

Setting the scene

CAMO SMS Workshop

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Your safety is our mission.

Setting the scene

→ Objectives:

- To provide main features of the adopted rules
- To remind the principles of transition from Part-M Subpart G to Part-CAMO

Regulatory background

Reg. (EU) 2019/1383 and Corrigendum (Applicable 24 March 2020)

- GA Task Force Phase II (Opinion 05/216)
 - Part-ML
 - Part-CAO (without SMS)
- Technical Records (Opinion 13/2016)
- SMS Phase I (Opinion 06/2016)
 - Part-CAMO (with SMS)
 - Part-M
- Part-145/-66/-147/-T also affected

Reg. (EU) 2019/1384 (Applicable 24 March 2020)

- Maintenance Check Flight (AMC/GM) and Mixed operations

Reg. (EU) 2020/270 (Applicable 24 March 2020)

- Transitions provision to Part-CA(M)O
- Corrections of errors

AMC/GM

- Published on 13 March 2020
- ED Decision 2020/002/R

Reg. (EU) 1321/2014 – New framework



	Non-Licensed Air Carrier						Licenced Air Carrier ¹	
	Non-commercial			Commercial ²				
	Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA ³
	'Light' ⁴	Non-'Light'		'Light'	Non-'Light'			
Part-M (Annex I)	N/A	Part-M Mandatory		N/A	Part-M Mandatory			
Part-ML (Annex Vb)	Part-ML Mandatory	N/A		Part-ML Mandatory	N/A			
Part-CAMO (SMS) (Annex Vc)	Individual CAM ⁵ or CAO-CAM or CAMO		Part-CAMO Mandatory	CAO-CAM ⁶ or CAMO		Part-CAMO Mandatory		
Part-CAO (no SMS) (Annex Vd)	for CA management (CAO-CAM)	N/A		N/A		N/A		
	for Maintenance (CAO-M)	Individual maintenance ⁷ or CAO-M ⁸ or Part-145		N/A		N/A		
Part-145 (SMS to come) (Annex II)			Part-145 Mandatory	CAO-M or Part-145		Part-145 Mandatory		

¹ Air carrier licenced in accordance with Reg. (EC) No 1008/2008

² Commercial = balloon operated under Subpart-ADD of Part-BOP or sailplane operated under Subpart-DEC of Part-SAO or other aircraft, not operated under Part-NCO; includes commercial ATO and commercial DTO

³ CMPA = Complex motor-powered aircraft, ref. Article 3(j) of Reg. (EC) No 216/2008

⁴ 'Light' a/c (not formal denomination) = Aeroplanes up to 2730 Kg MTOM, rotorcraft up to 1200 Kg MTOM / max 4 occupants, and other ELA2 aircraft

⁵ Individual CAM (not formal denomination) = continuing airworthiness of the a/c managed by the owner under its own responsibility

⁶ CAO-CAM (not formal denomination) = Part-CAO organisation with continuing airworthiness management privilege

⁷ Individual maintenance (not formal denomination) = maintenance released by pilot-owner or independent Certifying Staff

⁸ CAO-M (not formal denomination) = Part-CAO organisation with maintenance privilege

Part-CAMO - General

- **CAMO required** for continuing airworthiness management of:
 - **Aircraft operated by licenced air carriers (LAC);**
 - CAMO must be part of the AOC
 - **Complex motor-powered a/c**
 - BR Art. 140(2) → definition in Art. 3(j) of Reg. (EC) No 2016/2008
- **CAMO may be used** for all other a/c (optional)
 - **CAMO may have to comply with Part-ML**
 - e.g. approval of AMP, use of MIP, EASA Form 15c...

Part-CAMO structure

SECTION A – ORGANISATION REQUIREMENTS

→ **General requirements**

CAMO.A.005 Scope

...

CAMO.A.160 Occurrence reporting

ORX.GEN.1XX

→ **Management**

CAMO.A.200 Management system

CAMO.A.202 Internal safety reporting scheme

...

