

MSIT Groups: Progress Report



Tim Drinkwater
Fixed Wing Maintenance
Principal Airworthiness Surveyor
19th September 2019

Where it Began – Quick Review

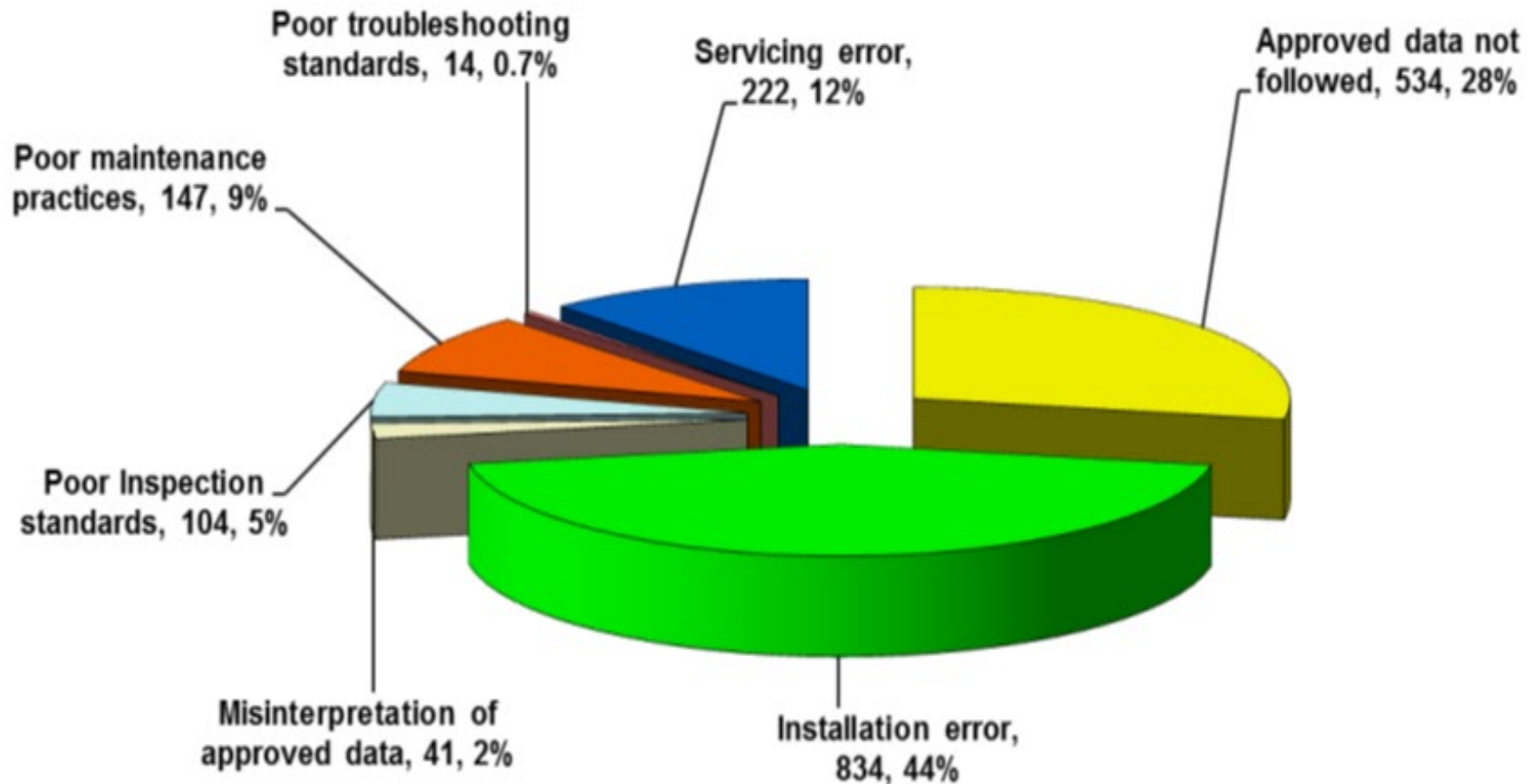


- CAP1145 Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas. Published February 2014
- UK CAA reviewed 25 UK incidents & accidents between 1992 and 2013
- Actions & Recommendations:
 - 32 addressed to UK CAA
 - 16 addressed to the Industry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

Where it Began

- Civil Aviation Authority – The Safety review of offshore public transport helicopter operations in support of the exploitation of oil and gas CAP 1145 included:-
- 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? What is going wrong?



CAP 1367- Aircraft Maintenance Incident Analysis

The A31 MSIT 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)

CAMO

Corporate
Aviation

Large MRO

Part 147
Training

Offshore

On Shore

Governance



- Groups co-ordinated by shared Civil Aviation Authority Governance – Stuart Algar – Corporate Fixed Wing Sector Manager
- Manages progress and aligns the tasks amongst the groups
- This facilitates assistance from other groups as necessary – e.g. Licence questions can be passed to the Part 147/Licensing Group

What is the intent?

- Publish best Guidance/Practice
- Industry Lead on solutions - Civil Aviation Authority facilitate
- Work of the groups will be shared with EASA
- Use of 'Skywise' to promulgate information
- What has happened so far?

