



GO BEYOND



P&WC SDR & CORRECTIVE ACTION PROCESS

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Export Classification



Check this box if presentation contains **"no technical data"**

OR

Summarize the export classifications of all slides in this presentation as instructed below:

Instructions: Box 1 and one (1) of boxes 2-5 must be completed	
1. Canadian ECL(s):	Classification:
2. ECCN(s) (EAR):	
3. P-ECCN(s):	
4. USML (ITAR):	
5. P-USML:	

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P&WC SDR PROCESS



ATTRIBUTES OF AN EFFECTIVE SDR PROCESS

Compliant to regulation

Connected with established company processes

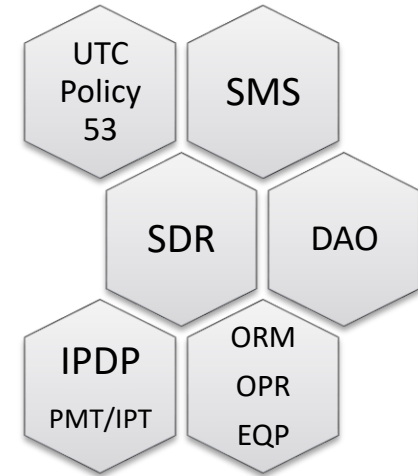
Field events

Quality escape

Manufacturing/Supplier Issue

Strong organisation culture which puts safety first

Timely, rigorous and auditable risk assessment



P&WC Event Management

Events are categorized to ensure the timely identification and communication of incidents in service which (1) have affected or (2) *have the potential to effect flight safety or aircraft availability*.

Category per CSOP

Field event

1 (Hazardous)

2 (IFSD, LOTC, CAQ, etc)

3 (BUR)

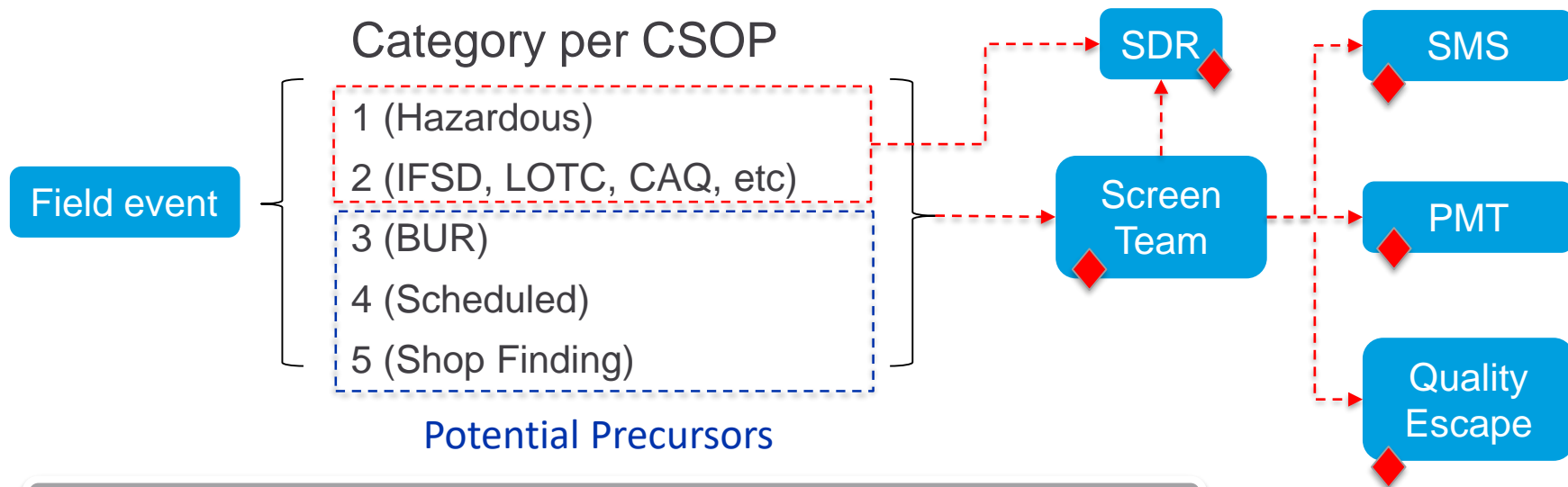
4 (Scheduled)

5 (Shop Finding)

Reportable

P&WC Event Management

Events are categorized to ensure the timely identification and communication of incidents in service which (1) have affected or (2) *have the potential to effect flight safety or aircraft availability*.



