

# 2019

# POA Seminar MORs

# MORs

- MOR Responsibilities
- What is the Airworthiness Process for MORs
- MOR Trending
- What are we doing with the data
- What would we like from you

# UK Industry - Safety Performance

How frequently?

**Fatal accident –  
commercial passenger aeroplane**

**Fatal accident –  
public transport helicopter**

**Fatal accident – GA aircraft**

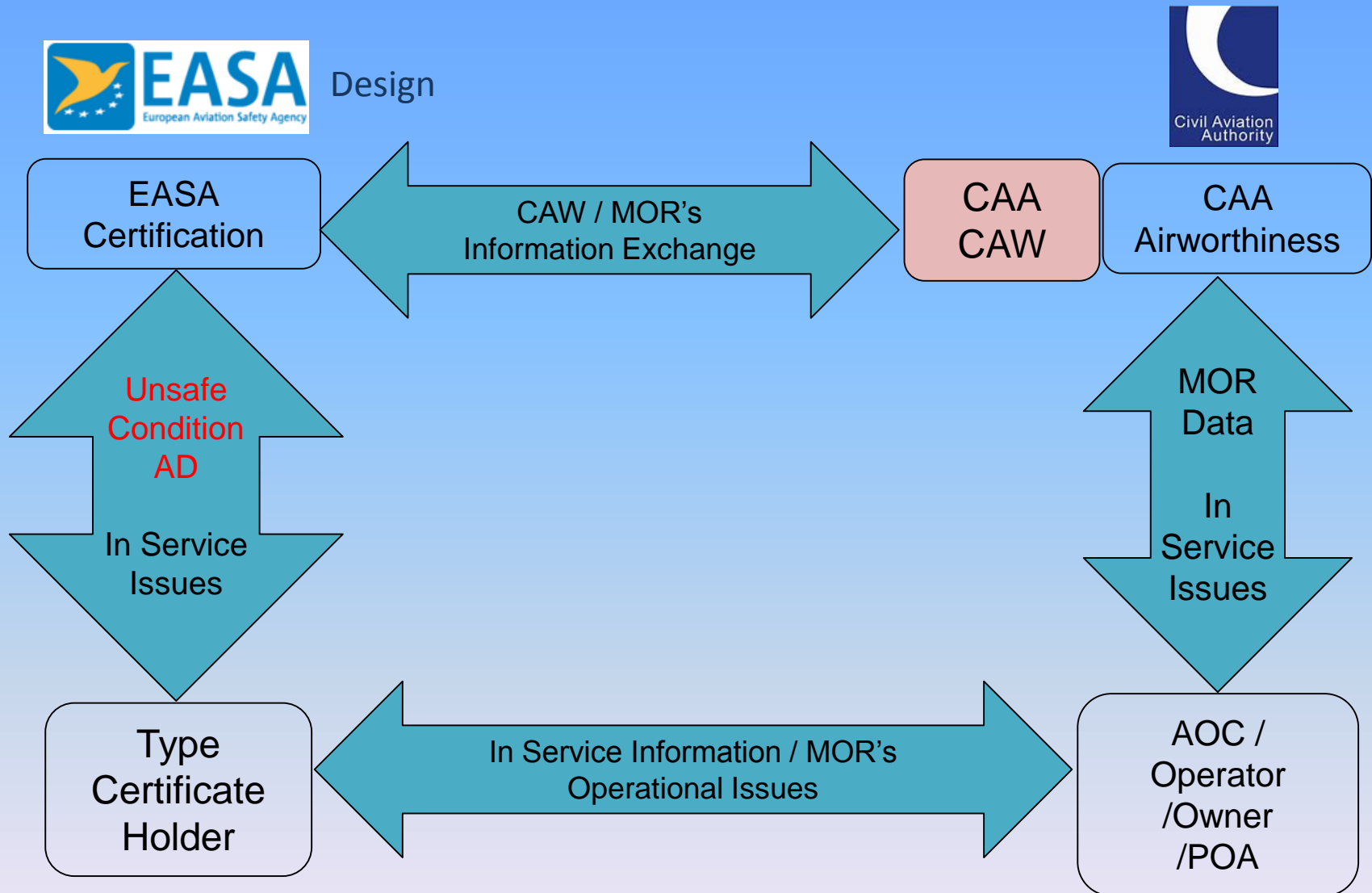
**High severity occurrence (MOR A)**

**Serious occurrence (MOR A, B)**

**An occurrence (MOR)**

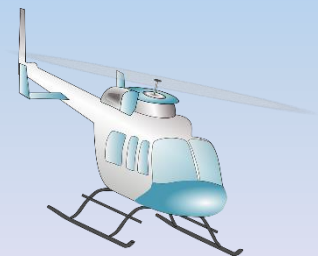
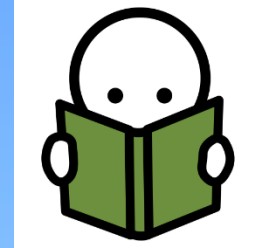


