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2024 SMS Workshop:
Industry Feedback – An IAMA Perspective

Anthony Attoumani, Atlantic Aviation Group

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SMS Implementation Summary

1. SMS Implementation – IAMA Landscape

- Current Status of SMS Implementation
- Tools for implementation

2. Looking Back

- Challenges
- Lessons Learned

3. Outlook for SMS

4. Member view

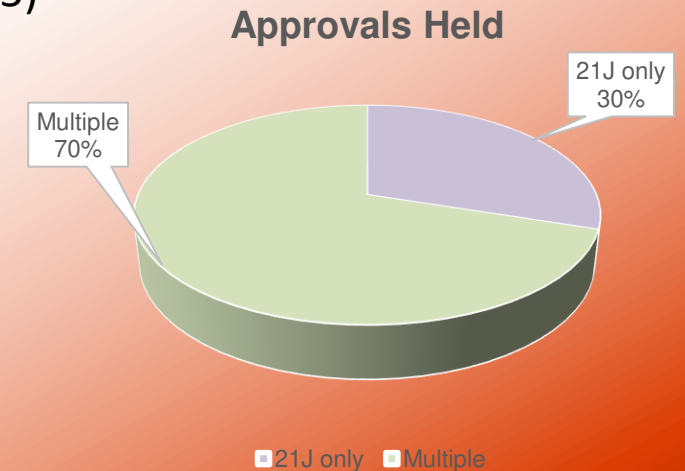
5. Conclusion



SMS Implementation

IAMA Landscape

- Full reach of IAMA Network surveyed, with SMS implementation mandated under Part 21
 - Coverage from SME EASA 21Js to multi-approval holders (21G/21J/P145)
 - Larger proportion of multiple approval holders

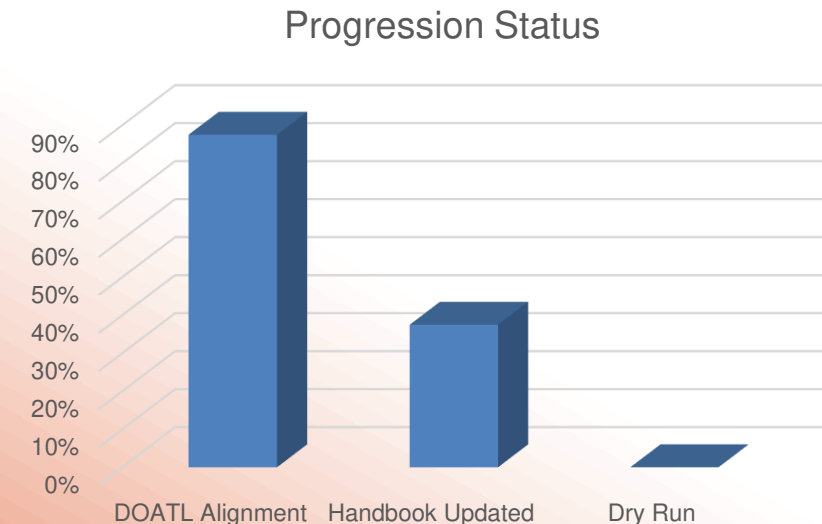
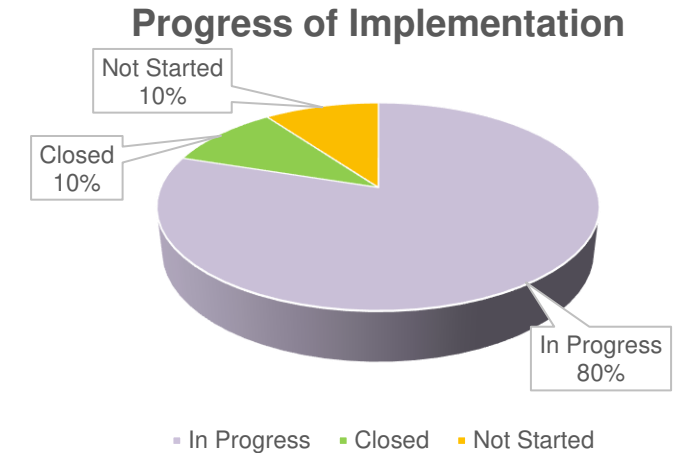


- Of the organisations with multiple approvals held, only **43%** opted for a single corporate level SMS
 - Synergies were seen with advantage to keep SMS as standardized as possible
 - However, discrepancies between EASA and NAA expectations for SMS did result in some organisations opting for individual SMS implementation