Civil Aviation Authority Website



Home / Commercial industry / Aircraft / Airworthiness



Maintenance standards improvement initiative

Guidance to maintenance organisations that already hold an approval

Airworthiness

Engineer licences >

Organisation and maintenance programme approvals >

Aircraft equipment >

Certificates and permits >

Continuing airworthiness >

Exemptions >

Flight manuals and type certificates >

Grounded aircraft >

Modifications >

Approval information and guidance ▾

Maintenance standards improvement initiative

Guidance for Part 145 approval holders

Guidance for Part 147 approval holders

Guidance for Part M Subpart G approval holders

Guidance for Part 21 Subpart G approval holders

In 2014 the CAA, in response to events, carried out a review of Offshore Helicopter Operations. The review became known as [CAP 1145](#) considering Passenger Safety and Survivability, Operations, Research and Airworthiness.

The airworthiness aspects, of the review, made several actions and recommendations to the CAA and external stakeholders. One of those actions, known as A31, said the CAA would establish an Offshore Maintenance Standards Improvement Team with Offshore operator.

After an initial meeting with offshore operators and wider industry the CAA agreed to expand the Maintenance Standards Improvement Team concept to all sectors of aviation. Since 2014 the CAA has worked with industry to establish 8 working groups, with 54 organisations representing the UK aviation industry. Our working groups are now established in the following areas:

- Offshore Rotorcraft
- Onshore Rotorcraft
- Fixed Wing Maintenance
- Corporate Aviation
- Production Prime
- Production Small and Medium Enterprises
- CAMO
- Training

The Maintenance Standards Improvement initiative has represented a significant step change, as the CAA and Industry has worked in collaboration to improve safety; specifically industries ability to perform maintenance, manage continued airworthiness, production activities and train to the highest standards.

The support of industry in developing the work of the Maintenance Standards Improvement Teams has been significant. Each organisation and its representatives are contributing their time and efforts for the benefits of improving standards and making a step change in safety, a matter that we should all be grateful for. Through our collaboration we have shared our knowledge of industry strengths and weaknesses and the challenges and opportunities to improve.

As part the Maintenance Standards Improvement Groups, various activities are in progress with a view to delivering an output that can be shared for the benefit of others. The first output from the groups is the [Competency Assessment Guidance Document](#).

Related Information

Downloads and resources

- [A procedure to write a procedure: A guide developed by the airworthiness industry \(CAP1798\)](#)
- [Competency Assessment Guidance Document \(CAP1715\)](#)
- [A31 Continuation training guidance \(CAP 1742\)](#)

147 Group

18th December 2018 SW2018/260

A31 Industry collaboration guidance for continuation training

We have published guidance on the format and content of continuation training (CT) for organisations that hold an approval.

The aim of this CT framework is to assist all organisations, including training, maintenance, continued airworthiness and production, in design and delivery of their own CT programmes.

[Download A31 Continuation Training Guidance \(CAP 1742\)](#)

SW2018/260

CAP 1742



CONTINUATION TRAINING Guidance Document

Introduction

This document is intended to provide a source of guidance to UK Civil Aviation Authority Regulated Organisations that require and conduct Continuation Training (CT). It has been developed in collaboration with a cross section of training organisations and details identified 'best learning practice' for continuation training. The aim of this CT framework is to assist all organisations, including training, maintenance, continued airworthiness and production, in design and delivery of their own CT programmes. With a view to improve training standards and consistency of CT, the wider aviation industry is encouraged to adopt this agreed best practice.

Definitions

CAA	Civil Aviation Authority
CA/PA	Corrective Action / Preventive Action
CT	Continuation Training
CPD	Continuing Professional Development
EASA	European Aviation Safety Agency

ETOPS	Extended Twin Engine Operations
EWIS	Electrical Wiring Interconnecting Systems
FTS	Fuel Tank Safety (SFAR)
HF	Human Factors
MOR	Mandatory Occurrence Report

QAN	Quality Assurance Notices
RCA	Root Cause Analysis
RVSM	Reduced Vertical Separation Minima
SMS	Safety Management System
Syllabus	Learning Plan, Training Specifications

Onshore Helicopter



[Can't see this email? View it online](#)



Categories: Maintenance / Engineers, Airline operations, Airline safety, Offshore helicopters

Airworthiness Competency Assessment

The A31 Maintenance Standards Team, Onshore Helicopter working group has developed, in collaboration with the CAA, a document that will aid in the assessing of competence of Engineering and Airworthiness Staff.

The [Competency Assessment Guidance Document](#) can be used to support industry in developing its own competency assessments.

Competency Assessment Guidance Document

CAP 1715



Cat A MRO

[Can't see this email? View it online](#)



Categories: Airline safety, Maintenance/Engineers, Manufacturers, Offshore helicopters

A procedure to write a procedure

Following collaboration with UK maintenance organisations the CAA is pleased to have published guidance to the wider industry on producing procedures to support their respective organisations:

Download 'A procedure to write a procedure: A guide developed by the airworthiness industry.'

A procedure to write a procedure:

A guide developed by the airworthiness industry

CAP 1798



Other MSIT Group Topics

- Offshore Rotorcraft -
 - Privileges and Performance of LAE's
- Onshore Helicopters –
 - Finalise CAMO competencies
 - Human Factors and Fatigue risk management
- CAMO -
 - M.A. 708 guidance
 - Manpower planning within CAMO.
- Large MROs
 - Production Planning
- Corporate
 - Use of CAMP

Next Actions

- Groups are still working on projects
- New projects pending for groups that have completed first documents
- Happy to listen to subject suggestions
- Civil Aviation Authority reviewing our risks that relate to Maintenance Standards
- Large MRO group currently 'resting'
- Opportunity to join the group – play a part in improving maintenance standards

Thanks for Listening

Any Questions?

