



Swiss Aviation Conference 2018

Latest News from EASA

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What are the “Latest News”?

- Changes in Regulations?
- Changes in AMC & GM?
- Changes in Agreements signed by the EU?

Changes in Regulations?

- How many amendments did we have during 2017 and 2018?

Regulation	2017	2018
Basic Regulation 216/2008	0	1
Initial Airworthiness 748/2012	0	0
Continuing Airworthiness 1321/2014	0	1
Aircrew 1178/2011	0	2
Operations 965/2012	1	2

Changes in AMC&GM?

- How many amendments did we have during 2017 and 2018?

AMC&GM	2017	2018
Basic Regulation 216/2008	n/a	n/a
Initial Airworthiness 748/2012	1	0
Continuing Airworthiness 1321/2014	1	0
Aircrew 1178/2011	Part-ARA: 1 Part-ORA: 1 Part-FCL: 1	Part-ARA: 0 Part-ORA: 1 Part-FCL: 1

Changes in AMC&GM?

- How many amendments did we have during 2017 and 2018?

AMC&GM	2017	2018
Operations 965/2012	Cover Regulation: 0 Part-DEF: 2 Part-ARO: 2 Part-ORO: 3 Part-CAT: 5 Part-SPA: 2 Part-NCC: 3 Part-NCO: 1 Part-SPO: 2	Cover Regulation: 1 Part-DEF: 0 Part-ARO: 1 Part-ORO: 0 Part-CAT: 1 Part-SPA: 0 Part-NCC: 0 Part-NCO: 2 Part-SPO: 1

How many amendments did we have in total?

	2017	2018
Regulations	1	6
AMC&GM	25	8

Amendment to Basic Regulation?

- Amendment 2018/1139 repeals 216/2008
- Introduction of new Chapter VII “Unmanned aircraft” (Article 55, 56, 57, 58)
- Essential requirements for “Unmanned Aircraft” are defined in Annex IX

Amendment to Basic Regulation?

- Term “Annex II Aircraft” can not be used anymore.
Must be replaced by term “Annex I Aircraft”.
- “Unmanned Aircraft” are not listed in Annex I anymore.
- Introduction of new Chapter II “Aviation Safety Management”
(Article 5, 6, 7, 8)

Amendment to Basic Regulation?

Chapter II “Aviation Safety Management” addressing

- European Aviation Safety Programme (Article 5)
- European Plan for Aviation Safety (Article 6)
- State Safety Programme (Article 7)
- State Plan for Aviation Safety (Article 8)

Safety Management in Maintenance?

Not addressed in amendment to Continuing Airworthiness (2018/1142)

- neither requirement for CAMO
- nor requirement for Maintenance

**But,
are there requirements for
Safety Management
in Maintenance**

SMS in Maintenance is covered initially in ICAO Annex 6 – Part I

ICAO

Annex 6 Operation of Aircraft

Part I – International Commercial Air Transport – Aeroplanes

Chapter 8. Aeroplane Maintenance

8.7 Approved Maintenance Organization

8.7.3 Safety Management

Note.— Annex 19 includes safety management provisions for approved maintenance organizations. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).

**Consequently
the requirements for
Safety Management System
for maintenance organizations
are covered in
Annex 19 Safety Management**

ICAO

Annex 19 Safety Management

ICAO

Annex 19 Safety Management

Chapter 2. Applicability

The Standards and Recommended Practices contained in this Annex shall be applicable to safety management functions related to, or in direct support of, the safe operation of aircraft.

ICAO

Annex 19 Safety Management

Chapter 2. Applicability

Note 1.— Safety management provisions for States are contained in Chapter 3 and relate to a State safety programme.

Note 2.— Within the context of this Annex, the term “service provider” refers to those organizations listed in Chapter 3, 3.3.2.1 and does not include international general aviation operators.

Note 3.— Safety management provisions for specified aviation service providers and operators are in Chapter 4 and relate to safety management systems (SMSs).

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ICAO

Annex 19 Safety Management

Chapter 3. State safety management responsibilities

3.3 State safety risk management

3.3.2 Safety management system obligations

ICAO

Annex 19 Safety Management

3.3.2 Safety management system obligations

3.3.2.1 States shall require that the following service providers under their authority implement an SMS:

...

Note.— When maintenance activities are not conducted by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, but under an equivalent system as in Annex 6, Part I, 8.1.2, or Part III, Section II, 6.1.2, they are included in the scope of the operator's SMS.

...

ICAO

Annex 19 Safety Management

3.3.2 Safety management system obligations

...

- c) **approved maintenance organizations providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively;**

...

**So far,
the International Standards
as published by ICAO**

What is the situation for maintenance organizations in Europe?

Europe / EASA

**According to European Regulations
Safety Management System
neither yet required for CAMO (Part-M Subpart G)
nor for
Maintenance Organisations (Part-145 & Part-MF)**

Europe / EASA

**Whereat,
this is not absolutely correct.**

Europe / EASA

**Part-145 always asked for a
“Quality and Safety Policy”
being reflected in the MOE.**

Europe / EASA

**But,
this “Quality and safety policy”
did not cover the aspects of
today SMS philosophy.**

Europe / EASA

AMC 145.A.65(a):

The safety and quality policy should as a minimum include a statement committing the organisation to:

- **Recognise safety as a prime consideration at all times.**
- **Apply Human factors principles.**
- **Encourage personnel to report maintenance related errors/incidents.**
- **Recognise that compliance with procedures, quality standards, safety standards and regulations is the duty of all personnel.**
- **Recognise the need for all personnel to cooperate with the quality auditors.**

Europe / EASA

**But, Part-M
does not discuss this subject
until today, i.e.
no respective chapter foreseen
in the CAME.**

Europe / EASA

**Today,
a CAMO is only affected
if it is part of an operator.**

Europe / EASA

What will be the future?

