

Part CAMO Safety Management Requirements

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CAMO.A.200 Management system & associated AMCs and GMs



- (a) (3) The identification of aviation safety hazards **entailed by the activities of the organisation**, their evaluation and management of associated risks, including taking actions to mitigate the risk and verify the effectiveness

- (b) The management system shall correspond to the size, nature and complexity of the activities, and the hazards and associated risks inherent in these activities.

- (d) ...for Air Carriers licensed IAW EC 1008/2008, the management system....**shall be integrated part of the operator's management system.**

AMC2 CAMO.A.130 Changes to the organisation. Management of changes

The organisation should manage the safety risks related to any changes to the organisation in accordance with AMC1 CAMO.A.200(a)(3) point (e). Using the organisations existing hazard identification, risk assessment and mitigation process.

For changes requiring prior approval, it should conduct a risk assessment and provide it to the competent authority upon request.

GM2 CAMO.A.200(a)(3)(b) The magnitude of change, its safety criticality, and its **potential impact on human performance** should be assessed in any change management process.

CAMO.A.150 Findings

(a) After receipt of notification of findings according to point CAMO.B.350, the organisation shall:

- (1) identify the **root cause or causes of and contributing factors** to the non-compliance;
- (2) define **a corrective action plan**;
- (3) **demonstrate corrective action implementation** to the satisfaction of the competent authority.

(b) Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed within the period agreed with that competent authority as defined in point CAMO.B.350.

GM1 CAMO.A.150 Findings

Causal analysis

(a) It is important that the analysis **does not primarily focus on establishing who or what caused the non-compliance, but on why it was caused**. Establishing the root cause or causes of a non-compliance often requires an overarching view of the events and circumstances that led to it, to identify all the possible systemic and contributing factors (regulatory, human factors, organisational factors, technical, etc.) in addition to the direct factors.

CAMO.A.155 Immediate reaction to a safety problem

- The organisation shall implement:
 - (a) Any safety measures mandated by the competent authority in accordance with point CAMO.B.135;
 - (b) Any relevant mandatory safety information issued by the Agency.

CAMO.A.160 Occurrence reporting

(a) As part of its management system the organisation shall implement an occurrence reporting system that meets the requirements defined in Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018

CAMO.A.202 Internal safety reporting scheme

(a) As part of its management system, the organisation shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences to be reported under point CAMO.A.160.

(b) The scheme shall also enable the collection and evaluation of those errors, near misses, and hazards reported internally that do not fall under point (a).

CAMO.A.205 Contracting and subcontracting

- (a) The organisation shall ensure that when contracting maintenance or when subcontracting any part of its continuing airworthiness management activities:
- (1) these activities conform to the applicable requirements; and
 - (2) **any aviation safety hazards** associated with such contracting or subcontracting are considered as part of the organisation's management system

GM1 CAMO.A.205 Contracting and subcontracting

(a) Regardless of the approval status of the subcontracted organisations, the CAMO is responsible for ensuring that all subcontracted activities are subject to hazard identification and risk management, as required by point CAMO.A.200(a)(3), and to compliance monitoring, as required by point CAMO.A.200(a)(6).

(b) A CAMO is responsible for identifying hazards that may stem from the existence of complex operational and maintenance arrangements (such as when multiple organisations are contracted, or when multiple levels of contracting/subcontracting are included) with due regard to the organisations' interfaces (see GM1 CAMO.A.200(a)(3)).

GM1 CAMO.A.205 continued

In addition, the compliance monitoring function should at least check that the approval of the contracted maintenance organisation(s) effectively covers the contracted activities, and that it is still valid

(c) CAMO is responsible for ensuring that interfaces and communication channels are established with the contracted maintenance organisation for occurrence reporting. This does not replace the obligation of the contracted organisation to report to the competent authority in accordance with Regulation (EU) No 1321/2014.

CAMO.A.315 Continuing airworthiness management

(b)(4) for all complex motor-powered aircraft of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, establish a procedure to assess non-mandatory modifications and/or inspections and decide on their application, **making use of the organisation's safety risk management process** as required by point (a)(3) of point CAMO.A.200.

(e) The organisation **shall ensure that human factors and human performance limitations are taken into account** during continuing airworthiness management, including all contracted and subcontracted activities.