SMS Implementation IAMA Landscape

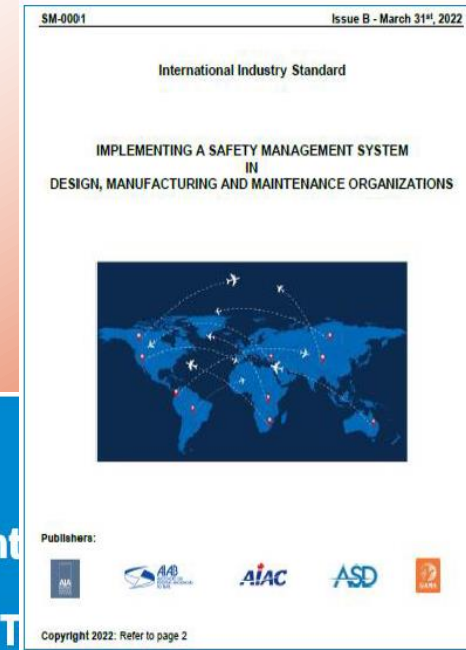
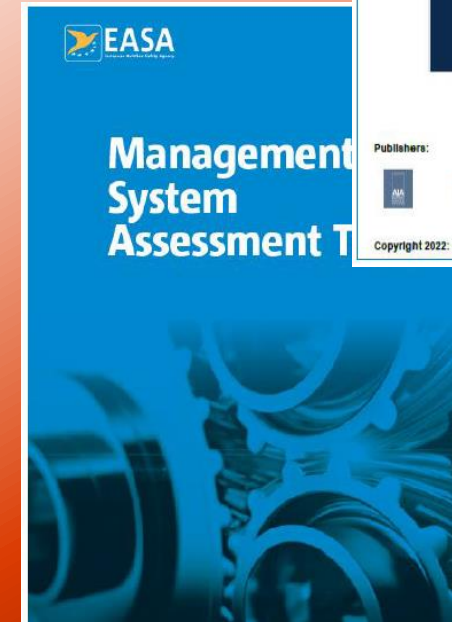


- Regarding the progression of the 21J Design Organisations' implementation of SMS into their organisations (Deadline: 7th March 2025):
 - Majority are "In Progress"
 - Closure of Handbook Updates and subsequent Audit "Dry Runs" taking longer than anticipated
- No direct correlation between the "maturity" of the 21J and their progression
 - "Younger" and "Older" organisations are facing the same problems
- Advantages have naturally been seen in organisations with CAMO Approvals, where SMS implementation was necessary long before Part 21
- Advantages seen with organisations involvement in Pilot Programs for SMS



Tools for SMS Implementation

- 70% of Organisations have directly utilized the **International Industry Standard Standard SM-0001** as part of their SMS Implementation
 - Remaining have referenced to this when clarity required on the Part 21 SMS AMC / GM
- 60% of Organisations have directly utilized the **EASA “Management System Assessment Tool”** as part of their SMS Implementation
 - Those that did not were either not aware of the tool, had already begun their SMS Implementation, or found it not well suited for smaller 21J organisations