◆ Delegates fully leveraged to enhance event characterization

Daily Summary

1.0 NEW CATEGORY 1 EVENTS OR CATEGORY 2 SINGLE ENGINE EVENTS

- 1.1 **18-159, Accident, 25 Oct, [REDACTED] Aircraft model [REDACTED] South Carolina, USA [REDACTED] Operator [REDACTED]**
PT6A-28, S/N: Unk, Times/Cycles: Unk, (CRM case PWC-110424) (5 Fatal)
The airplane is missing over the Atlantic Ocean. Search operations are being conducted east of Charleston Air Force Base/International Airport (KCHS), Charleston, South Carolina. On Sunday 28 October 2018 search operations were suspended. All occupants are deemed to have died in the crash. The air plane had taken-off from Andrews, in Georgetown County, South Carolina.

2.0 UPDATES TO PREVIOUSLY REPORTED CATEGORY 1 or CATEGORY 2 SINGLE ENGINE EVENTS

Nothing to report.

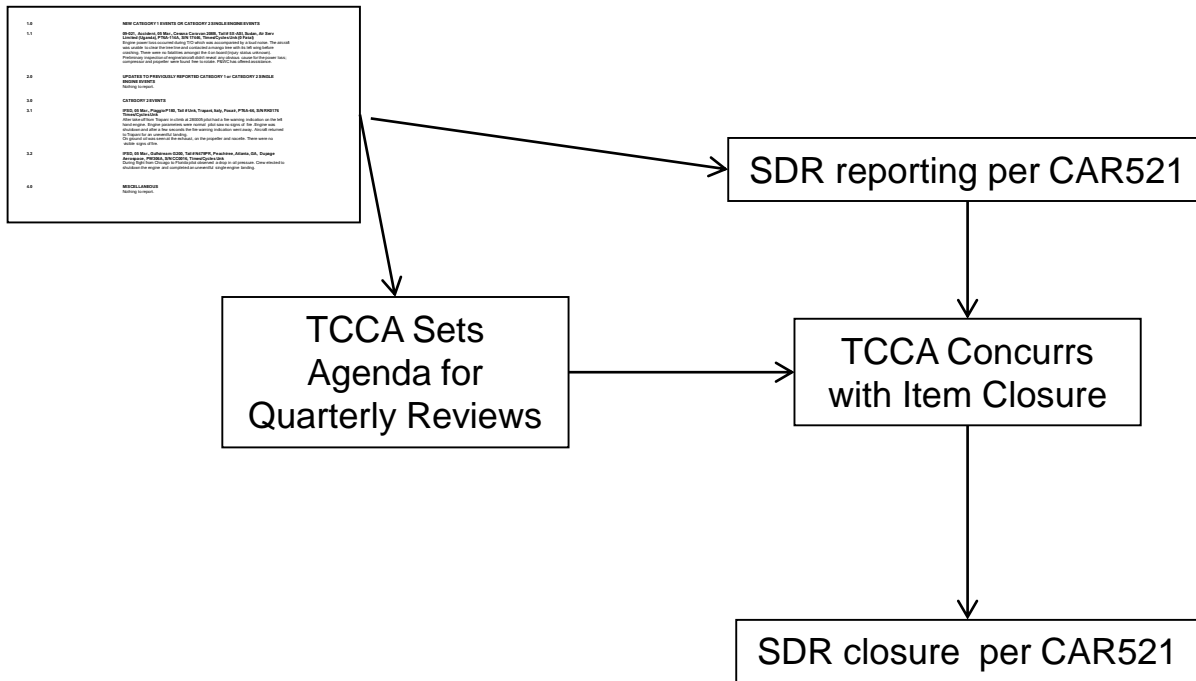
3.0 CATEGORY 2 EVENTS

- 3.1 **Loss of thrust, 29 Oct [REDACTED] Aircraft model [REDACTED] New York, USA, [REDACTED] Operator [REDACTED]**
PW305A, S/N: 305219, TTSN: 8,342, TCSN: Unk, (CRM case PWC-110427)
Pilot reported the aircraft was climbing through 2FL the right-hand engine issued a main-oil pressure (MOP) warning light, and both N2 and ITT started winding down with the aircraft exhibiting yaw. The MOP went to the yellow region, and the throttle reduced to Flight Idle. Ignition was selected to "ON", and two minutes later the MOP light was extinguished. N2 and ITT went back up to normal, and the aircraft made an eventful landing.
