



# **7<sup>th</sup> IORS Workshop**

## **R376/2014 – Implementation Feedback and Challenges Encountered**

**Cologne, 29/06/2017**

**Paolo Catarzi**

*Continued Airworthiness Manager A109/A119 fleet*



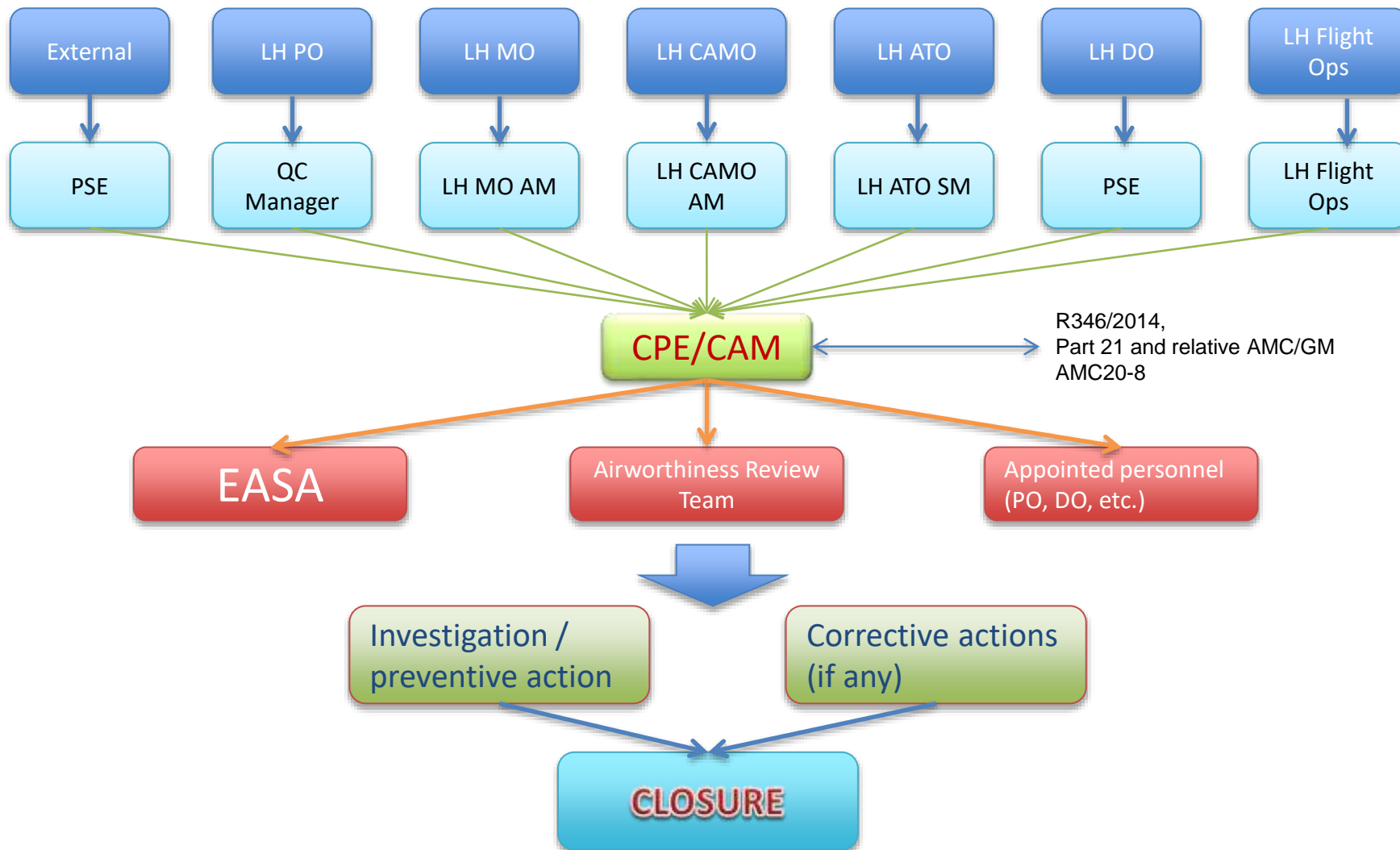
*AgustaWestland Products*

# Leonardo Overview

- ✓ More than 2600 Helicopters in-service
- ✓ Nearly 7,5m accumulated FH (@ May 2017)
- ✓ Worldwide presence (more than 70 countries)
- ✓ Whole range of roles covered (VIP, EMS, Offshore, etc.)