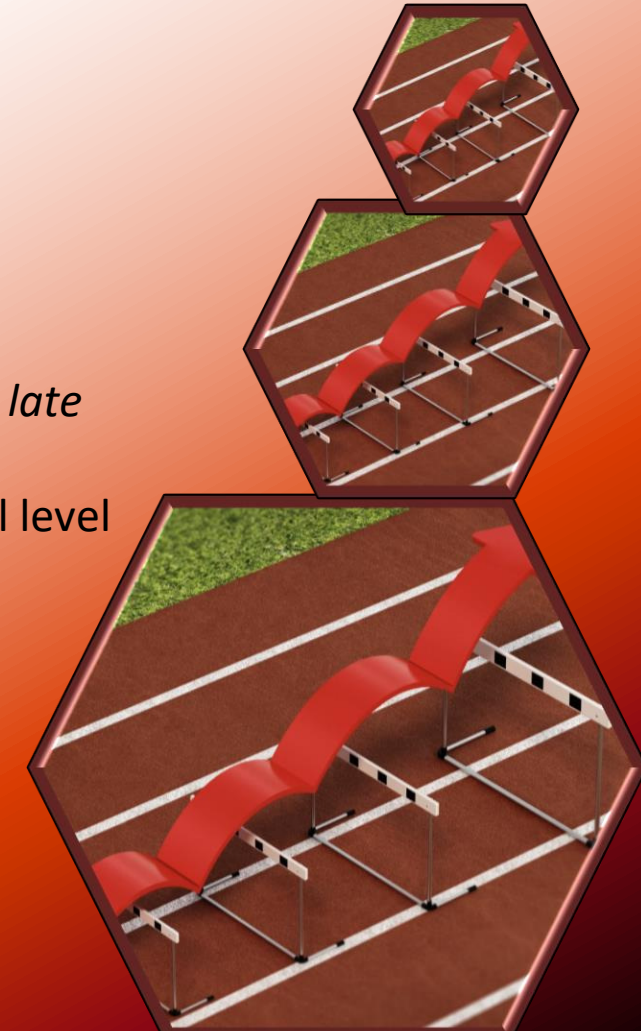


SMS Implementation – Looking Back

What are the challenges?

Similar challenges noted regardless of organisation size, existing structure or proactiveness with their SMS implementation:

- Discrepancies seen between 21J (EASA) and 21G / P145 (NAA) implementations
 - *Hindering a possible common approach to a single corporate SMS*
- Late Availability of Part 21 GM / AMC, timing of workshops and availability of SMS Implementation Checklist and Questionnaire, lack of specific guidance
 - *The SMS Implementation Checklist and Questionnaire are massively helpful, but came late*
- Resource constraints on DOATL capacities to support the implementation on organisational level within the transitional period
 - *Variance also observed between DOATL expectations with SMS Implementation*
- Proportionality for smaller organisations implementing SMS, driving a large administrative burden for what is perceived as a limited safety impact



SMS Implementation – Lessons Learned

Where was more support needed?

Timing → Availability of GM / AMC, workshops, checklists etc. needed earlier

Coordination → Internal (EASA) and external (NAA) alignment needed earlier, before industry-wide workshops held and implementations started

Proportionality → Expand Pilot Programs principle / involve smaller organisation input earlier

Standardization → DOATL expectations to be common across 21Js

Collaboration → SMS is not just implementation and 21J Audits
→ Living with SMS is also a joint-learning experience for organisations with EASA

➤ **How do we ensure iSMS will not result in same challenges?**

SMS Implementation – Looking Forward

What is the outlook for SMS?

- Great opportunities exist for maturing the SMS with organisations, such to:
 - Instill a healthy safety culture
 - Improve risk-based thinking on organisational changes and safety performance
 - Making just culture more explicit
 - Bring a positive mindset change
- The burden for will remain for smaller 21Js regarding the impact of implementing SMS into their organisations
- SMS implementation differences between 21J and 21G / P145 will need to be monitored
- Expectations on SMS Use Cases to be managed, with common expectations across DOATLs



Member View – AAG Road to SMS Implementation



- Current SMS Implementation Progress
- Exchanges with other Part 21J
 - SMS compliance checklist
 - EASA questionnaire
- Multiple approval
 - One SMS Manager but different manuals
 - Experience with other approvals used in Part 21J
- Road to Compliance
 - Incorporation into Handbook
 - Dry Run / DOATL Alignment
 - SMS Assessment Audit
- Lessons Learned & Improvements