- 3.2 **Cabin air contamination, 6 June [REDACTED] Aircraft model [REDACTED] Port Of Spain, Trinidad, [REDACTED] Operator [REDACTED]**
PW127M, S/N: ED0479, TTSN: 7,395, TCSN: Unk, (CRM case PWC-110438)
Pilot reported, oil smell and light smoke in the cabin.
- 3.3 **Inability to modulate, 28 Oct, [REDACTED] Aircraft model [REDACTED], Bandung, Indonesia, [REDACTED] Operator [REDACTED]**
PW127G, S/N: AX0233, TTSN: 2,812, TCSN: Unk, (CRM case PWC-110464)
Aircraft was on a sky diving training mission and after airborne, the pilot noticed EEC 2 indication displayed on the Integrated Engine Data System (IEDS) and Maintenance light ON. The aircraft was reported yawing towards the right hand side. These were accompanied with "Wing Speed drop" aural sound. The pilot performed EEC Reset and the aircraft landed uneventful.

4.0 MISCELLANEOUS

Nothing to report.

Daily Summary Key Element of Compliance



SDR Reviews

Quarterly Meeting

TCCA with FAA and EASA as standing invitees

2 day review of all Cat 1, 2 events

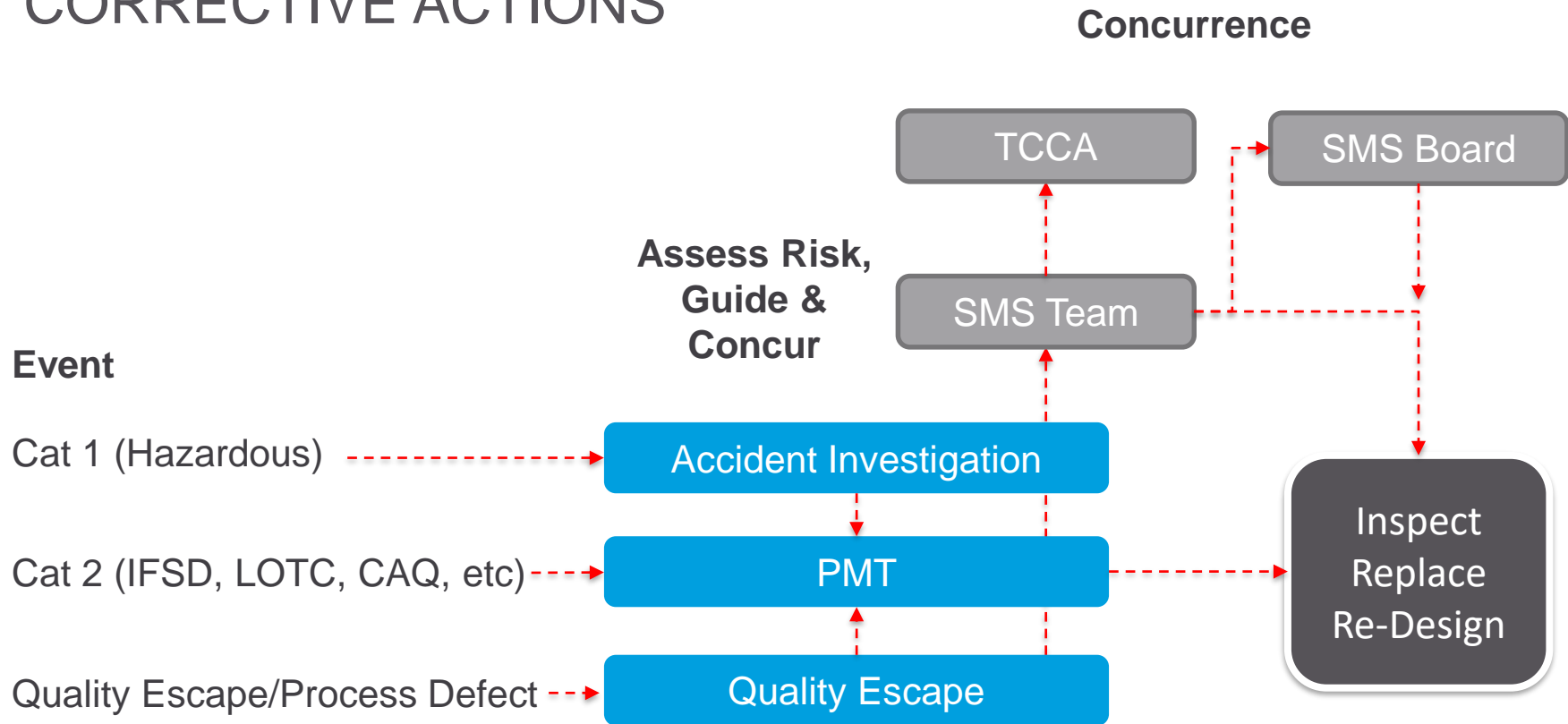
Transparent Discussion

Direct interaction with Engineering, Customer Service Delegates

P&WC CORRECTIVE ACTION PROCESS



CORRECTIVE ACTIONS



SMS FOLDERS

Auditable procedure to:

identify

communicate

resolve

record

P&WC's handling of safety significant items

SMS FOLDER STATISTICS

2005 - Current

287 Folders raised to date

228 Folders closed

116 Reactive

171 Proactive

103 Non CE generated

23 Procedural

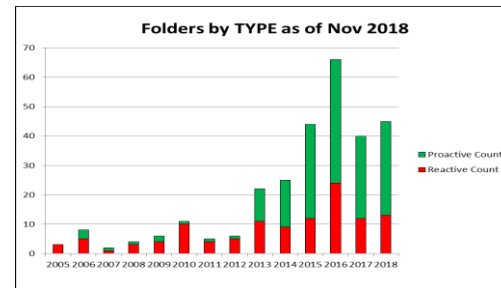
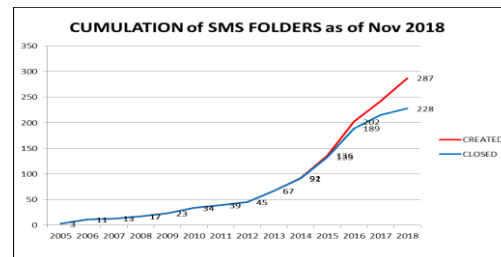
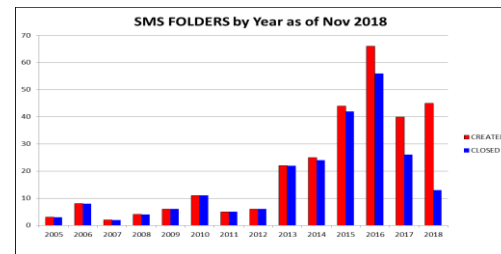
2015 212 SMS Meetings held

