

Corporate Responsibility - Bell Safety

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Agenda

- **Safety Management**
- **Product Safety Board**
- **Operational Risk Management**

Integrity



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Safety Management Systems

- **ICAO requirement for Design & Manufacturing**
- **FAA has working group**
- **Bell will be a pilot program**

- **Completed our AS9001 vs. SMS comparison**

Design & Manufacturing SMS

- **Safety Policy and Objective**
- **Safety Risk Management**
- **Safety Assurance**
- **Safety Promotion**

1.0 Safety Policy and Objectives

- **Safety Policy**
- **Management Commitment and Safety Accountability**
- **Key Safety Personnel**
- **Emergency Preparedness and Response**
- **SMS Document and Records**

2.0 Safety Risk Management

- **Hazard Identification and Analysis**
 - System description
 - Identify hazards
- **Risk Assessment and Control**
 - Analyze safety risk
 - Assess safety risk
 - Control/mitigate safety risk

3.0 Safety Assurance

- **Safety Performance Monitoring and Measurement**
 - Continuous monitoring
 - Internal audit
 - Internal evaluation
 - Investigation
 - Employee reporting & feedback system
 - Analysis of data
 - System assessment
 - Management review
- **Management of Change**

4.0 Safety Promotion

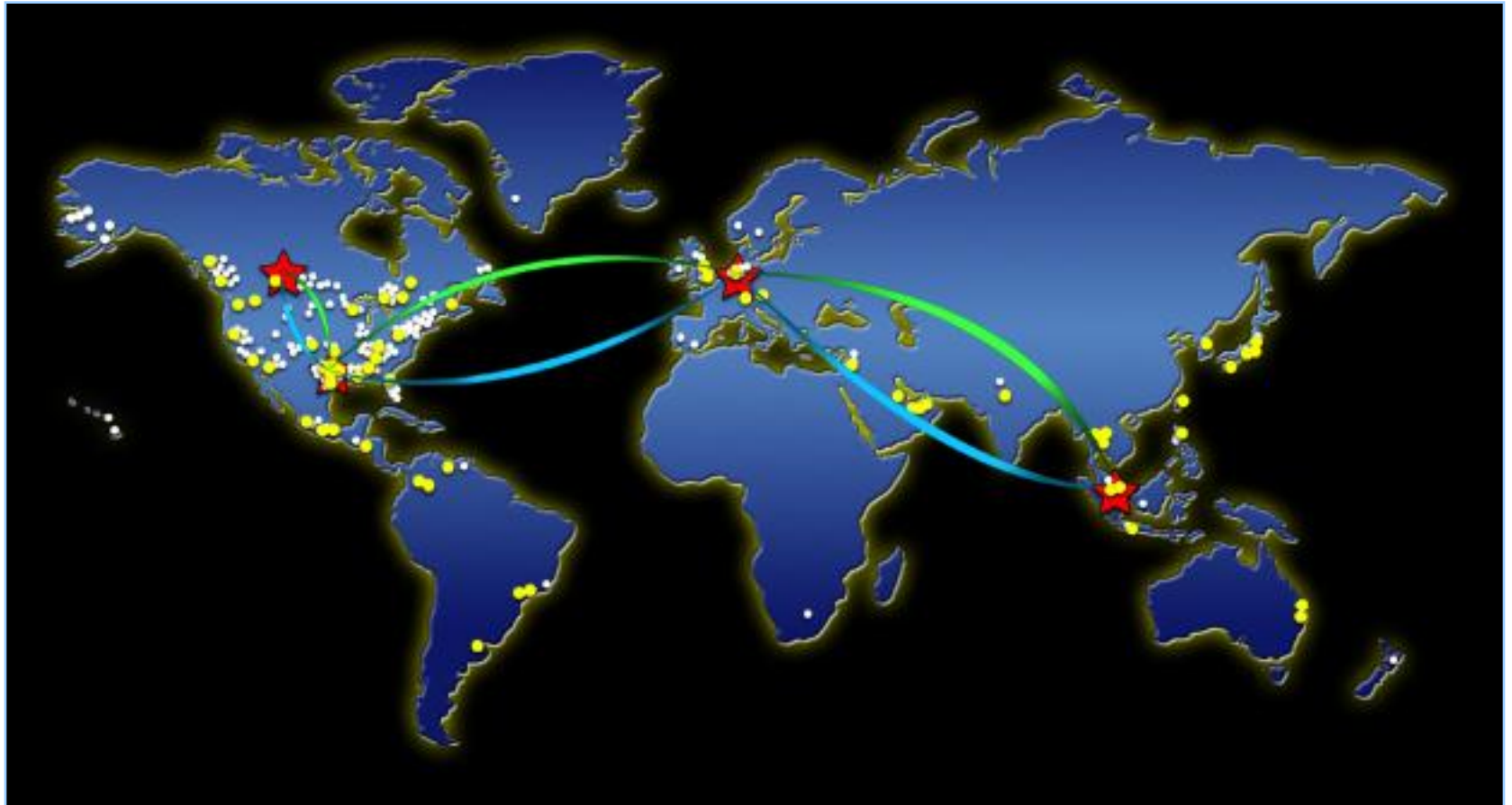
- **Competencies and Training**
 - Personnel expectations (compétence)
 - Training
- **Communications and Awareness**

