



Agenda Item 2:

GSI/7 - Consistent Use of Safety Management Systems

**PILOT SMS IMPLEMENTATION PROJECT ON AIRCRAFT MAINTENANCE
ORGANIZATIONS OF THE REGIONAL SYSTEM ON SAFETY OVERSIGHT IN LATIN
AMERICA**

(Presented by the Secretariat)

SUMMARY

This working paper contains information on a Pilot SMS Implementation Project for Aircraft Maintenance Organizations of the Regional System on Safety Oversight in Latin America, related to Global Strategic Objective (GSI/7) aimed at the consistent use of safety management systems (SMS) that will be analyzed by the Meeting.

References:

- Global Aviation Safety Plan – GASP.
- Global Aviation Safety Roadmap – GASR.
- Report of the Global Aviation Safety Roadmap Workshop (Bogota, Colombia, 19 to 23 May 2008.)

1. Introduction

Sharing of experience

1.1 Global Strategic Objective # 5 of the Global Aviation Safety Plan (GASP) also called Focus Area 5 of the Road Map (GASR) mentions that while regional differences will dictate different implementation of best practices at different levels of maturity, there is much benefit that can be gained by sharing the experience between regions.

1.2 Objective 5a of GASR also mentions that there are a variety of regional organizations that already exist which can be invoked to foster and monitor consistency of regional safety programs designed to meet Roadmap goals. Within objective 5a, Best Practice BP 5a-3 reads “*the more advance regions assist the less advance regions in acquiring the necessary knowledge and experience*”.

Consistent Use of SMS

1.3 On the other hand, Global strategic initiative # 7 (GSI/7) of ICAO Global Plan is oriented to reach high levels of safety performance in the use of Safety Management Systems (SMS).

1.4 ICAO Annex 6 Part 1 requires that from 1 January 2009, States shall require, as part of their safety programme, that a maintenance organization implement a safety management system acceptable to the State.

1.5 This working paper presents an example of sharing of experience between Transport Canada and the Regional Safety Oversight System in Latin America (SRVSOP) for the implementation of SMS.

Activities of the Regional System on Safety Oversight in Latin America for the implementation of SMS

1.6 The working strategy of the Regional Safety Oversight System in Latin America (SRVSOP) is based on the development of a harmonized set of regulations and its associated procedures as the first step for the institutionalization of a multinational regional safety oversight organization. The harmonization strategy includes among other things: Experts Panel Meetings in charge of drafting the regulations and associated procedures, training to safety inspectors, multinational certification and surveillance activities and assistance to States.

1.7 LAR 145 is the Latin American Regulation related to the approval of Aircraft Maintenance Organizations (AMO). SRVSOP member States agreed on November 2005 on a harmonization period of 5 years of their AMO national regulation with LAR 145 Version # 2.

1.8 Using LAR 145, six multinational certifications have been carried out in the region to selected AMOs. The certification is a five phase's process. The multinational team of inspector carries out phases one to four and prepares a report with the results of each phase which is sent to the Aviation Authorities of SRVSOP member States for validation and issuing of the corresponding certificate (Phase 5).

1.9 In September 2007, SRVSOP organized a Seminar on SMS Implementation on AMO, this Seminar counted with the invaluable support of Transport Canada, and also with lectures of Sky Service from Canada, Boeing, the Nuclear Science and Technology of the Research and Development Directorate of Brazil, AEROMAN, COOPESA, LAN and ICAO. There was a participation of more than 50 people from 14 States of the CAR/SAM Regions and also the industry. One of the most important lessons learned from Transport Canada was the importance of regulators and industry working together on the implementation of SMS and the advantage of using pilot implementation projects.

1.10 Recently the Fifth Meeting of the Airworthiness Expert Panel of SRVSOP (Lima, Peru, 9-13 September 2008) agreed on the third edition of LAR 145 which includes SMS ICAO Framework to be used as a model for a pilot implementation project of SMS on Aircraft Maintenance Organizations (AMO). This model includes the concept of phased implementation of SMS.

1.11 For this purpose, the following Aircraft Maintenance Organizations agreed to be part of the pilot implementation project:

- ✓ *AEROMAN (El Salvador)*
- ✓ *ATSA (Peru)*
- ✓ *COOPESA (Costa Rica)*
- ✓ *DIGEX (Brasil)*
- ✓ *LAN (Chile)*
- ✓ *SEMAN (Peru)*
- ✓ *El Peregrino (Peru)*

1.12 Transport Canada has offered their support for the pilot implementation project, which includes guidance and advice, OJT for inspectors, sharing of experience, lessons learned and the identification of opportunities of improvement.

1.13 The initial steps taken by the Airworthiness Expert Panel of SRVSOP for the implementation of SMS, have already identified challenges on the following topics, which are expected to be clarified with the pilot implementation program:

- Fitting of Safety Management System on current Management Systems
- Emergency Response Plan
- Implementation of SMS on aircraft components maintenance organizations.
- Implementation of SMS on very small AMOs

2. Conclusions

2.1 The SMS implementation might be challenging for States and industry. Phased implementation of SMS provides an opportunity to allow regulators and industry to make the necessary changes of their management systems in a timely manner.

2.2 By working together with industry on the implementation of SMS, lessons learned could be incorporated on the standards and guidance material, paving the way for a better comprehension of SMS and easing implementation.

2.3 The pilot implementation program of SMS and the assistance provided by Transport Canada, is a good example of GASR best practices implementation.

3. Suggested action

3.1 The First Regional Aviation Safety Group – Pan America Meeting (RASG-PA/01) is encouraged to:

- a) Take note of the information provided in this working paper associated with best practices BP 5a-1, BP 5a-3, BP 7a-1 of GASR.
- b) Support the pilot implementation project of SMS on AMOs of SRVSOP.