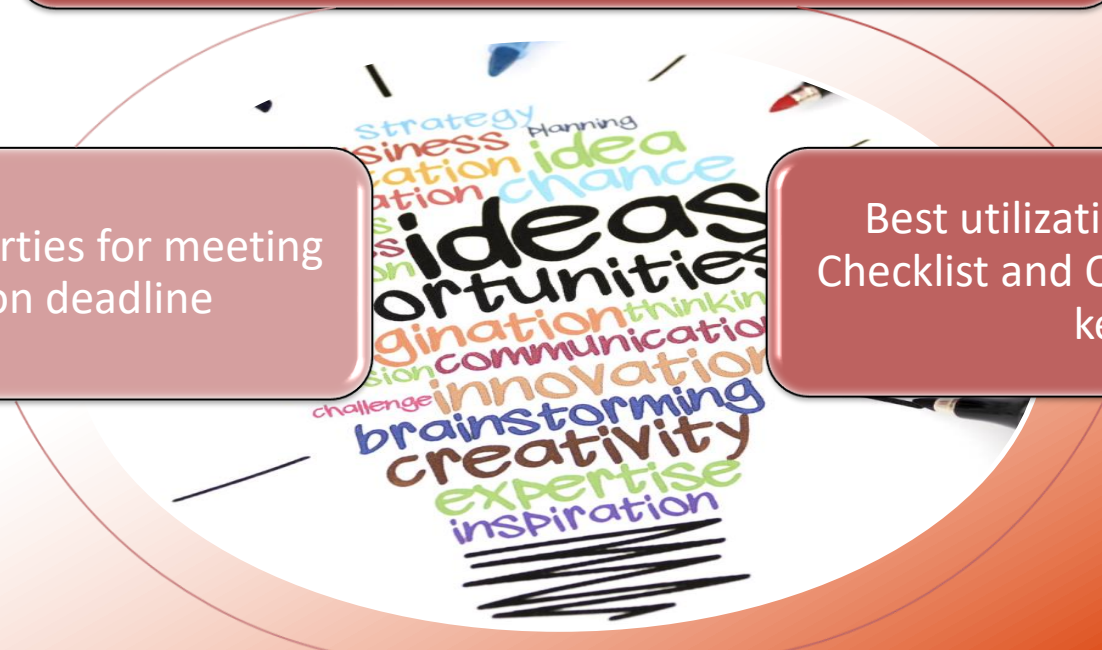
SMS Implementation - Summary

Appreciation for the EASA's openness for feedback specifically from smaller organisations

Common challenges across all parties for meeting the required implementation deadline

Best utilization of the SMS Implementation Checklist and Questionnaire and Audit Dry Runs key to aiding industry