CAMO.A.220 Record keeping

ORX.GEN.2XX

→ **CAMO-specific**

CAMO.A.300 Continuing airworthiness management exposition

...

CAMO.A.325 Continuing airworthiness management data

Part-CAMO structure

SECTION B – AUTHORITY REQUIREMENTS

→ General requirements

CAMO.B.005 Scope

...

CAMO.B.135 Immediate reaction to a safety problem

ARX.GEN.1XX

→ Management

CAMO.B.200 Management system

...

CAMO.B.220 Record keeping

ARX.GEN.2XX

→ Oversight

CAMO.B.300 Oversight principles

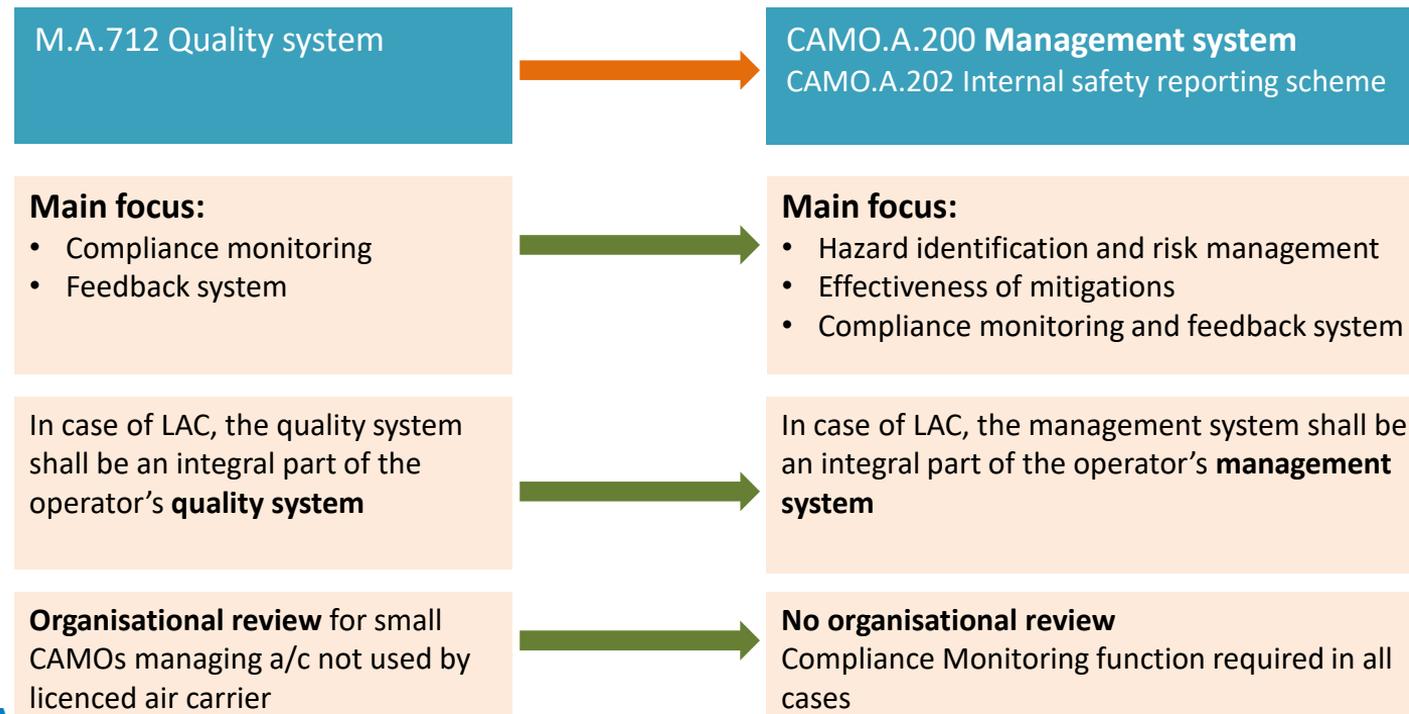
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CAMO.B.355 Suspension, limitation and revocation

