

Engine Manufacturer Support of Annex 13 Investigations

International Civil Aviation Organization

Regional Accident and Incident Investigation Organizations Cooperative Platform

November 2024

Abu Dhabi, United Arab Emirates



Overview

AGENDA

This presentation will provide Pratt & Whitney's perspective of how an engine manufacturer supports an aviation accident/incident investigation conducted by an Independent Investigative Authority under the protocols of International Civil Aviation Organization (ICAO) Annex 13.

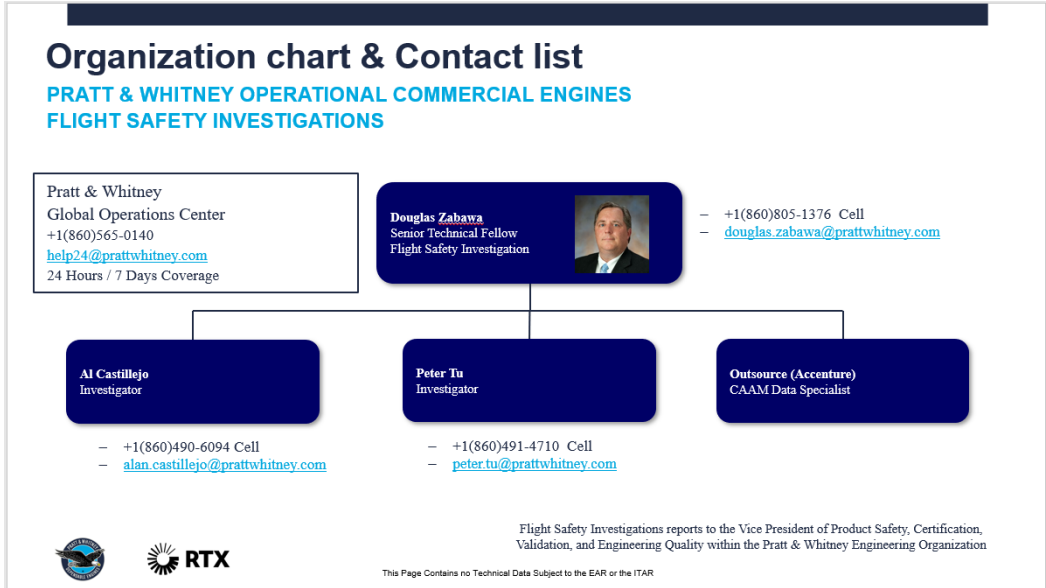
It is the intent that this presentation is generic enough that it captures essential elements that are common to other engine manufacturers.

Organization

DEDICATED INVESTIGATION GROUPS

A dedicated Flight Safety Investigation group provides a companies’ representation when an engine manufacturer is invited to participate in an Annex 13 investigation

These dedicated groups also fulfill their companies’ responsibilities for the Joint Venture (e.g. Engine Alliance) and Partner (e.g. CFM, International Aero Engines) programs in which they have an interest