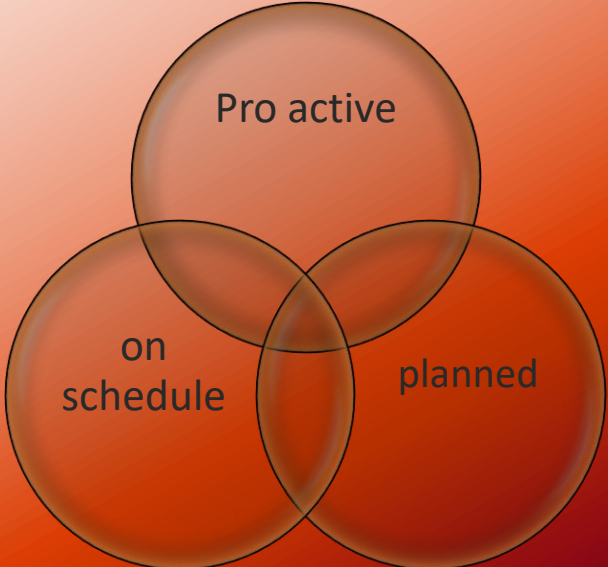
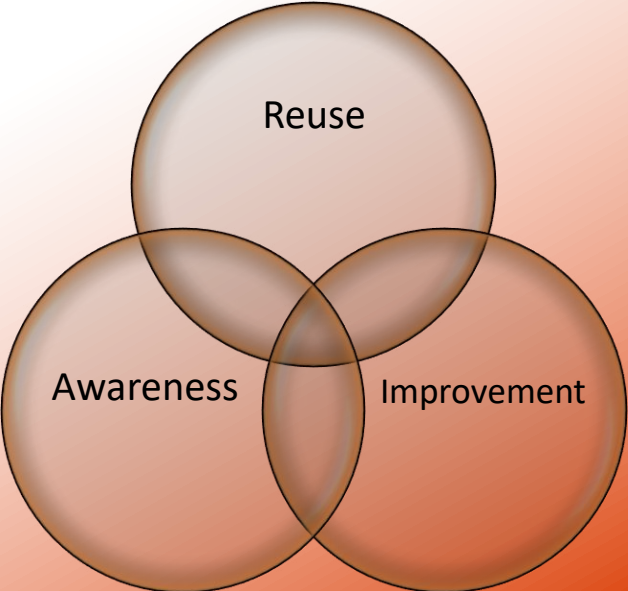
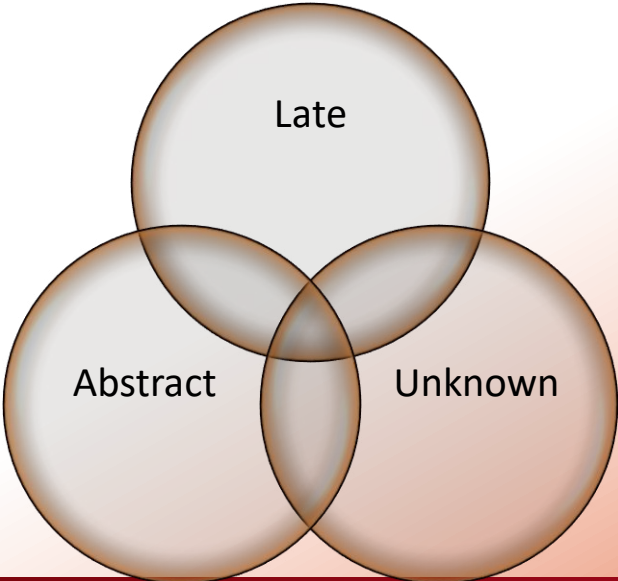
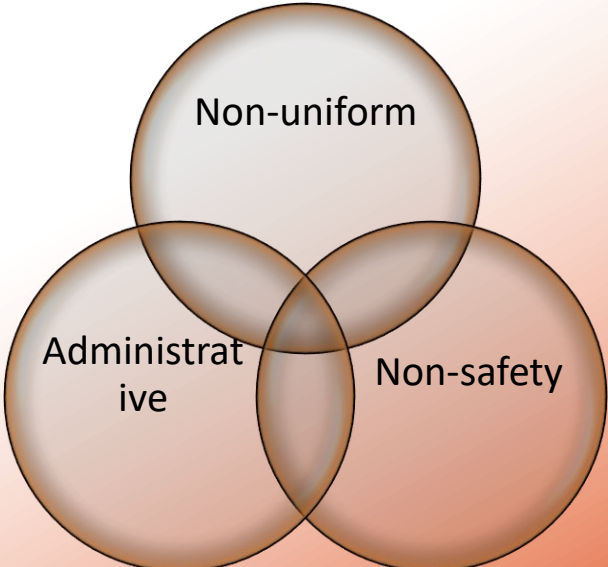
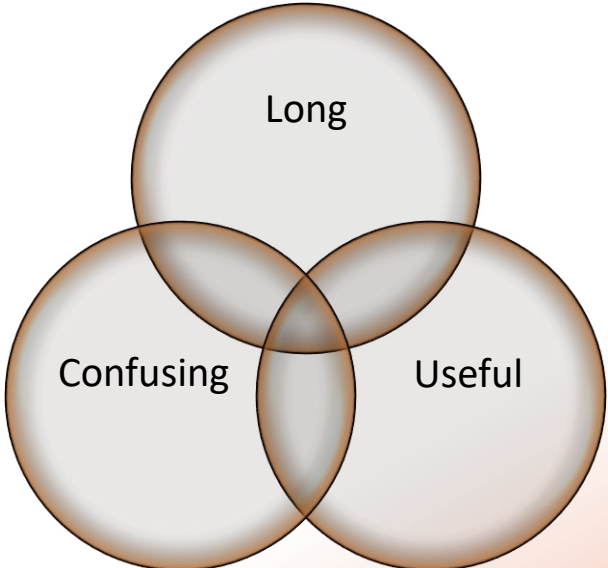
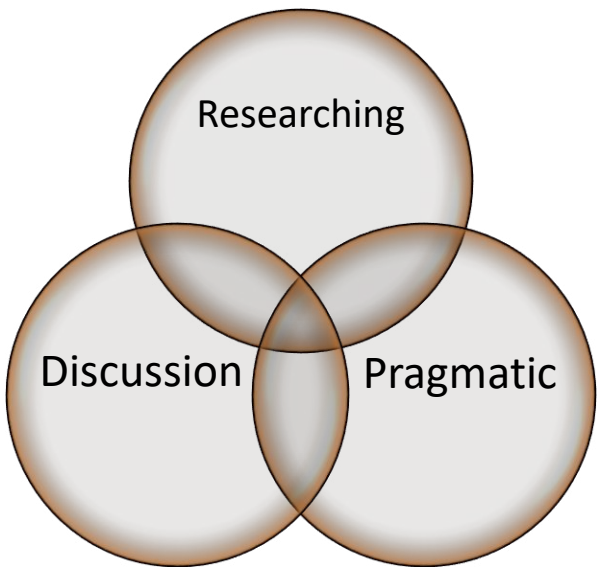
Empower the DOATLs with the necessary resource and ensure commonality with respect to 21J expectations





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SMS in 3 words



IAMA Members & Mission

We work together for a **transparent, distinct and independent market** for aircraft retrofits that offers more choice for operators and added value for the aviation industry. Our alliance is **open to all market participants** including aircraft manufacturers, airlines, suppliers and lessors, because we are convinced that a strong and transparent retrofit market will benefit everyone.

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