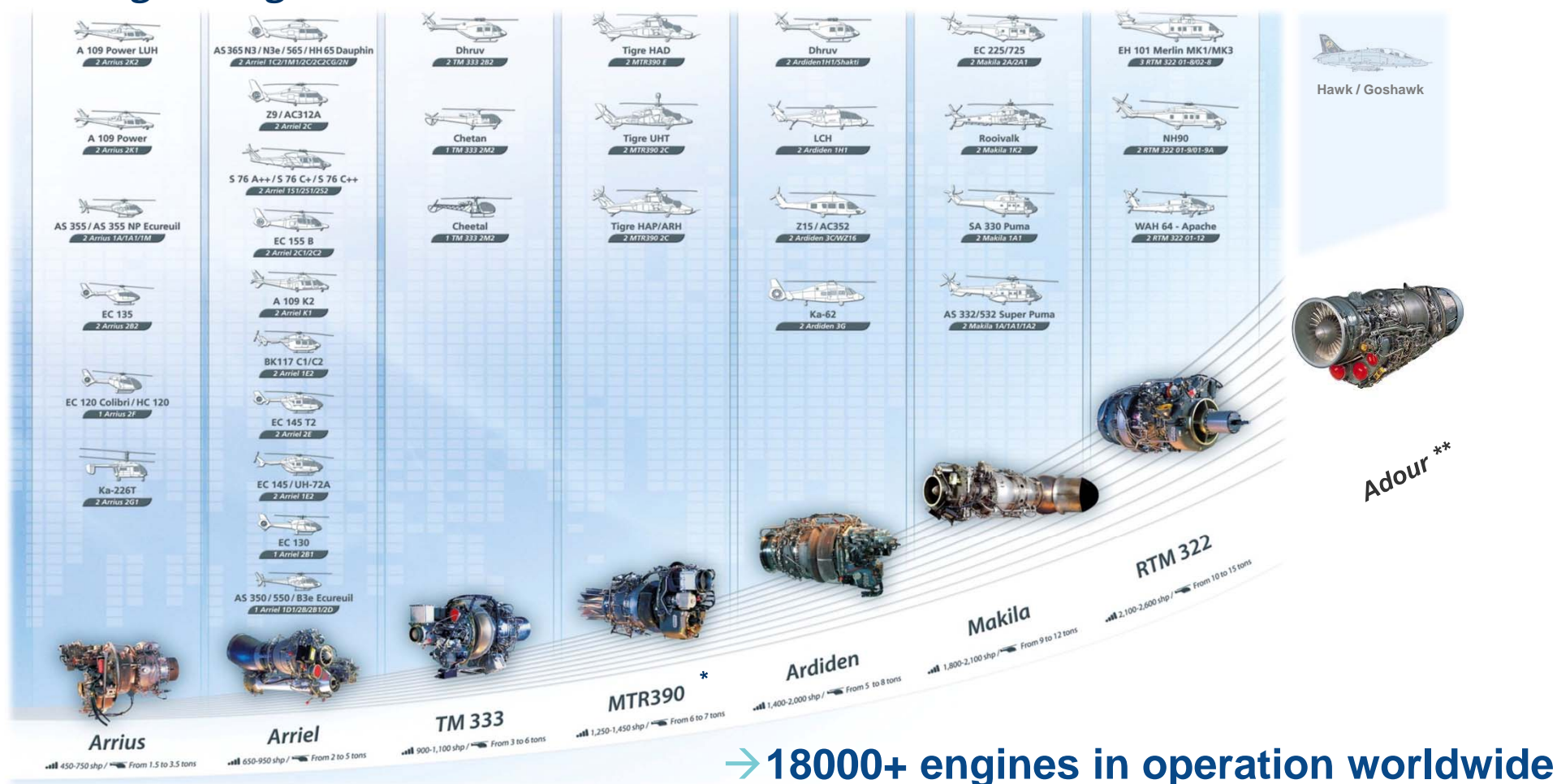


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## TURBOMECA's Perspective

### Brief overview of Turbomeca

#### ➤ Wide range of engines



Notes : \* JV with MTU,RR & ITP \*\* JV with RR

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## TURBOMECA's Perspective

### Brief overview of Turbomeca



**Wide range  
of missions & customers**

- Fleets 1 to 350 helicopters
- 75% of our operators have less than 5 helicopters

