

Evaluating an (S)MS For Part-CAMO

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Management System Assessment Tool

Objectives of the presentation



- ✓ *To give an overview of EASA MS assessment tool*
- ✓ *To clarify difference between “Compliance” and “Performance”*

With (S)MS ...oversight evolves...

For compliance-based oversight, the usual question was:
“Does the organisation comply with the rules?”

...with SMS for PBO/RBO, new question is:
“**How** does the organisation manage safety and/or areas of greater risks?”

...which means:
“What are the risks in the organisation? **How** are they mitigated? Is the mitigation effective? **How** does the organisation know this is **effective**?”

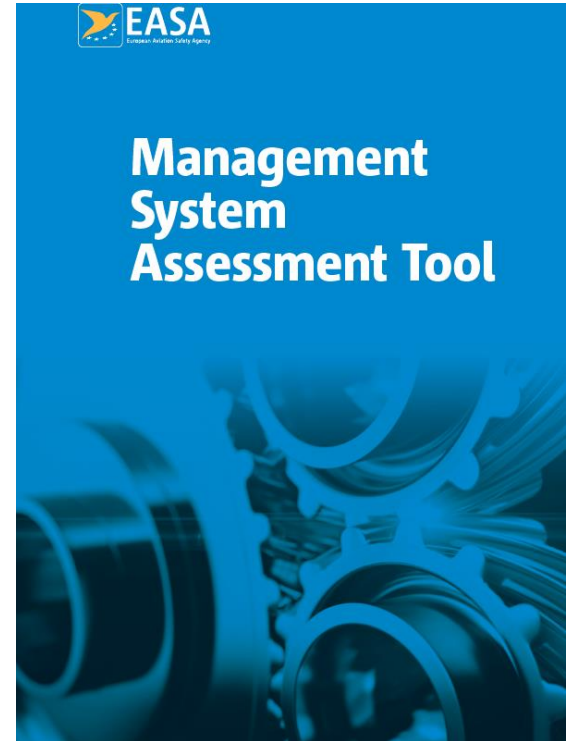
CAMO.A.200 (a) (3)

The CAMO shall...identify the hazards, evaluate and manage associated risks, including taking actions to mitigate the risks and verify their **effectiveness**

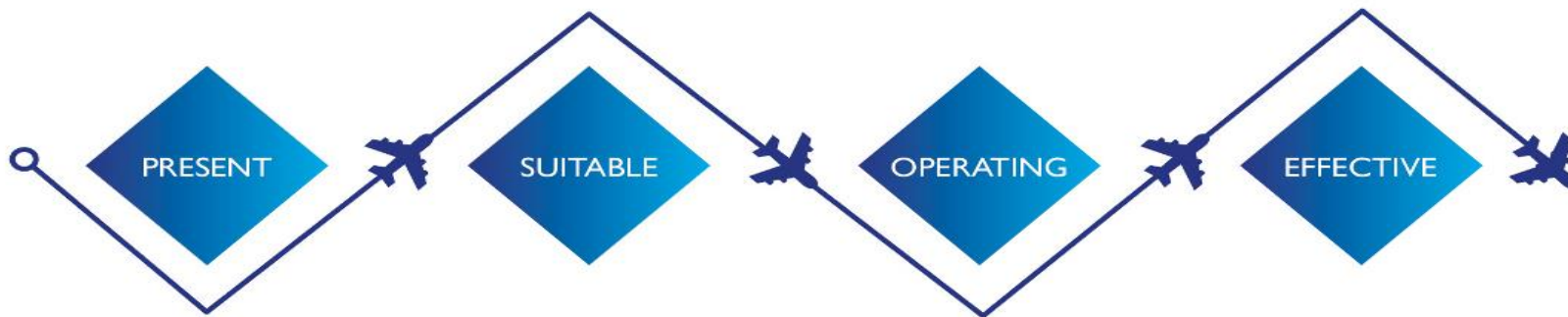


EASA Management System Assessment Tool

- EASA edited version available on request at:
safety.management@easa.europa.eu
 - Does not yet address Part-CAMO
- **Only help** the CA to determine the organisation's effectiveness of its risk management capability, its performance and the planning cycle (CAMO.B.305)
- Is not a "compliance" check-list, nor a ticking exercise tool.
- Cross-checks between ICAO SaRPs & EASA requirements



Proposed EASA grading system



Present	There is evidence that the feature is documented within the organisation's Management system/SMS Documentation.
Suitable	The feature is suitable based on the size, nature, complexity of the organisation and the inherent risk in the activity.
Operating	There is evidence that the feature is in use and an output is being produced.
Effective	There is evidence that the feature is achieving the desired outcome and has a positive safety impact.

AMC1 CAMO.B.300(a);(b);(c) Oversight principles

ED Decision 2020/002/R

MANAGEMENT SYSTEM ASSESSMENT

As part of the initial certification of an organisation, the competent authority should assess the organisation's management system and processes to make sure that all the required enablers of a functioning management system are **present** and **suitable**.

As part of its continuing oversight activities, the competent authority should verify that the required enablers remain **present** and **operational**, and **assess the effectiveness** of the organisation's management system and processes.

When **significant changes** take place in the organisation, the competent authority should determine whether there is a need to review the existing assessment to ensure that it is still appropriate.

What the CAMO-customised tool will look like

Annex 19 reference & text

3.1.1 The service provider shall develop and maintain the means to verify the safety performance of the organization and to validate the effectiveness of safety risk controls.

Note: An internal audit process is one means to monitor compliance with safety regulations, the foundation upon which SMS is built, and assess the effectiveness of these safety risk controls and the SMS. Guidance on the scope of the internal audit process is contained in the Safety Management Manual (SMM) (Doc 9859).

Present	Suitable	Operational	Effective
There is a process in place to assess whether the risk controls are applied and effective.	Responsibilities, methods, and timelines for assessing risk controls are defined. Contracted organisations are included in the safety assurance process.	Risk controls are being verified to assess whether they are applied and effective.	Risk controls are assessed and actions taken to ensure they are effective and delivered as a service. Ineffectiveness of risk controls is investigated.
Assessment results			
<ul style="list-style-type: none"> - Evidence of risk controls being assessed for effectiveness (e.g., audits, reviews, SPIs and safety performance targets [SPTs], reporting systems). - Evidence of risk controls applied by contracted organisations being assessed and overseen (e.g., quality check, reviews, and regular meetings). - Information from safety assurance and compliance needs back into the safety risk management process. - Review where risk controls have been changed or reassessed. 			
Corresponding EU/EASA Requirements			
Air Operations	Aerodromes	ATM/ANS	ATC Training Org
ORO.GEN.200 'Management system' point (a)(3) AMC1 ORO.GEN.200(a)(3) 'Management system' point (d)(1) - [complex operators]	ADR.OR.D.005 'Management system' point (b)(5) and AMC1 ADR.OR.D.005(b)(5) 'Management system'	ATS.OR.200 (3)(i)	Not applicable, however Air Traffic Service Provider provisions apply.
CAM Org.	Maintenance Org.	Production Org.	Design org.
CAMO.A.200 'Management system' point (a)(3) AMC1 CAMO.A.200(a)(3) point (d) See also CAMO.A.160			Reserved

Draft version available at safety.management@easa.europa.eu

Use, training & development

- Using the EASA Management System Assessment Tool is recommended.
- Feedback to EASA for continuous improvement (EPAS action MST.026)
- Management system assessment training course is highly recommended
 - EASA customised training based on realistic practical scenarios
 - EASA ELG course re-opened to NAA once the pandemic is over TT@easa.europa.eu or [here](#)



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