ARX.GEN.3XX

CAMO evolution

From 'Quality system' to 'Management system'

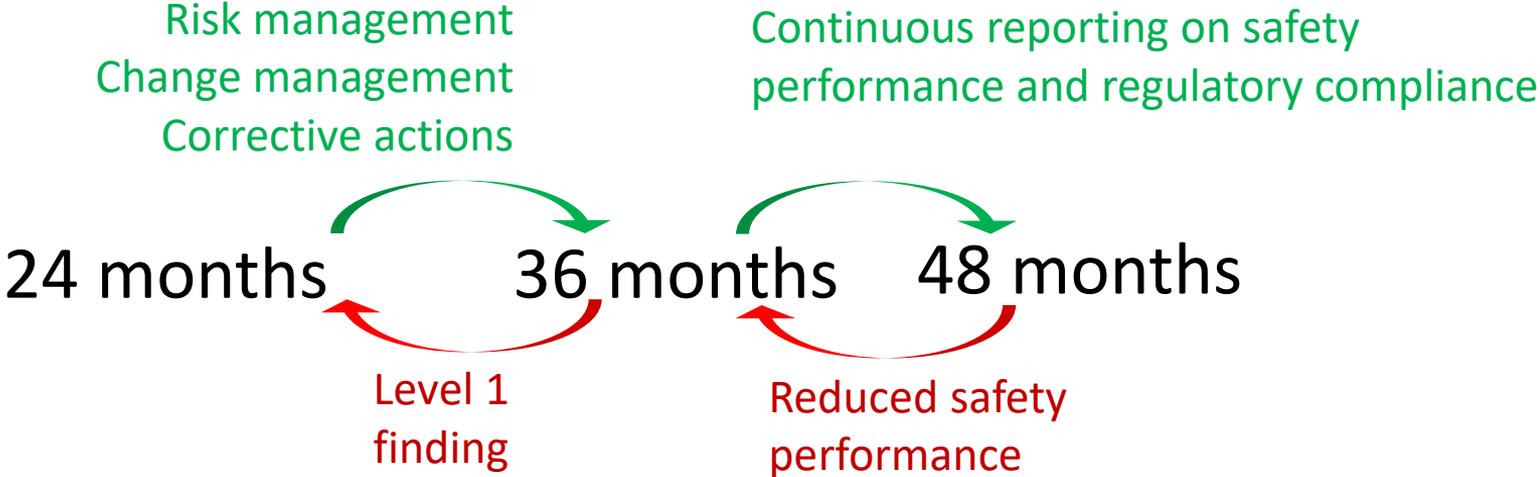


Part-CAMO Management System

- **CAMO.A.200 focuses on what is essential for safety management :**
 - **responsibility** and accountability
 - safety **policy** and safety objectives
 - Identification and evaluation of **safety hazards** and **management of associated risks** → actions to mitigate risks and effectiveness of those actions
 - **Compliance monitoring**
 - **Competent personnel** informed about significant safety issues
 - **documenting** management system processes

Oversight by Competent Authority

- Principles harmonised with OPS and risk-based
- Cycle may be influenced by org. management system maturity



Transition to Part-CAMO

From Part-MG to Part-CAMO

- **Upon request**, Part-MG organisations will be issued a Part-CAMO approval
- New approval reference [MS].CAMO.XXXX → update of ARC template
- Current scope of work maintained
- **Existing CAME procedures to be used until Part-CAMO compliant CAME is approved**
- **2 years to adapt** the CAME with Part-CAMO **novelties**
- Oversight in accordance with Part-CAMO
- “Controlled environment” not affected by the transition