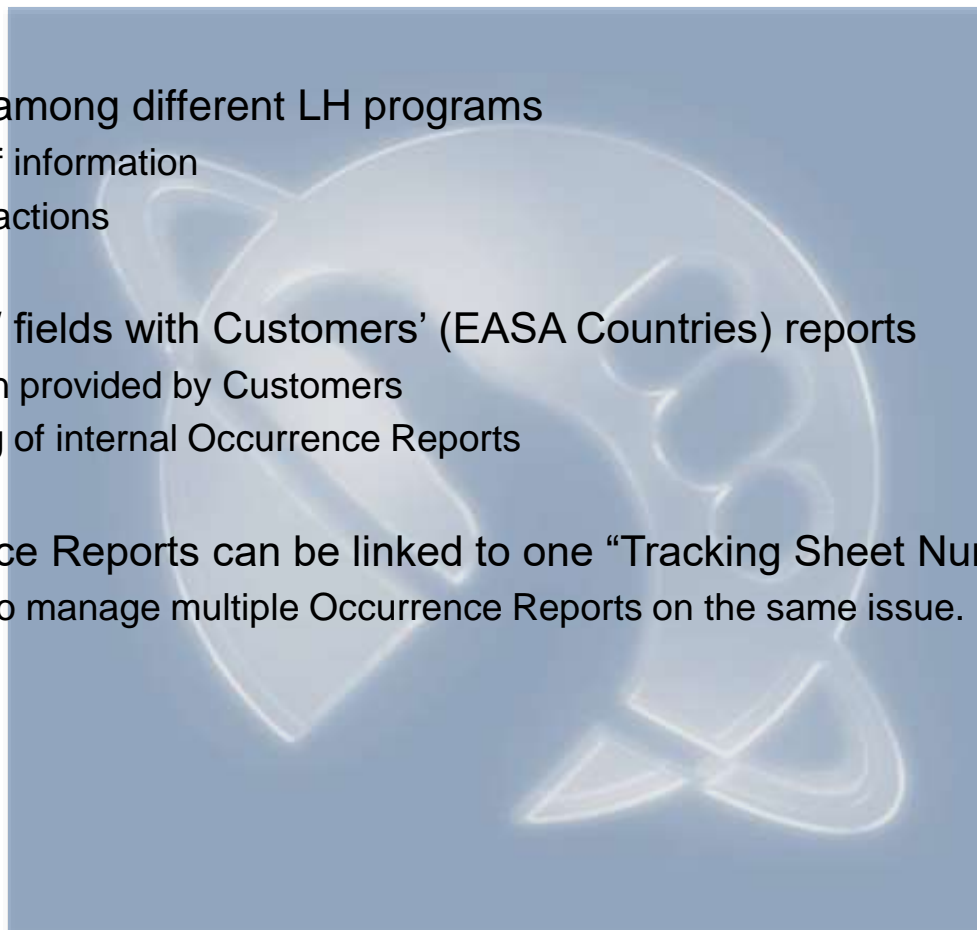
# Reporting Scheme



# EU Regulation 376/2014

## Improvements

- ✓ Unique taxonomy among different LH programs
  - ✓ Better sharing of information
  - ✓ Joint corrective actions
- ✓ Unique taxonomy / fields with Customers' (EASA Countries) reports
  - ✓ More information provided by Customers
  - ✓ Easier compiling of internal Occurrence Reports
- ✓ Different Occurrence Reports can be linked to one "Tracking Sheet Number"
  - ✓ One document to manage multiple Occurrence Reports on the same issue.



# EU Regulation 376/2014

## Implementation Challenges

- ✓ 110 fields in the Reduced Interface Taxonomy (RIT) list
  - ✓ 38 Mandatory fields
  - ✓ 31 Recommended fields
    - ✓ Among these, 47 new fields with respect to the old reporting format (EASA Form44)
- ✓ Some mandatory fields not applicable or of difficult implementation for helicopters: for example
  - ✓ Aerodrome location indicator
  - ✓ Aircraft call sign
  - ✓ Last departure point
- ✓ More fields means more information to be retrieved from Customers
  - ✓ More time to issue / complete the OR





## R376/2014 Implementation – Reporting Tool

- ✓ Tool using SAP ®:
  - ✓ Automatic filling
    - ✓ 33 mandatory / recommended fields compiled by the tool (nearly half of the total)
    - ✓ Some of them are linked to user's action
- ✓ Strong effort (time / personnel / costs) put in place for
  - ✓ Checking if and how all the fields were applicable to LH products
  - ✓ Identifying all the possible connections among them and all the incompatibilities (i.e. a skid landing gear helicopter cannot suffer of LG missed extraction / retraction)
  - ✓ Testing / bug fixing



## R376/2014 – Implementation @ Present day

- ✓ Reporting done thru [aviationreporting.eu](http://aviationreporting.eu) website
  - ✓ Manual upload
- ✓ Created the Occurrence Report Sheet (ORS) document as “Tracking Sheet Number” for multiple occurrences:
  - ✓ Occurrence References
    - ✓ Aircraft(s) and Part(s) details
  - ✓ Narrative
  - ✓ Description of Occurrence Investigation
  - ✓ Results from Investigation and Root Cause Assessment
  - ✓ Risk Assessment
  - ✓ Protective Measures
- ✓ Multiple occurrences management:
  - ✓ ORS born with a so called “Master” OR
  - ✓ “Related” ORs listed and described in subsequent ORS revisions
  - ✓ ORS is a “live” document used in the discussion with the EASA PCM
  - ✓ “Joint” ORS if the event affects more LH models: OR opened only on the model on which the event occurred (if any)

THANK **YOU** FOR YOUR ATTENTION



*AgustaWestland Products*