2016 430 SMS Meetings held

2017 329 SMS Meetings held

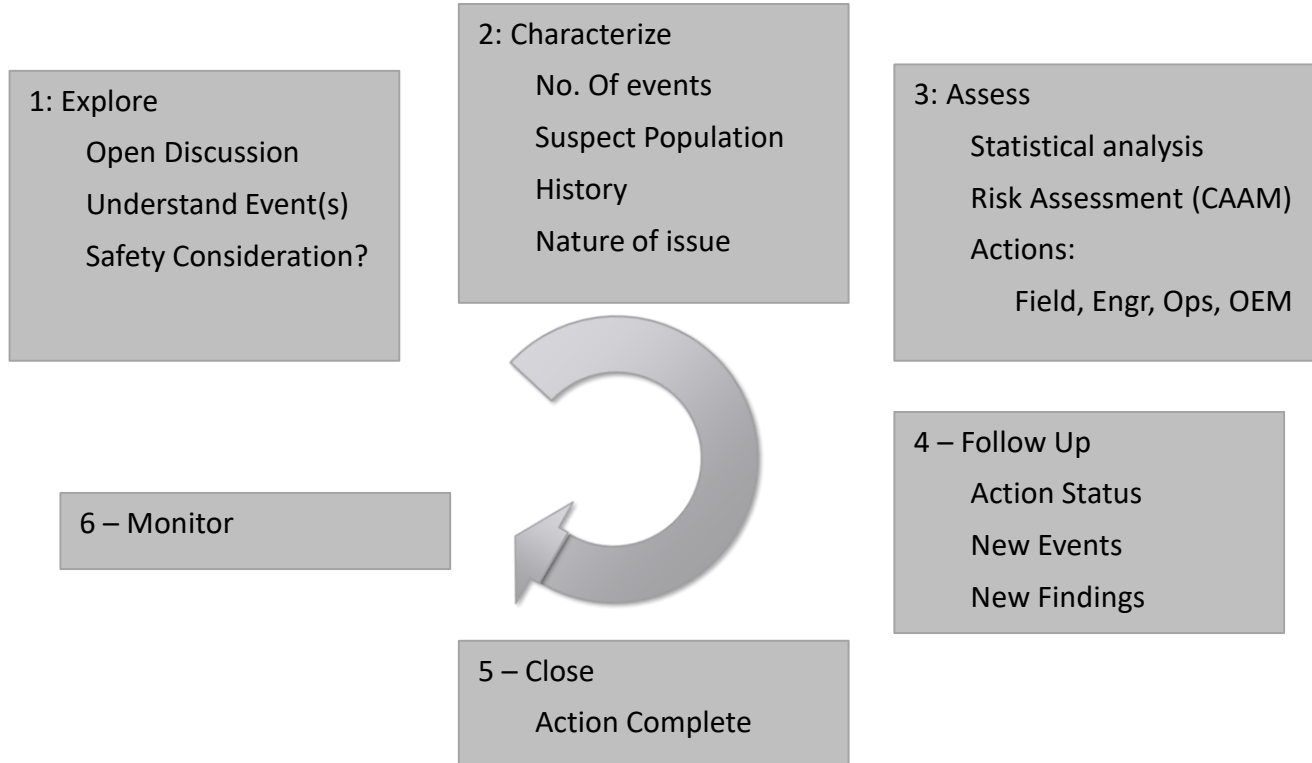
2018 **315** SMS Meetings held

59 active folders



SMS FOLDER REVIEWS

Typical Conduct



SMS FOLDER REVIEWS

Benefits

Forum focussed on safety

Empowered Team

Enterprise & System View

Open discussion & collaboration

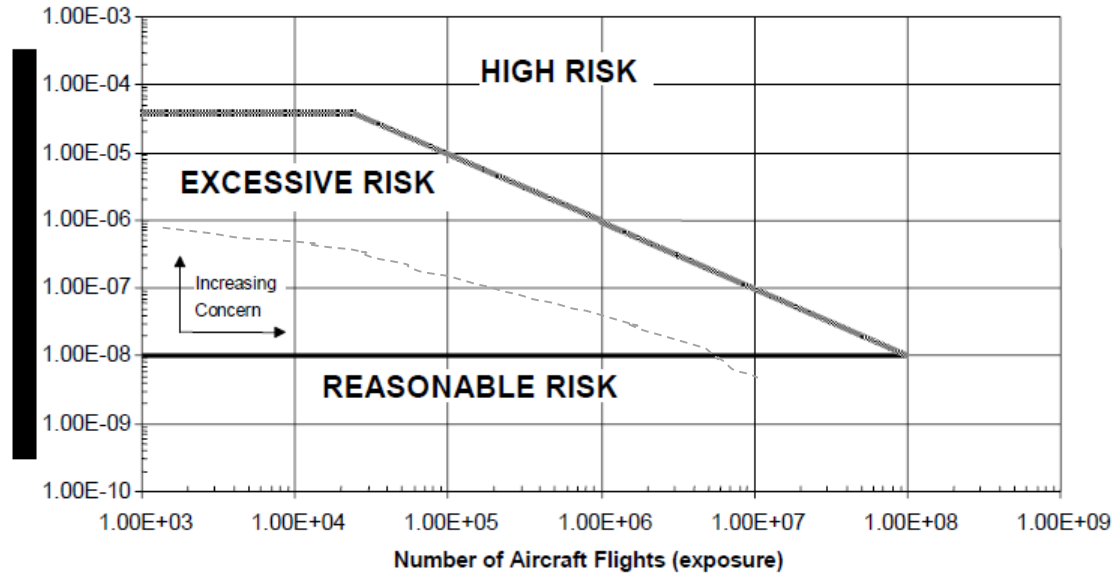
Training and exposure

Cross-Polineation of Lessons Learned



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AC39-8 ASSESSMENT - EXAMPLE



Example of acceptable of Level 3 Risk exposure with time

RISK ASSESSMENT

HAZARD SEVERITY HAZARD PROBABILITY	Catastrophic Level - 1	Critical Level - 2	Significant Level - 3	Negligible Level - 4
Frequent Level - A	1A = EXTREMELY HIGH	2A = EXTREMELY HIGH	3A = HIGH	4A = MEDIUM
Probable Level - B	1B = EXTREMELY HIGH	2B = HIGH	3B = MEDIUM	4B = LOW
Occasional Level - C	1C = HIGH	2C = HIGH	3C = MEDIUM	4C = LOW
Remote/Seldom Level - D	1D = MEDIUM	2D = MEDIUM	3D = MEDIUM	4D = LOW
Improbable/Unlikely Level - E	1E = LOW	2E = LOW	3E = LOW	4E = LOW