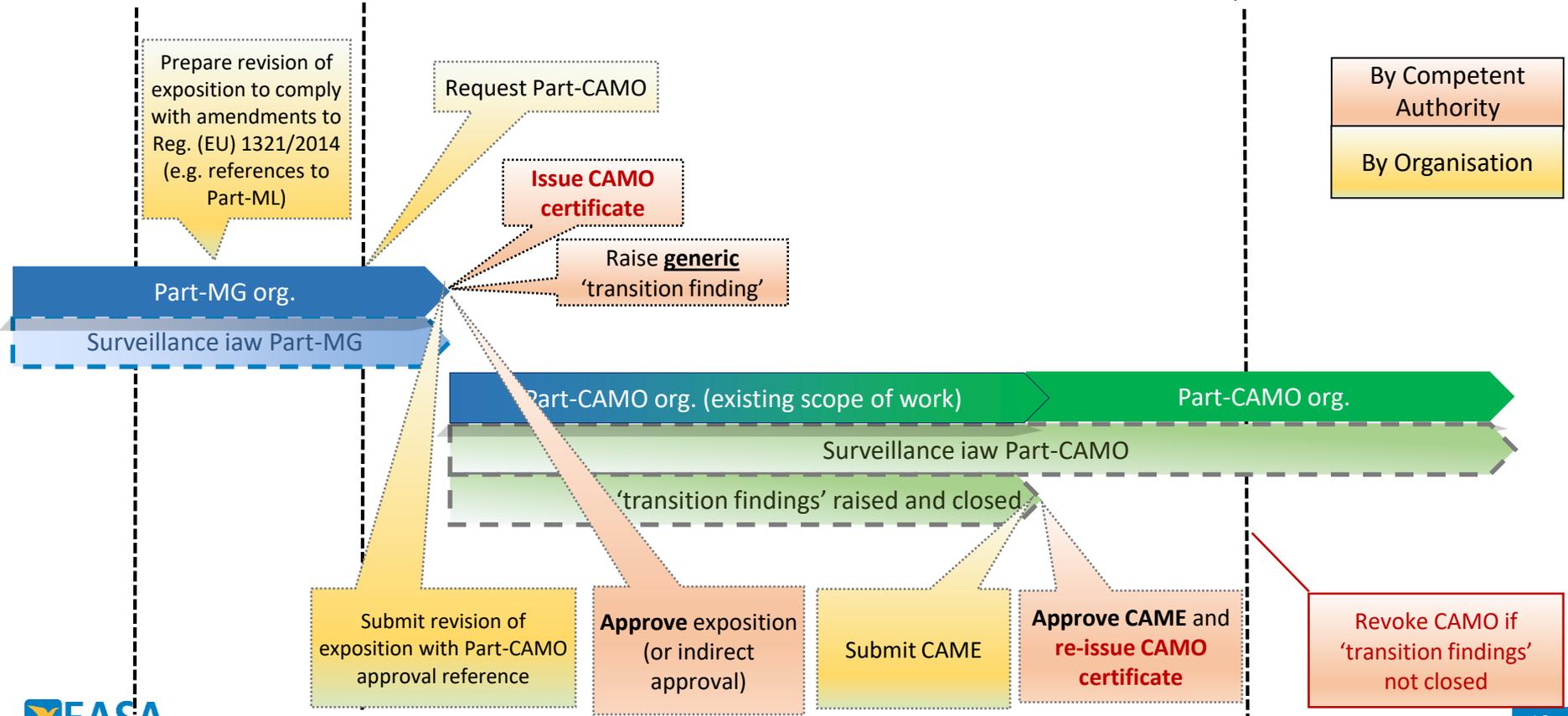
Ref. Guide for transition to Part-CAO and Part-CAMO
(Revision January 2020)