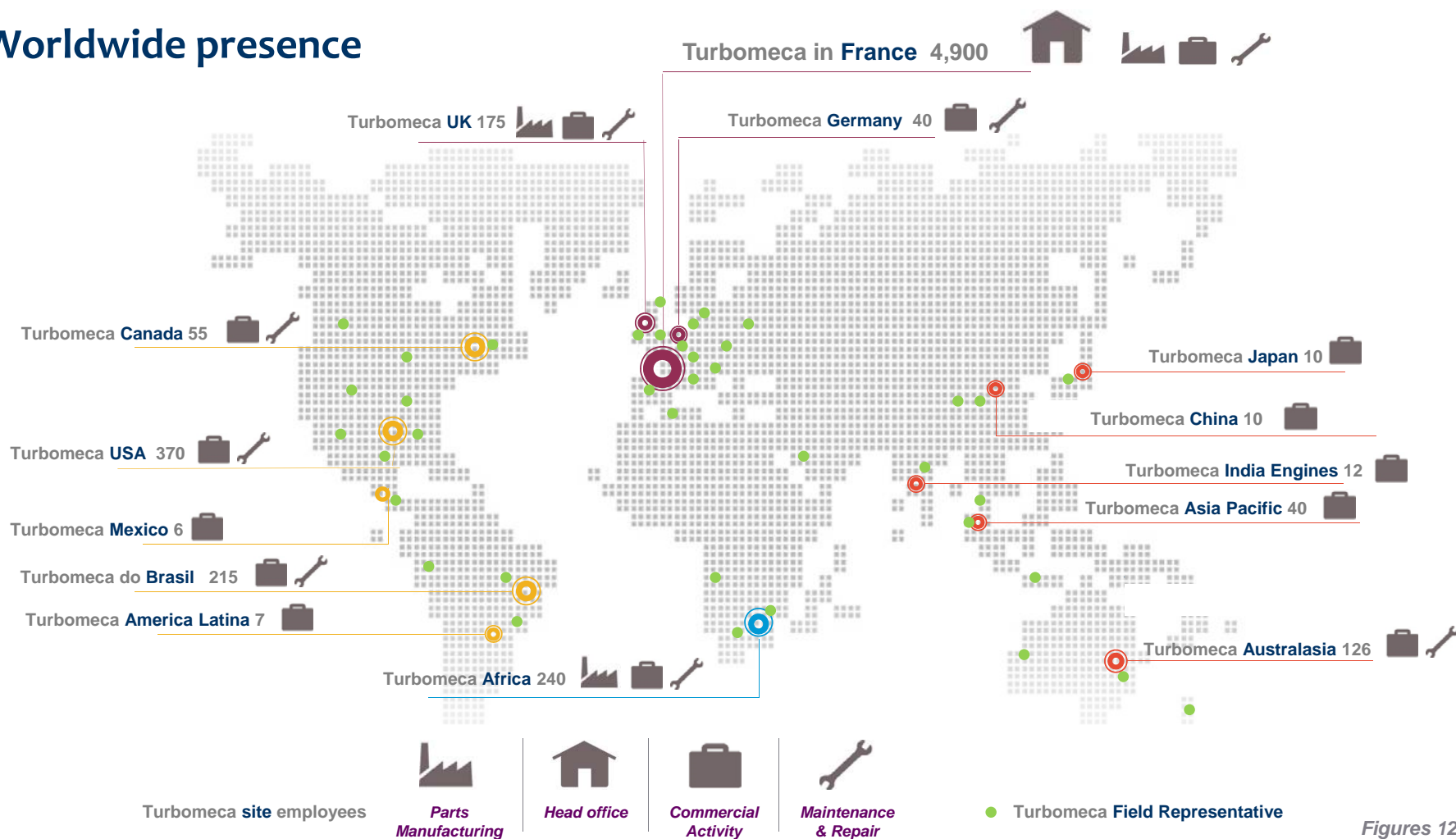


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## TURBOMECA's Perspective

### Brief overview of Turbomeca

#### ➤ Worldwide presence



Figures 12/31/2012

## Event reporting at Turbomeca



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## TURBOMECA's Perspective

### Event reporting at Turbomeca

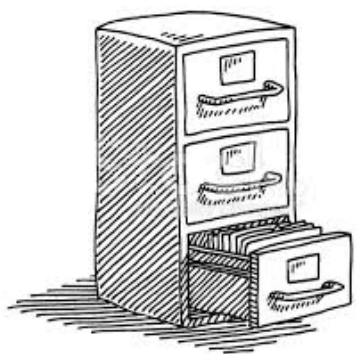


# TURBOMECA's Perspective

## Event reporting at Turbomeca

### ➤ Turbomeca's database

- In use for 16 years (overhauled in 2012 with external contractor)
- 5700 events
  - Records accidents, major incidents and minor incidents
  - Scope covers in-service and non in-service events
  - Civil and military events
  - Fully adapted to helicopter applications
  - Uses taxonomy adapted to above criteria
- List of operators (~ 4800) updated weekly from Op. Support database
- Used internally for reliability and safety analyses
- Reporting to IORS fully automated since 2013 for in-service accidents and major incidents (XML file to IORS V4 specification)





## Integration of EU Regulation n° 376/2014



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# TURBOMECA's Perspective

### Integration of EU Regulation n° 376/2014

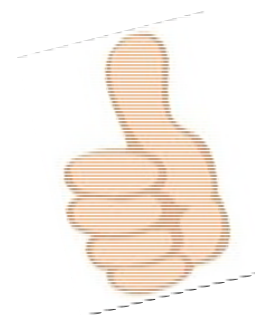
- **EU Regulation n° 376/2014**
  - **Aims at improving aviation safety**
  - **Compulsory reporting with**
    - List of mandatory data fields
    - ADREP taxonomy
    - ECCAIRS compatibility
  - **Reporting within 72 hours**
  - **Preliminary analysis within 30 days**
  - **Final report (in principle within 3 months)**
  - **Penalties**
  - **Events reported into ECR**

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# TURBOMECA's Perspective

### Integration of EU Regulation n° 376/2014

- ✓ **Interface with EASA IORS system**
- ✓ **ECCAIRS compatible with XML format**
- ✓ **Uses many fields already in our data base**
- ✓ **Information “processed” by EASA**



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## TURBOMECA's Perspective

### Integration of EU Regulation n° 376/2014



#### ✗ No integrated specification

- Required decrypting various documents (schema, lists, attributes, data bridge,...)
