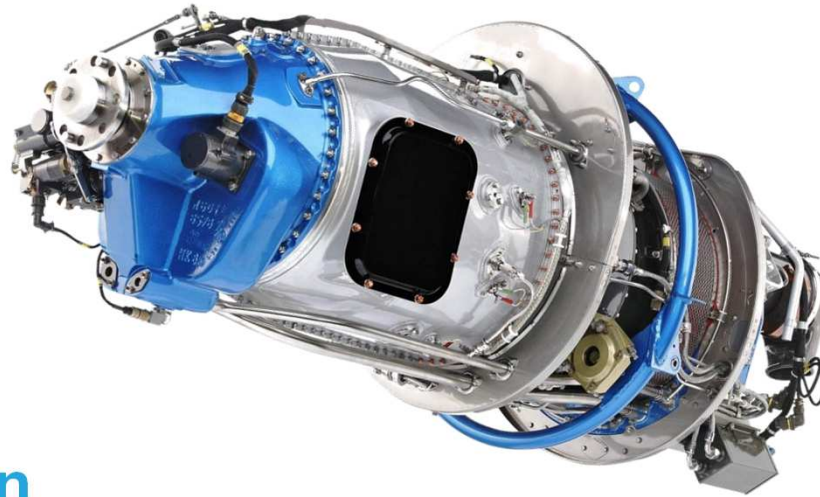


# GE AVIATION CZECH

## IORS - view of a smaller DO

**Steve Huck**  
**Chief Consulting Engineer**  
**Airworthiness & Certification**  
**and Safety & Reliability**



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# GE Aviation Czech

GEAC is a relatively small (~400 employees) but growing branch of a large US based company (~300,000 employees)

GE Aviation acquired the M601 asset of the Czech Walter company in 2008 to become the centre of Excellence for small Turboprop engines, for Commuter, Utility and Agriculture Aircraft

Walter had produced over 3000 'M601' engines, but the development had stagnated

Since the acquisition a new series of engines ( a development of M601) has been produced. It is planned to introduce completely new engines in the future



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# GE Aviation Czech

As part of a large US company in terms of we:

Have access to the design practises and  
Corporate Knowledge of GE Aviation

Need to generally comply with Safety Principles,  
Procedures and SMS of GE Aviation.

Noting the FAA's interpretation of the  
ICAO regulations this may differ from that of  
EASA's

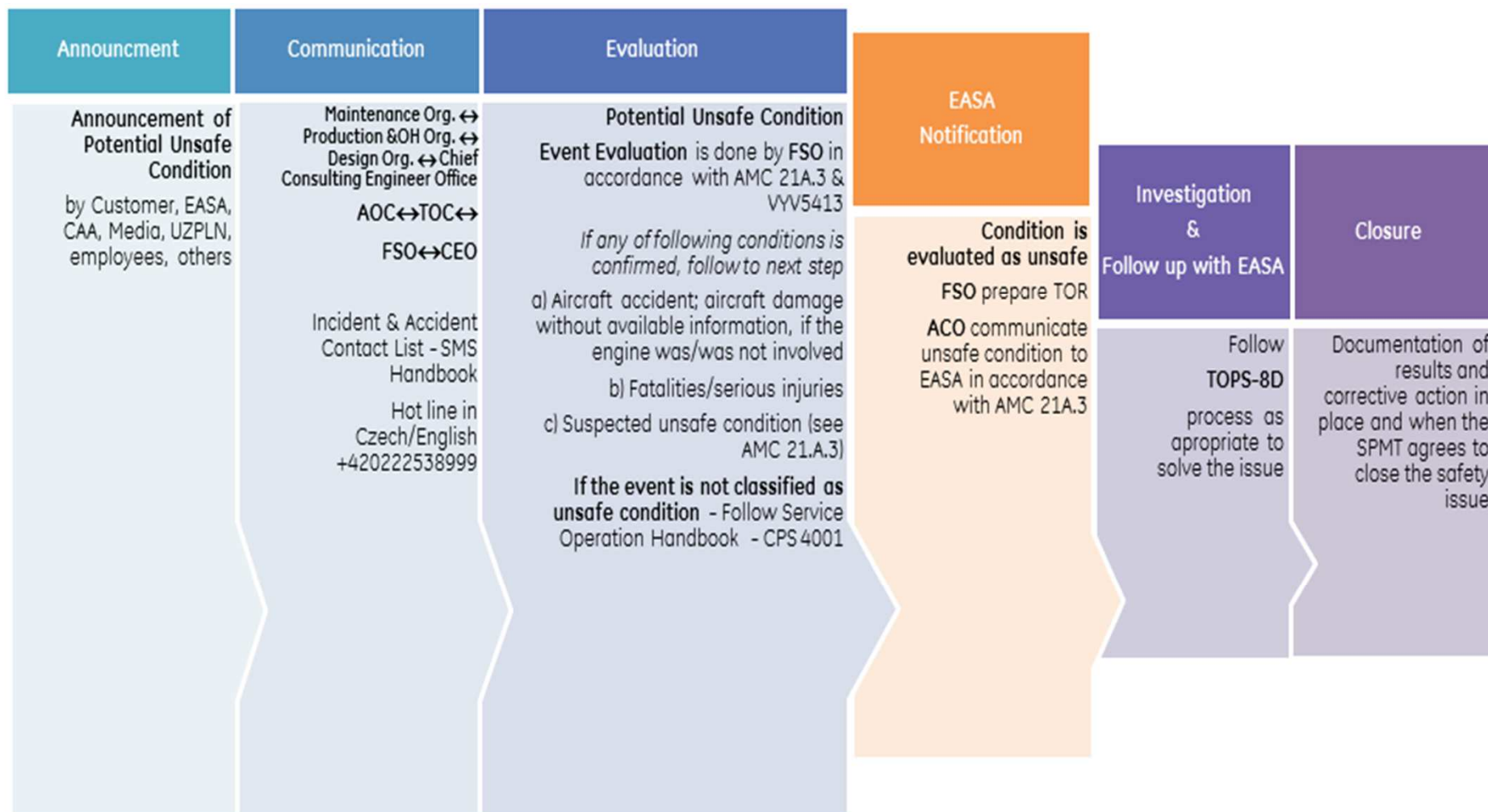
Comply directly with the EASA regulations



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# GEAC Hazard reporting



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# IORS feedback from a smaller

DO

GEAC did not participate in ASD review of EC376/2014

However we do support the concerns raised by ASD, which although reflecting views the regulation of larger companies, it is also generally valid for smaller companies

Particularly, non mandatory reporting of Occurrences from outside the organisation, most of our occurrences happen in service, almost exclusively outside the EU

It is not clear how EC will correlate all of this data from different sources

However, I believe, we were asked to give the perspective of a smaller DO



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# IORS Feedback

GEAC comply with the current Mandatory Occurrence reporting using the TOR

In principle, we do not object to the new regulation or supplying more information for an enhanced Mandatory Scheme or Voluntary Scheme

Although we do share the concerns raised by ASD

However, currently we receive no feedback from the unsafe conditions that we report,

They appear to go into a 'Black Hole'

Lack of Continued Airworthiness

# IORS Feedback

Therefore if we were to participate in the Voluntary Scheme,

- We would need to be persuaded there was some tangible benefit in Safety

- That the data would not disappear into database with no feed back

- That the benefit in supplying additional data is out weighs the necessary additional effort and resource

Given the current lack of response from the current reporting scheme, we are not optimistic, however have recently we have been assured this will change



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# The End

## ... unless there are any questions?



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