Part-CAMO Transition – Overall picture

24-Sep-2019

24-Mar-2020

24-Sep-2021

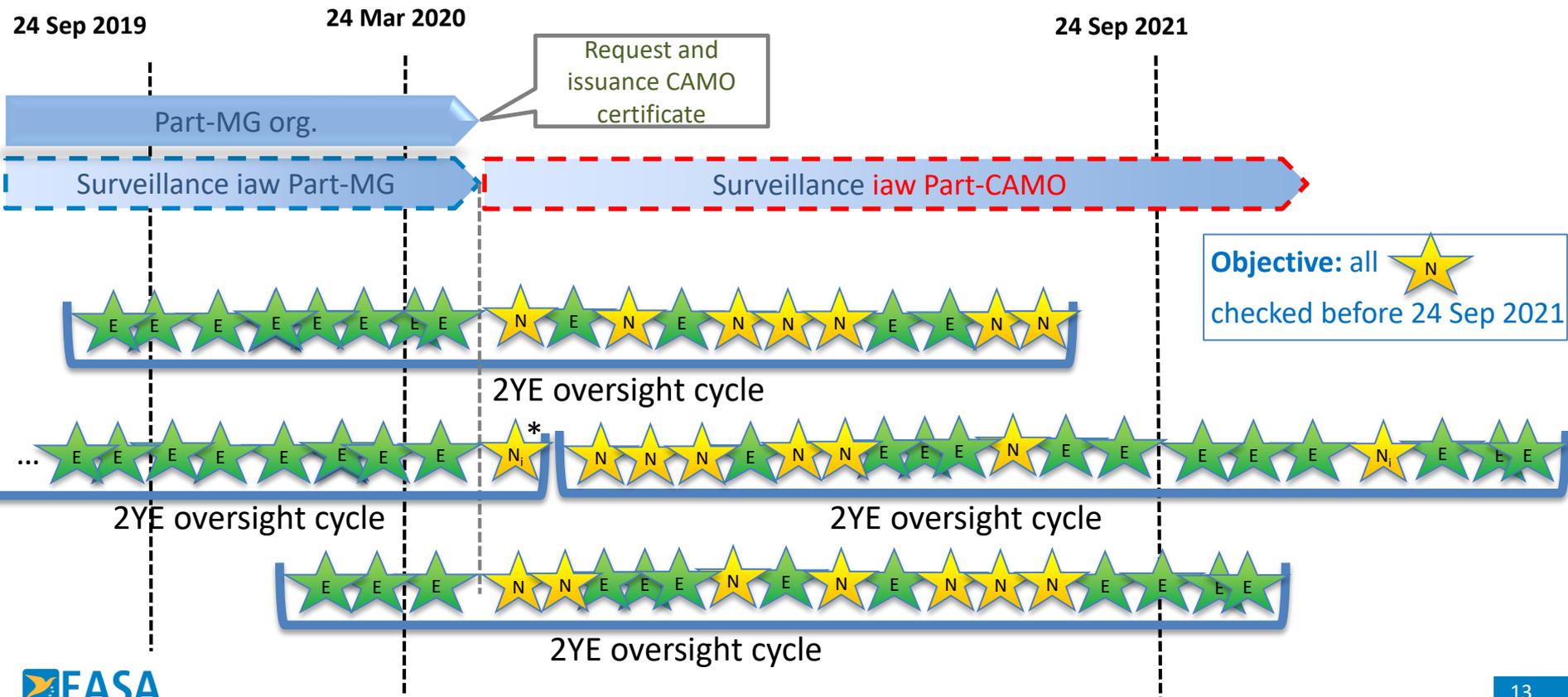


Part-CAMO Transition – Oversight programme



Check compliance to Part-CA(M)O **N**ovelty

Check compliance to provision having an **E**quivalent in Part-MG and Part-CAMO



Part-CAMO Transition – findings

-  Transition finding **closed** (Part-CAMO novelties)
-  Oversight Finding **closed** (on equivalent Part-MG & Part-CAMO provisions)

24 Sep 2019

24 Mar 2020

24 Sep 2021

Request and issuance CA(M)O certificate

Objective: all  closed before 24 Sep 2021

Part-MG org.

Surveillance iaw Part-MG

Surveillance iaw Part-CAMO

CAMO certificate revoked, limited or suspended

CAMO certificate re-issued
(oversight finding to be closed within the provisions of CAMO.B.350)



Questions?

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An Agency of the European Union 