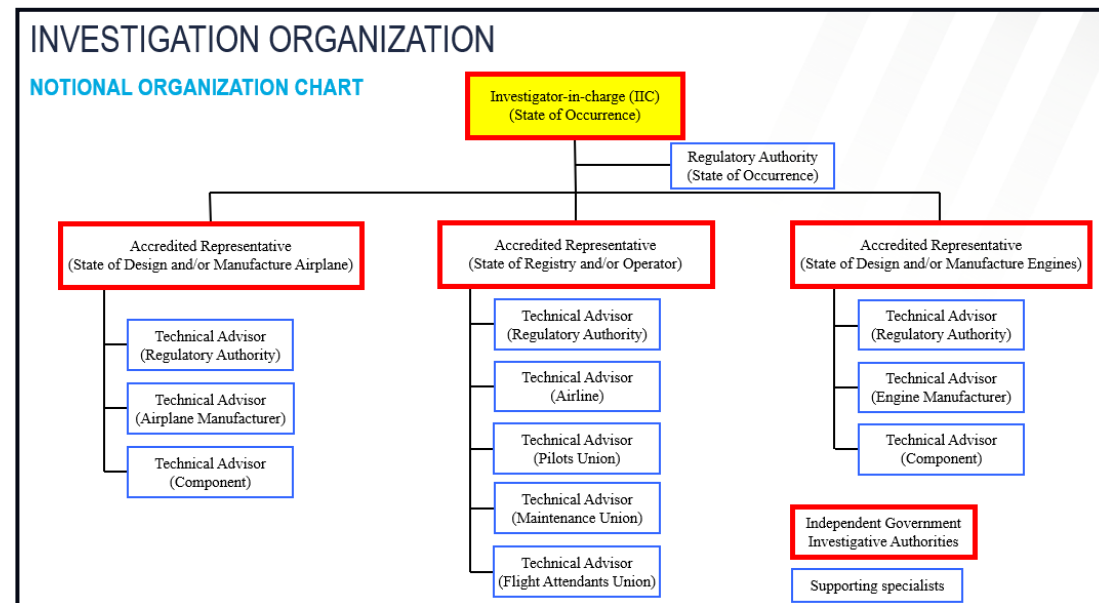
Scope of Support

MANUFACTURER SUPPORT IS PROVIDED THROUGH AN ACCREDITED REPRESENTATIVE

The manufacturers' Flight Safety Investigation group is the focal point for any Annex 13 investigation conducted by an Independent Investigative Authority for which the company is invited to participate

Support/requests/communications to and from the investigation are conducted through the appropriate Accredited Representative

Support of Annex 13 investigations is a critical element of a manufacturer's Safety Management System - SMS



Initial Response

OVERVIEW OF TYPICAL MANUFACTURER ACTIVITIES

Once aware of an occurrence:

A Flight Safety Investigation coordinator will be identified and offer assistance to the appropriate Accredited Representative organization

An in-house support team will be established

The Flight Safety Investigations coordinator will evaluate the available information and any requests/logistics relative to on-scene support

Initial company response plan will be established (including decisions on travel)



Manufacturer Investigative support internal infrastructure generally established within initial 12-24 hours