Europe / EASA

**Opinion 06/2016 was published
in May 2016**

**Embodiment of safety management system
(SMS) requirements into Commission
Regulation (EU) No 1321/2014
“SMS in Part-M”**

Europe / EASA

**Opinion 06/2016
not yet transferred into regulation.**

**Implementation date
not yet finally defined.**

What is the situation for maintenance organizations in USA?

USA / FAA

**Requirement for SMS in Maintenance
not yet transferred into regulation**

USA / FAA

**14 CFR Part 145 Repair Station
does not require SMS**

USA / FAA

SMS regulated by 14 CFR Part 5 Safety Management Systems

USA / FAA

14 CFR Part 5 only applicable to

«... certificate holder under part 119 of this chapter authorized to conduct operations in accordance with the requirements of part 121 ...»

(14 CFR Part 5.1 Applicability)

USA / FAA

**But,
FAA asks MROs for a
SMS Voluntary Program
(SMSVP)**

USA / FAA

FAA issued a SMS Voluntary Program (SMSVP) MRO Gap Analysis Tool



NPRM GAP Analysis

SMS Voluntary Program (SMSVP) - MRO Gap Analysis Tool							03/09/2015			
<p>Note: This SMS Gap Analysis Tool is not regulatory, but is provided by the SMS Program Office as an aid to 145 aviation service providers in the evaluation of their existing systems, processes and programs as compared to SMS requirements of 14 CFR Part 5 - based SMSVP - Safety Management System for MRO Certificate Holders. If there are discrepancies between this tool and 14 CFR part 5, part 5 shall prevail.</p> <p>Blue colored column headings (C thru I) may be modified, added or deleted to reflect a service provider's organizational structure.</p> <p>Any changes to the questions or references in column A, will render the document inaccurate, resulting in the development of an inaccurate Implementation Plan.</p>										
Service Provider:				Location:						
Questions	Company's Documentation Source	Part/Mat'l Assmt Rating	Res. Mgt. Assmt Rating	Tech Data Assmt Rating	Maint & Insp Assmt Rating	Q C Assmt Rating	Record Mgt. Assmt Rating	Cont. Maint. Assmt Rating	Train. Assmt Rating	
Component - Safety Policy										
<i>Process Objectives</i>										
<p>This section provides guidance about how the accountable executive, in coordination with other senior managers, define safety performance objectives, assign accountability, and allocate resources. The Safety Policy component is where your management defines their commitment to managing safety throughout the organization.</p>										
SMSVP Requirement										
<p>Does your safety management system have a safety policy component that is in accordance with SMSVP Standard, subpart B, Safety Policy?</p>										
<p>(Note(s): This question addresses the SMS Safety Policy Component in its entirety and is best answered after responding to all other questions within this component.)</p>										
<p><i>SMSVP Standard: 5.3 (a) (1)</i></p>										

USA / FAA

FAA Note:

This SMS Gap Analysis Tool is not regulatory, but is provided by the SMS Program Office as an aid to 145 aviation service providers in the evaluation of their existing systems, processes and programs as compared to SMS requirements of 14 CFR Part 5 - based SMSVP - Safety Management System for MRO Certificate Holders.

What is the situation for maintenance organizations in Canada?

Canada / TCCA

**Requirement for SMS in Maintenance
is implemented into regulation**

Canada / TCCA

Canadian Aviation Regulations (CAR) Part I – General Provisions Subpart 7 – Safety Management System Requirements

Canada / TCCA

Subpart 7 – Safety Management System Requirements

Application

107.01 (1) This Subpart, except paragraph 107.03(g), applies to an applicant for, or a holder of, one of the following certificates:

- (a) an approved maintenance organization (AMO) certificate issued under section 573.02 authorizing the holder to perform maintenance on an aircraft operated under Subpart 5 of Part VII; or**
- (b) an air operator certificate issued under section 705.07.**

General

Question:

General

Regarding Europe:

**How many
independent CAMOs and
independent Maintenance Organizations
have a running
Safety Management System?**

General

????

Bilateral Agreements

Council Decision (EU) 2018/1152 of 26 June 2018
and
Council Decision (EU) 2018/1153 of 26 June 2018

Authorisation to the Commission

- to negotiate and
- to sign

an “Agreement on Civil Aviation Safety” with the “People’s Republic of China”.

Agreement EU/USA

Current status of Bilateral:

Technical Implementation Procedures (TIP)

=> Revision 6 Amendment 1 (22.Jun.2018)

Maintenance Annex Guidance (MAG)

=> Change 6 (01.Jun.2016)

Agreement EU/Canada

Current status of Bilateral:

Technical Implementation Procedures (TIP)

=> Revision 3 (18.Sep.2017)

Maintenance Annex Guidance (MAG)

=> Revision 1 (15.Apr.2014)

Agreement EU/Brazil

Current status of Bilateral:

Technical Implementation Procedures (TIP)

=> Revision 3 (01.Mar.2017)

Maintenance Annex Guidance (MAG)

=> Revision 1 (16.Jun.2016)

**Questions
or
Remarks ?**