# Continued Airworthiness – Feedback System



# What is Industry's Role

- Determine the significance of the event – Mandatory / Voluntary – Risk Rating
- Report those event types in accordance with the Regulation
- Determine your own actions
- Ensure (in the majority of cases) that the Type Design Organisation is notified
- Follow up in accordance with the timescales
- Review effect within your Safety / SMS system



# MORs – 376/2014

- On 20 April 2014 Regulation (EU) No. 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation came into effect.
- On 15 November 2015 it came into full effect.
- The list of reportable occurrences are published in [Commission Implementing Regulation 2015/1018](#). (Development of those in CAP 382)
- The Regulation places additional requirements on organisations, competent authorities and EASA beyond what is currently contained within existing legislation for both occurrence reporting and internal occurrence reporting systems.

- Initial Report - 3 Days
- Follow up - 30 Days
- Final Report - 3 Months

Regulation Reference	Objective
2014/4	Classification of Mandatory Occurrences
2014/2	Mandatory Reporting System
2014/7	Reporting within 72 hours - individual
2014/8	Reporting within 72 hours - organisation

**Information Notice**  
**Civil Aviation Authority**  
**INFORMATION NOTICE**  
 Number: IN-2015/117

Issued: 17 December 2015

**Publication of Regulation (EU) No. 376/2014 on the Reporting, Analysis and Follow-up of Occurrences in Civil Aviation (Updated)**

This information notice contains information that is for guidance and/or awareness. Responders are asked to ensure that this information notice is copied to all recipients of their staff who may have an interest in the information (including any in-house or contracted maintenance organisations and relevant outside contractors).

**Applicability**

Aerodromes:	All Aerodrome Licence Holders All Aerodrome Operators All General Aviation Organisations
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**GUIDANCE MATERIAL**

**REGULATION (EU) No 376/2014**  
**ON THE REPORTING, ANALYSIS AND FOLLOW-UP**  
**OF OCCURRENCES IN CIVIL AVIATION**

Page 1 of 7

1018

Official Journal of the European Union

**REGULATIONS**

COMMISSION IMPLEMENTING REGULATION (EU) 2015/1018 of 20 June 2015 laying down a list of classified occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council

THE EUROPEAN COMMISSION,

having regard to the Treaty on the Functioning of the European Union,

having regard to Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EC) No 1701/2002 of the Council and Commission Regulation (EC) No 1321/2007 and (EU) No 1176/2011, and in particular Article 4(1) thereof,

whereas:

- Regulation (EU) No 376/2014 requires occurrence reporting systems to be established at organisations, Member States and licence holders, in order for all relevant civil aviation activities to be reported, collected, stored, processed, analysed, disseminated and followed-up; in addition, it provides for close timing of the use of information collected for the enhancement of aviation safety and appropriate processing of the reportable data; persons involved in occurrence reports in view of ensuring a continued availability of other information;
- According to the first subparagraph of Article 4(1) of Regulation (EU) No 376/2014, the Member States are required to adopt a list of classified occurrences to be reported to their reporting authorities, under mandatory reporting control, on the day of the occurrence, and to add the category of Article 4(1) of that Regulation, as defined in this Regulation, to occurrences with the second subparagraph of Article 4(1) of Regulation (EU) No 376/2014, a classification of occurrences applicable to aircraft which does not depend on transport aircraft;
- The division in categories of occurrences to be reported provided for in Regulation (EU) No 376/2014 was established in order to allow the application of the process and procedures for their reporting, analysis and follow-up to occur in a timely manner, and to ensure that the reporting, analysis and follow-up of occurrences is done in a timely manner; the categories of occurrences should also, necessarily, be clearly defined in accordance with Regulation (EU) No 376/2014;
- The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 44 of Regulation (EU) No 1825/2003 of the European Parliament and of the Council (1).

(1) OJ L314, 18.12.2013, p. 18.