On-Scene Support

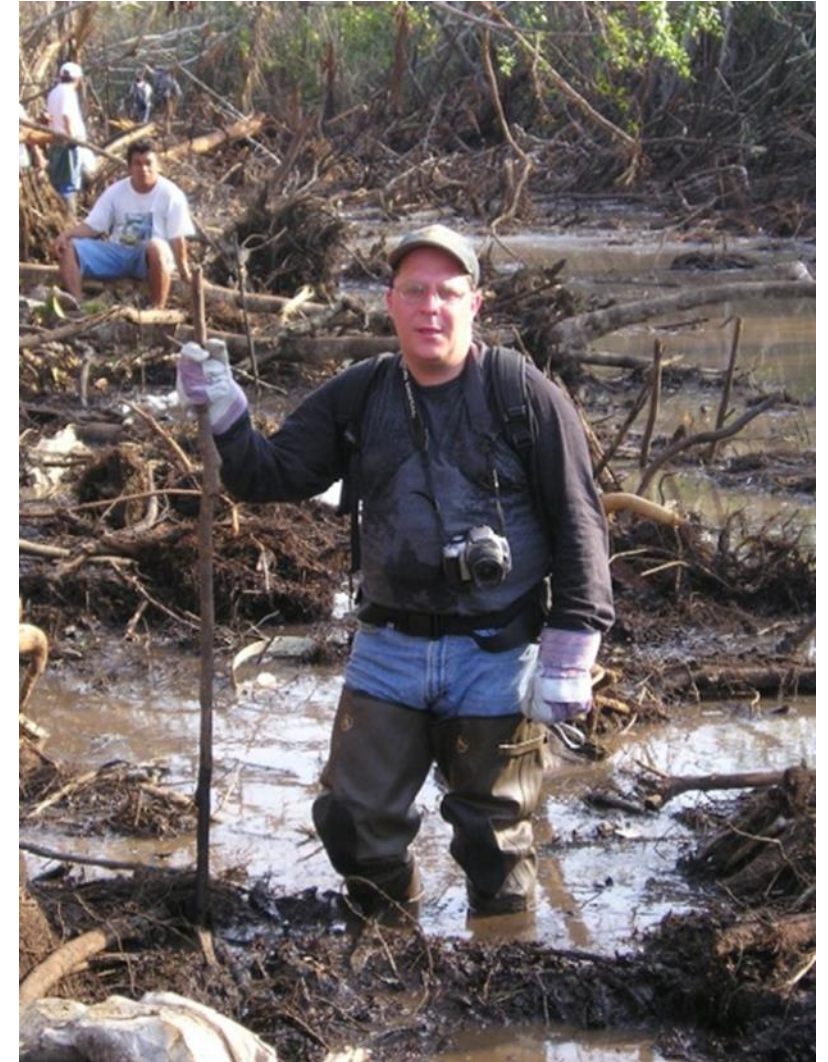
FLIGHT SAFETY INVESTIGATOR ROLES

On-scene support provided by trained Flight Safety Investigators

Primary responsibilities of deployed personnel are to support the investigative authorities (hardware documentation, field note generation, coordinating with in-house support to answer technical inquiries, etc.)

As required, additional support may be dispatched for ancillary activities such as recorder downloading, records review, etc.

Reports from field activities will be provided back to the manufacturer's internal investigation coordinator for evaluation by the in-house team (on a non-interference basis with on-site support)



All communications with the investigation are coordinated with the applicable Accredited Representative

Follow-on Support through Investigation Conclusion

FINAL AUTHORITY REPORT PUBLICATION SIGNALS INVESTIGATION CLOSURE

Throughout the investigation process, the Flight Safety Investigations group will be the Technical Advisor to the appropriate Accredited Representative for investigation related meetings and activities

The Flight Safety Investigations group will continue to facilitate the companies' investigation support including:

Coordination of investigation requests for information

Coordination of Subject Matter Expert input (e.g. Engineering Analysis, Materials Lab Evaluations, Data Interpretation, Part/Component Suppliers, etc.)

Coordination of responses to requests for Draft Report comments

Flight Safety Investigations group is the companies' focal point for the duration of the investigation



AIRCRAFT ACCIDENT REPORT DANA/2012/06/03/F

Accident Investigation Bureau

Report on the Accident to
DANA AIRLINES NIGERIA LIMITED
Boeing MD-83 aircraft with registration 5N-RAM
which occurred at Iju-Ishaga Area of Lagos State,
Nigeria
On 3rd June 2012

Published by Accident Investigation Bureau, of Nigeria

Investigation Challenges & Concerns

A PRATT & WHITNEY PERSPECTIVE

Conducting a timely and efficient investigation with the appropriate priority

It is not uncommon to receive a Notification and then receive no further follow-up

Ensuring appropriate priority for investigative work including shop induction schedules

Allowing delegation of oversight to an Accredited Representative when appropriate

Gaining closure of an investigation through publication of a Final Report

Protection of Proprietary Information

Summary

MANUFACTURER SUPPORT IS PROVIDED FROM EVENT NOTIFICATION THROUGH FINAL REPORT PUBLICATION

Manufacturer support of Independent Investigative Authority-led investigations is coordinated through dedicated Flight Safety Investigation groups

Safety Investigation support is provided throughout the duration of an investigation and does not conclude until a Final Report is published by the lead investigative authority

A primary concern of the Manufacturer is that a thorough investigation is completed on any event with the appropriate level of priority given the circumstances of the situation

Douglas Zabawa
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