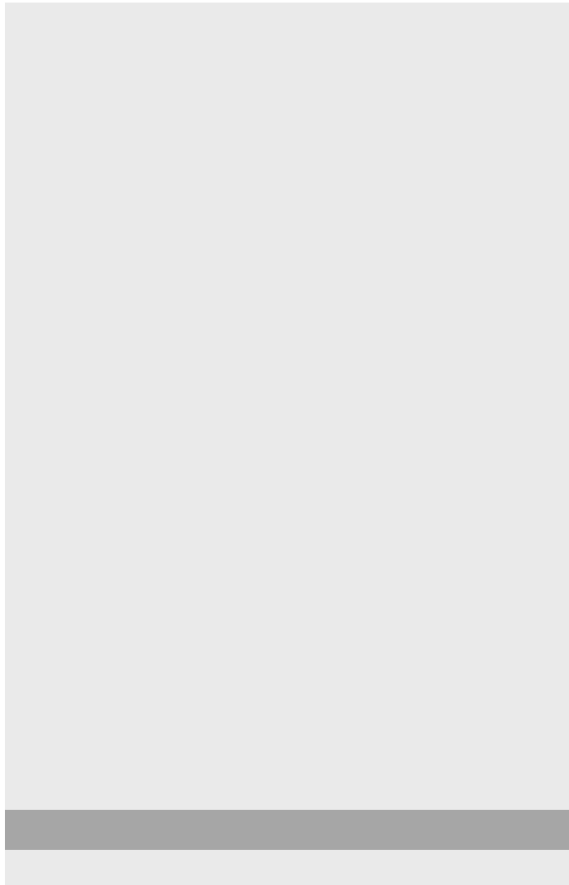




**BEA**  
Bureau d'Enquêtes et d'Analyses  
pour la sécurité de l'aviation civile



# *ITSA 2017*

**Recent developments and experience**

*2016 activity figures – domestic and foreign*

*Strategic Plan review*



- *98 Accident investigations (91 general aviation, 3 commercial transport, 2 aerial work)*
  - *30 fatal accidents (all GA), 37 fatalities, « safe » year*
  - *131 Accidents NOT investigated (mostly non fatal ultralight or homebuilt)*
  
- *18 incidents (10 GA, 6 commercial transport, 2 aerial work)*
  
- **Total 116**
  - *157 investigations in 2015*

## Foreign Investigations- All categories BEA as Accredited Representative (AccRep)




- *125 Accidents (32 commercial transport, 53 GA)*
- *149 incidents (135 commercial transport, 8 GA)*
  
- **Total 274 !**

## Foreign Investigations- above 5,700kg BEA as AccRep

- *7 serious incidents involving foreign carriers in French airspace, delegated to the state of the operator*
- *4 serious incidents involving French commercial operators*
- **96 serious incidents, BEA ACCREP as State of Design or Manufacture**
- **20 accidents, BEA ACCREP as State of Design or Manufacture**
- *2 accidents, BEA providing tech assistance*
- *(1 event, A320 Somalia, bomb explosion, no investigation)*

## Major accidents with significant BEA involvement

- *08/01 Bombardier CL600, Sweden, loss of control in cruise (tech assistance)*
- *29/04 : EC225 Norway, loss of rotor in cruise*
- *19/05 : A320 Egyptair, Fire during Cruise*
- *27/08 : B737 United States, uncontained engine failure (CFMI56), partial engine separation*
- *7/12 : ATR42, Pakistan, engine failure/loss of control*

- *Increasing !*
  - *Mobilizing significant BEA resources*
  - *Mostly due to increasing number of events with BEA AccRep as state of design or manufacture*
  - *Variability in States decision/criteria for opening investigation on incidents*
  - *BEA needs to define priority and to lower its involvement in less serious events and/or investigations with low expected safety benefits and/or investigations with low added BEA value*
- 

➤ ***Number of ongoing investigations per Investigator-in-Charge :***  
***201/27 = 7,4***


➤ ***Number of ongoing assistance activities (AccRep) per investigator :***  
***673/27 = 24,9***

- *First strategic plan implemented in 2012 – focus on investigation methods and investigators skills*
  
- *Strategic review launched in 2017 – focus on:*
  - *Quality of human relations at work*
  - *Priorities, workload and investigations portfolio management*
  - *Communication on safety lessons learned*





## Priorities, workload and investigations portfolio management

- *Focus on most important events*
  
  - *Domestic investigations :*
    - *3 categories (major, routine, minor)*
    - *Minor limited to collection of pilot reports*
    - *Management review of major and some routine investigations to decide on areas to investigate or not*
  
  - *Foreign investigation (AccReps) :*
    - *3 categories (major, routine, minor)*
    - *No involvement for minor investigations except if specific request from state of occurrence, or French organisation involved*
- 



## BEA Activity reports :

<https://www.bea.aero/index.php?id=75&L=1>