- Time consuming and confusing
- Information came in late to allow for budgeting and allocation of resources
- Lot of work to write specification for contractor



#### ✗ Numerous lists

- Required adapting our existing lists to ADREP
- Required the creation of new fields
- Will require regular updates
- Complexifies our data base which needs to remain coherent with past data

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## TURBOMECA's Perspective

### Integration of EU Regulation n° 376/2014

#### ✗ Some fields not adapted to world of helicopters and/or engines

- Last departure point / Planned destination / Location name
  - Any flat surface is a landing / take-off site
  - ADREP lists cannot cover all possible sites





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## TURBOMECA's Perspective

### Integration of EU Regulation n° 376/2014

#### ✗ Some fields not adapted to world of helicopters and/or engines

- Flight phase



- List does not take into accounts helicopter specifics such as “Hover”, “Translation”
- Events can occur during refuelling, routine checks, engine starts, engine stops,...

- Injury level / Total minor injuries / Total injuries ground / Total minor injuries ground / Total on board a/c

- For incidents, pilots often report to maintenance personnel who reports to Turbomeca Field Rep who reports to Investigation team
- No information about crew or passengers during incidents



## Summary

**Turbomeca adheres fully with the aim to improve aviation safety**

**Turbomeca active at integrating EU Regulation n°376/2014**

- ✗ Process was tedious and created budgeting and organisational issues**
- ✗ Posed implementation problems (compatibility with ADREP, some fields non adapted for helicopters and/or engines)**
- ~ Some issues remain unclear :**
  - Who will use ECR data**
  - Form and scope of the penalties**
- ✓ EASA remains point of contact**
- ✓ Uses existing IORS interfaces**
- ✓ Reporting process unchanged**

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*Thank you for your attention !*