(2) Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EC) No 1701/2002 of the Council and Commission Regulation (EC) No 1321/2007 and (EU) No 1176/2011.

## Commission Implementing Regulation (EU) 2015/1018

lays down the list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council

### MANUFACTURING

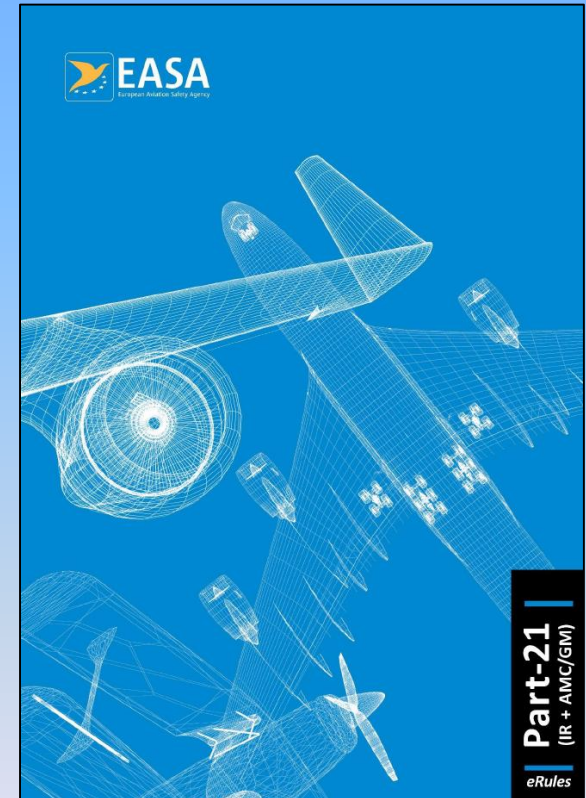
1. Products, parts or appliances released from the production organisation with deviations from applicable design data **that could lead to a potential unsafe condition** as identified with the holder of the type-certificate or design approval

This is quite a 'high standard'

# Production MORs - 21.A.165 (f)

## 21.A.165 (f) Obligations of the holder

1. report to the **holder of the type-certificate** or design approval, **all cases** where products, parts or appliances have been released by the production organisation and subsequently identified to have **possible deviations** from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition;
2. report to the Agency and the **competent authority** of the Member State the **deviations which could lead to an unsafe condition** identified according to point (1). Such reports shall be made in a form and manner established by the Agency under point 21.A.3A(b)(2) or accepted by the competent authority of the Member State;





# Production MORs

What does this mean?

- We have almost no precursor indications or ‘heads up’, prior to a significant production MOR
- Production MORs are relatively infrequent, but often when they occur they have a significant wide-reaching impact
- How can we try and ‘intercept’ or pre-empt these events?
  - Changes in processes
  - NDT
  - Feedback between POA – DOA
  - Material suppliers – ‘common mode’

# So What Happens to Your MOR

## Reporter

- Submit initial Report 72 Hours
- Determine action – Voluntary / Mandatory/SAG
- Determine Action – OPEN / CLOSED
- Update 30 days / Closure 3 months

## CAA Safety Data

- Receive / Process / Taxonomize
- Initial Status – OPEN / CLOSED

## CAA CAW

- **Weekly Review all Airworthiness MOR**
- Agree Status – OPEN / CLOSED
- Significant MORs - Propose Actions – Ratified at Weekly Management Committee Meeting
- Distribute to Surveyors

## CAA Surveyor

- **Receive all MORs for their organisations**
- Agree Status – OPEN/CLOSED
- Either highlighted for awareness (CLOSED) / Or for action (OPEN)

