

Part 147 – A31 Maintenance Standards Improvement Working Group



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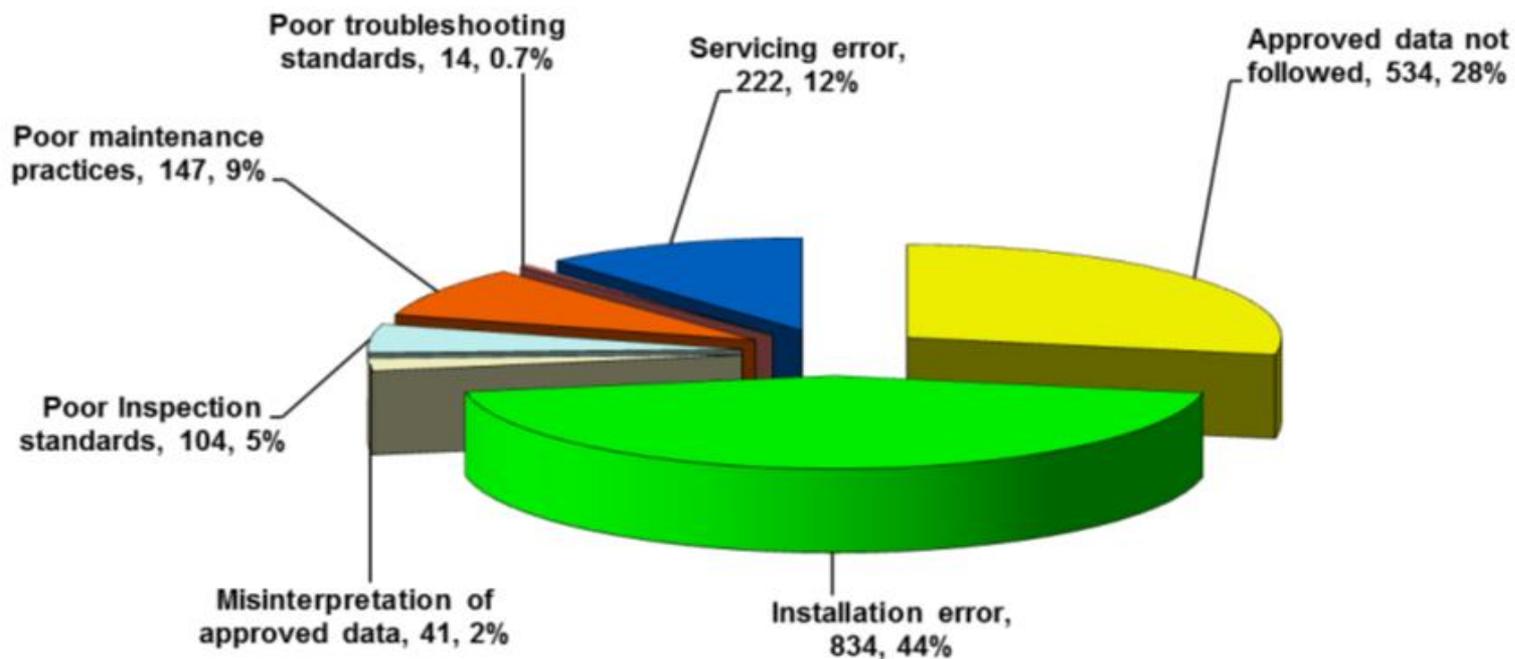
Where it Began

- CAP1145 Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas. Published February 2014.
- UK CAA reviewed 25 UK incidents & accidents between 1992 and 2013.
- Actions & Recommendations:
 - 32 addressed to UK CAA,
 - 16 addressed to the Industry,
 - 14 addressed to EASA.

Where it Began

- Civil Aviation Authority – Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas CAP 1145
- Action 31:
 - The CAA will form an Offshore Maintenance Standards Improvement Team with the offshore helicopter operators with the objective of reviewing the findings at Annex F to the CAA Strategic Review of the Safety of Offshore Helicopter Operations and making proposals to achieve a step change in maintenance standards.

Why?



CAP 1367- Aircraft Maintenance Incident Analysis

Initial Activities

- Initial Meeting held at British Airways with major organisations from both Fixed and Rotary Wing sectors. Consensus was there was many common issues which could be progressed with industry involvement.
- A31 Working groups (Industry & CAA) created to look at specific topics and provide potential solutions:
 - Improving Supervision & Production Planning (Ensuring Sufficient Maintenance Resources).
 - Implementing a Safety Culture & Ensuring Engineer Responsibility.
 - Improving the Effectiveness & Adoption of Procedures / Processes & Task Cards.
 - Improving Competency Assessment, Training & Induction.
- Output of working groups has been drafted into a report which will be shared with the new teams.

Objectives

- In this capacity the A31 Maintenance Standards Improvement Team (MSIT) will through workshops and meetings, should focus as far as possible on four key areas:
 - Improving Supervision & Production Planning
 - Implementing a Safety Culture & Ensuring Engineer Responsibility
 - Improving the Effectiveness and Adoption of Procedures/Processes/Task Cards
 - Improving Competency Assessment / Training & Induction
- The group should ensure that the complete risk picture is captured by considering occurrences/service experience and reliability data.

The New A31 Groups:

Engineering Performance
CAA / Industry AW Sector A31 Teams

Initial Airworthiness

Continuing Airworthiness

Production / Manufacturing

Fixed Wing

Rotary Wing

Prime /
OEMs
(Tier 1/2)

SMEs
(Supply
Chain)

Part M

Corporate
Aviation

Part 145
MRO's

Part 147
Training

Offshore

On Shore

Discussion Focus Areas

- Improving Supervision & Production Planning
- Implementing a Safety Culture & Ensuring Engineer Responsibility
- Improving the Effectiveness and Adoption of Procedures/Processes/Task Cards
- Improving Competency Assessment / Training & Induction

- Seminar Topics
- Organisations who wish to make presentations
- MORS

Focus Areas for Part 147?

- How can we adapt training to improve Maintenance Standards?
- How does 147 Training organisations get feedback from industry?
- It may not be in the regulation but how do we add value without a regulation change?

Core Principles



To ensure the collaborative nature and effectiveness of the A31 Group, all parties will be asked to endorse and respect a set of core principles, including but not limited to:

- **Commitment** – the ambitions of the A31 Group are dependent on the ongoing commitment of its membership. Due to the significance/status of this group, if a member is unable to attend a meeting no deputies should attend in their place.
- **Active participation** – A31 members are requested to contribute pro-actively. For example, a range of organisations will be asked to lead agenda items at each meeting.
- **Open honest communication** – the A31 Group will only succeed if all parties exhibit an open and honest communication style during the group's deliberations

Core Principles



- **The materials and discussions** - from each meeting will be recorded and published to the group. Key items and learning will be shared with wider industry stakeholders (For example CAA Seminars)
- **A31 Part 147 Group Scope and Outputs** - it is considered important to allow the industry to help shape the scope and outputs generated from investing time in the A31 Group. For example;
 - I. Strengthen the communication and consultation mechanisms used to raise awareness of key safety concerns and in service issues and target resources (industry and regulatory) to address them.



Any Questions?