



Debrief on 10 October 2024

MAINTENANCE WORKGROUP

meeting held on 9 October 2024
in New Orleans (In Person and via Zoom)

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Participants

13 participants from 8 organization

- Chevron (4)
- Westwind (1)
- Where are the other operators??
- Shell (2)
- HeliOffshore (1 in person)
- VAI (1 in person)
- Sikorsky (1)
- Airbus (1)
- US Forest Service (1)

Agenda Maintenance Working Group

New Orleans, October 9, 2024



- Routine items
 - Safety, Anti-Trust Statement, Introductions,
 - Recap from past meeting and Action Items
 - Learning From Incidents (LFI) in Maintenance
- Supply chain challenges
 - Inventory tax

Agenda Maintenance Working Group

New Orleans, October 9, 2024



- Progress on RP for Maintenance Observation Program
 - Consent to publish
 - Additional logos: HeliOffshore – VAI – IOGP
 - What is left
 - Final comments
 - “If any of my team sees a safety issue, we react immediately”
 - PINC/PUNC
 - Add Flowcharts
 - Final review
 - Publish (aligned with HeliOffshore)

Agenda Maintenance Working Group New Orleans, October 9, 2024



- OEM update by airbus
 - Seth Buttner, Sr. Manager Accident Investigation
 - More accidents in the last 2 years related to rudimentary maintenance
 - What time accidents tend to happen
 - Safety Information Letter for product updates BK117



Oct, 9 2024
HSAC; New Orleans, LA

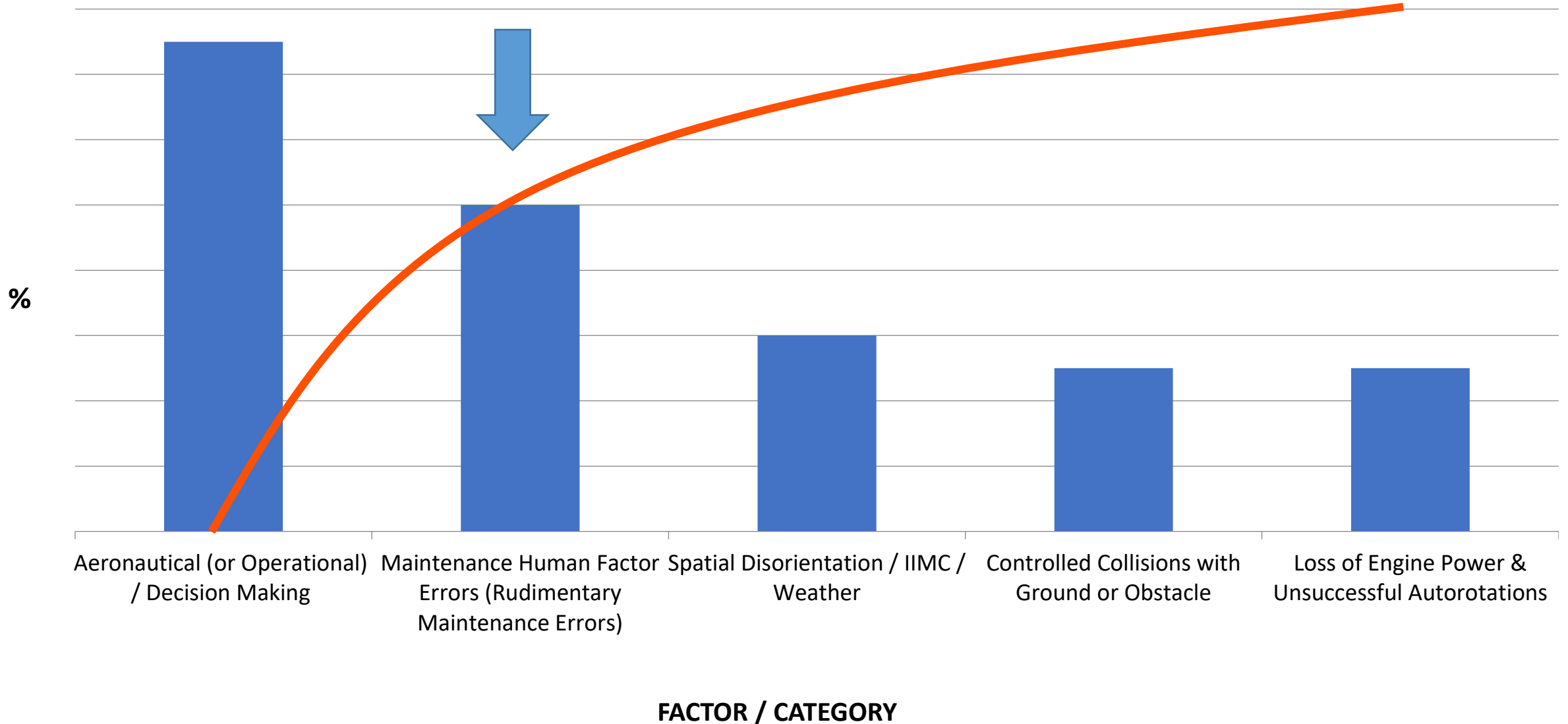
Maintenance in the Most Common Causes of Fatal Helicopter Accidents