# Airworthiness MOR Trending

SPI Event	Fixed Wing	Rotorcraft	Source
<a href="#">Chip</a>	In Progress	Complete	MOR Review
False Fire Warning	In Progress	Simplified Search Available	MOR Review
<a href="#">Fire</a>	Complete	Simplified Search Available	MOR Review
<a href="#">FOD</a>	Complete	In Progress	MOR Review
ICAs	In Progress	In Progress	MOR Review
<a href="#">IFSD</a>	Complete	In Progress	MOR Review
<a href="#">LG Extension</a>	Complete	In Progress	MOR Review
Lithium Battery / PEDs	Simplified Search Available	Simplified Search Available	SRP
Maintenance Error	In Progress	In Progress	MOR Review
MD900 MRB Pins	N/A	Simplified Search Available	SRP
<a href="#">Mixed Phase Icing</a>	Complete	Review	SRP
Pitot Blockages	In Progress	In Progress	SRP
<a href="#">Production and Design</a>	Complete	In Progress	MOR Review
<a href="#">RTB</a>	Complete	In Progress	MOR Review
<a href="#">RTOs</a>	Complete	In Progress	MOR Review
<a href="#">Suspect / Bogus Parts</a>	Complete	In Progress	MOR Review
<a href="#">Tech Log</a>	Complete	In Progress	MOR Review
Tooling	Simplified Search Available	Simplified Search Available	MOR Review
<a href="#">AD Overruns</a>	Complete	Simplified Search Available	MOR Review
<a href="#">ATA Chapters</a>	Complete	Simplified Search Available	MOR Review
<a href="#">Birdstrike with Damage</a>	Complete	Simplified Search Available	MOR Review
Depressurisation Events	In Progress	N/A	MOR Review
Failure to Reach Life Limit	In Progress	In Progress	MOR Review
<a href="#">MEL Overrun</a>	Complete	In Progress	MOR Review
Panel Loss	Simplified Search Available	Simplified Search Available	SRP
Rotorcraft - Main Rotor & Drive System (ATA62 & 63)	N/A	Simplified Search Available	MOR Review
Rotorcraft - Tail Rotor & Drive System (ATA64 & 65)	N/A	Simplified Search Available	MOR Review
Unreported Damage	In Progress	In Progress	SRP

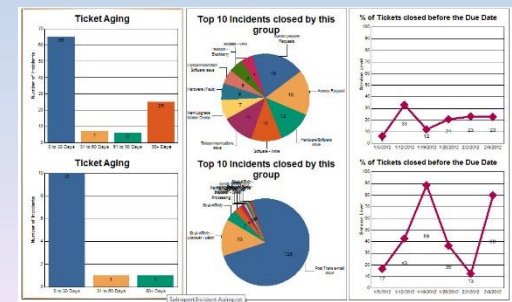
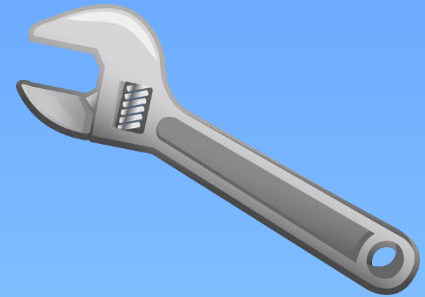


## Activity

Please review Trends  
Have we got it right?

# What Do We Do with the MOR Data

- Significant Individual Events
  - Request the Surveyor liaise directly with the organisation – to help determine any immediate mitigating action
  - Design related issues - notify and transfer to EASA
  - Inform up thorough the Management Chain – MC / LT / CAA Board
  - Liaise with other NAAs, as appropriate
- Trending
  - Rolling review of trends 12 monthly basis – present view / analysis at Airworthiness Management Committee meetings
  - Longer term – set automated alert levels
  - Understand organisation culture / MOR performance
- Information to Support
  - Onshore Helicopter Review
  - A31 / A26 Activities / Deep Dive Report
    - Trent 1000
    - EC135 / MD900 / AS350 / AS355 / A109
  - CAA Annual Safety Review - CAP1595



# Authority to Authority Interaction



- Continuous liaison with EASA /other NAA's – sharing of information



EASA

Regular Liaison

European Type Certificate  
Holder Production Issues

FAA MRO with an EASA  
Approval



French DGAC

Production Issues on new  
deliveries

Revised Oversight and  
Process Changes



Greek Authority HCAA

UK 145 identified  
anomalies with the main  
rotor blades – HCAA  
followed up with Greek  
Operator



Romanian Authority

Investigated  
Airworthiness Directive  
(AD) status statement  
from a Romanian  
CAMO



South African Authority

Poorly Overhauled  
Emergency Equipment  
– Maintenance  
Organisation Approval  
Suspended



# Summary

- Your MORs are important – individually and for trending.
- Weekly review of all Airworthiness related MORs
- We use the information to influence and inform – EASA / NAAs / Type Certificate Holders (TCHs)
- Please follow up with TCH's to ensure that they are aware
- Please contact us directly when the more significant events occur / or you do not feel you are making progress on a safety issue
- We are developing our trending techniques to help us assess the MOR data, to better inform our focus and actions
- **For POAs Workshop activity – Sufficient data for trending – VORs? / KPIs?**
- **NPA 2019-05 – SMS Requirements into Part 145 and Part 21**