Product Safety Board - Commercial




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Support



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ALERT SERVICE BULLETIN		NO.	205B-08-51
DATE	01/11/2011	DATE	Dec 19, 2008
REV	B	PAGE	1 of 6
 A Textron Company			
MODEL AFFECTED:	205B		
SUBJECT:	MAIN ROTOR BLADE P/N 212-015-501-005, -111, -113, -115, -117, -119 and, -121, INSPECTION OF.		
HELICOPTERS AFFECTED:	Model 205B helicopters serial number 30188, 30166, 30066 and, 30297.		
COMPLIANCE:	Within the next 25 hours after receipt of this bulletin and every 25 hours of operation thereafter.		B
DESCRIPTION:	<p>A model 212 Main Rotor Blade P/N 212-015-501-115 with approximately 1000 hours total time was recently returned to BHTI for evaluation. The blade was found cracked through the blade retention bolt hole at Blade Station 28.0 and another crack through the lower grip plate at Blade Station 36.0. The main rotor blade contained a fatigue fractured grip plate, fatigue fractured doublers and a fatigue cracked spar on the bottom of the blade as a result of inadequate bond between the doublers and grip plate. Further analysis and investigation of two more blades with similar conditions required the introduction of a recurring inspection of the Main Rotor Blade every 25 hours of operation. Refer to Figure 1 for the inspection area and Figure 2 showing typical cracks.</p>		
APPROVAL:	The engineering design aspects of this bulletin are FAA/ODA approved.		
MANPOWER:	Approximately 1.0 man-hour is required to comply with this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.		
<small>AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER</small>			



Members



Chief Engineers

Legal

Supply Chain

Cust. Support & Services

Technical Fellow

Programs

Product Support Engineering

Quality

Civil Certification

All work for Different Executives



Chief Engineer Technical Fellow
Programs
Legal Product Support Engineering
Supply Chain Quality
Cust. Support & Services Civil Certification

"Push Communications"

<http://www.bellcustomer.com/>



Heliprops[®]
Helicopter Professional Pilots Safety Program



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Review Process

- Board Notified
- FAA/TCCA notified?
- Investigation
 - Quality - Records
 - Engineering
 - Supplier
 - Field Investigations Laboratory
 - Additional Test
- Chief Engr/Integrated Product Team Recommendation
- Board Disposition
- Parts availability
- Coordination with FAA/TCCA
- Bulletin written & published – **www.bellcustomer.com**

Operational Risk

- **Embedded in all processes**
 - **Experimental Flight Operations**
 - **First Flight Reviews**
 - **“J-2” – Quality Audit**
 - **Crew Rest**
 - **Demonstration Tours**
 - **Live Fire**

Executive Oversight



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**Do or do not . . .
there is no try.**

Yoda, Jedi Master