Seth D. Buttner

Sr. Manager, Accident Investigation

AIRBUS

Common causes of Fatal helicopter crashes:



Examples Phrases

...from NTSB Reports of Maintenance / Operations Errors

Poor maintenance practices ageing equipment

mis-checked or ill-inspected

Lack of testing

Poor quality control

Moving too quickly

Lack of Oversight

Not paying attention to a checklist

Parts improperly installed ~ Or ~ Improper parts installed

Not following standard operation procedures

Complacency

Improper action...

Overlooking the importance of “minor details”

Fatigue

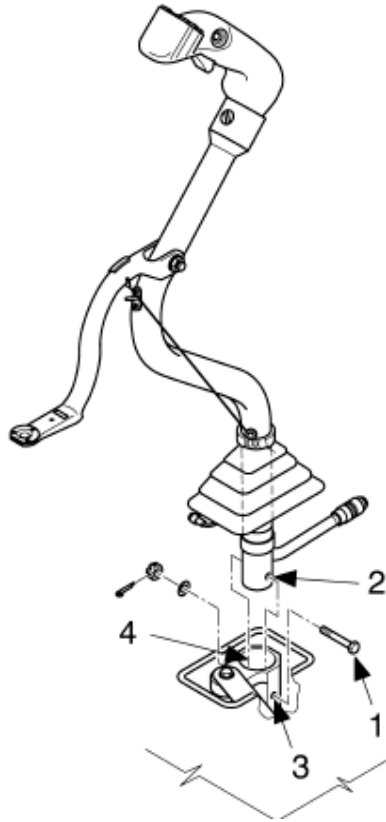
...These have sadly been the bases to many of the accidents in these category.

Maintenance Errors

- Always a Human Factor component
- Not always fatal
- Most involved improper torque, safety, and/or use of un-airworthy hardware
- Maintenance personnel fatigue
- Maintenance lack of training oversight (QA)
- Often unreported change in Operation

Maintenance Observations of Near Misses!!

Improperly installed Cyclic stick, BK117 C-2



Agenda Maintenance Working Group

New Orleans, October 9, 2024



- Fatigue management in Maintenance
 - Work hours – Rest hours
 - Planning the type of work taking fatigue into account
 - Culture change to capture less tangible indicators
 - “It is ok to say I am not ok”
 - Operators are running (too?) lean
 - TBC
 - Ref: HSAC RP on Fatigue issued in 2015

Next meeting

Houston, 15 January 2025



- On the agenda
 - MOP RP including real-life experiences
 - Fatigue management
 - OEM update: Safran Aircraft Engines
 - HFACS
- Participants - Our ambition
 - **All companies** represented
 - Attendance from **all levels**