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IP44 Clarification for rotorcraft

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May 12-17th, 2024
IAM

IP44 Clarification for rotorcraft

1/ Issue:

IP44 guideline is defined as not exhaustive in IMPS and shall be utilized as the basis for OEM procedure. This definition leaves a room open for interpretation of what can be used in addition to this guideline.

2/ Problem:

IP44 Guidelines allows complementary Data / Analysis to be used in addition to standard analysis.

The following examples illustrates what OEM needs to manage:

- Data collected from operators can be not enough accurate to allow OEM to assess significance of findings. In that case, OEM can provide additional Data/Analysis to assess significance of findings.
- Sample representativeness could be more difficult to reach on Rotorcraft due to Fleet size and yearly flight rates. In that case, OEM can propose to perform deep investigations with a reduced size of the sample compensated by improving the quality of reports done for each task application (example: investigation performed by OEM to ensure that level of damages is at expected level to extend the interval).
In this case, OEM must guarantee a level of safety management equivalent to the statistical approach. Representativeness of sample must be managed and be conservative (Missions, Geographical environments, ...)

This complementary data/analysis should be implemented in addition to IP44 requirements and must not replace them.

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3/ Recommendation

IMPS definition: While this guidance is not intended to be exhaustive, it shall be utilized as the basis for a Policy and Procedures Handbook (PPH) procedure when the OEM/TCH, MRB, and ISC wish to proceed with evolution / optimization regarding the MRBR process.

Industry understanding: Not exhaustive means that, complementary data can support the substantiation, as far as their use is described and approved in a PPH.

THANK YOU