



Risk and Performance Based Oversight principles

Continuing Airworthiness Management Organisations



EDA Military Airworthiness Conference 2019 – Vilnius, 9-10 October 2019

Objective:

Provide an overview of OSAC approach on how to implement RPBO methods for future Part-CAMO approved organisations



Content :

- The basic principles:
 - The requirements
 - How to implement the requirements (theoretical approach)
- Risk profiling software prototype



The basic principles

COMMISSION IMPLEMENTING REGULATION (EU) 2019/1383

of 8 July 2019

amending and correcting Regulation (EU) No 1321/2014 as regards safety management systems in continuing airworthiness management organisations and alleviations for general aviation aircraft concerning maintenance and continuing airworthiness management

CAMO.B.305 – Oversight programme:

1

(b) The oversight programme shall be developed taking into account the **specific nature** of the organisation, the **complexity of its activities**, the results of **past** certification and/or **oversight** activities, and shall be based on the **assessment of associated risks**. [...]

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(d) the oversight planning cycle may be extended

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RISK PROFILE



STILL INCLUDES CBO

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Projected **likelihood** and **severity** of the consequence or outcome from an existing hazard or situation [...]



Risk probability		Risk severity				
		Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent	5	5A	5B	5C	5D	5E
Occasional	4	4A	4B	4C	4D	4E
Remote	3	3A	3B	3C	3D	3E
Improbable	2	2A	2B	2C	2D	2E
Extremely improbable	1	1A	1B	1C	1D	1E

Safety risk assessment matrix from ICAO SMM

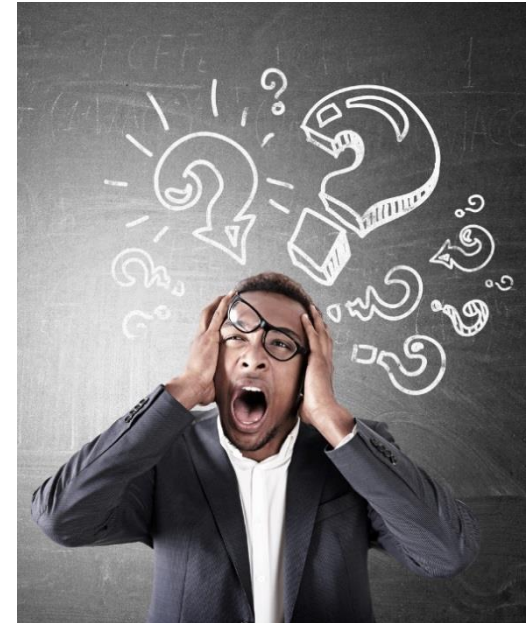
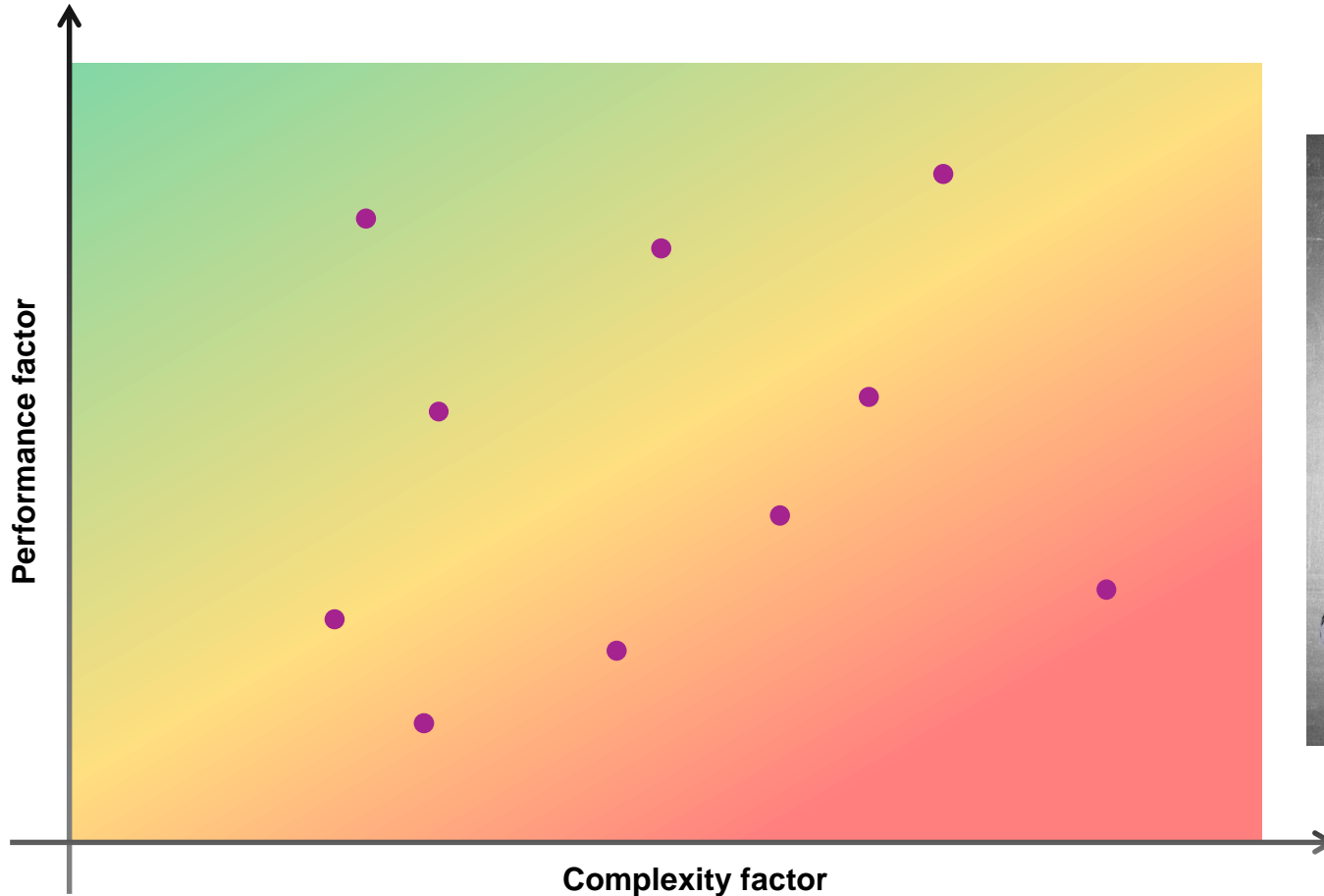
Likelihood → Performance factor

- Performance of the organisation
- Past oversight

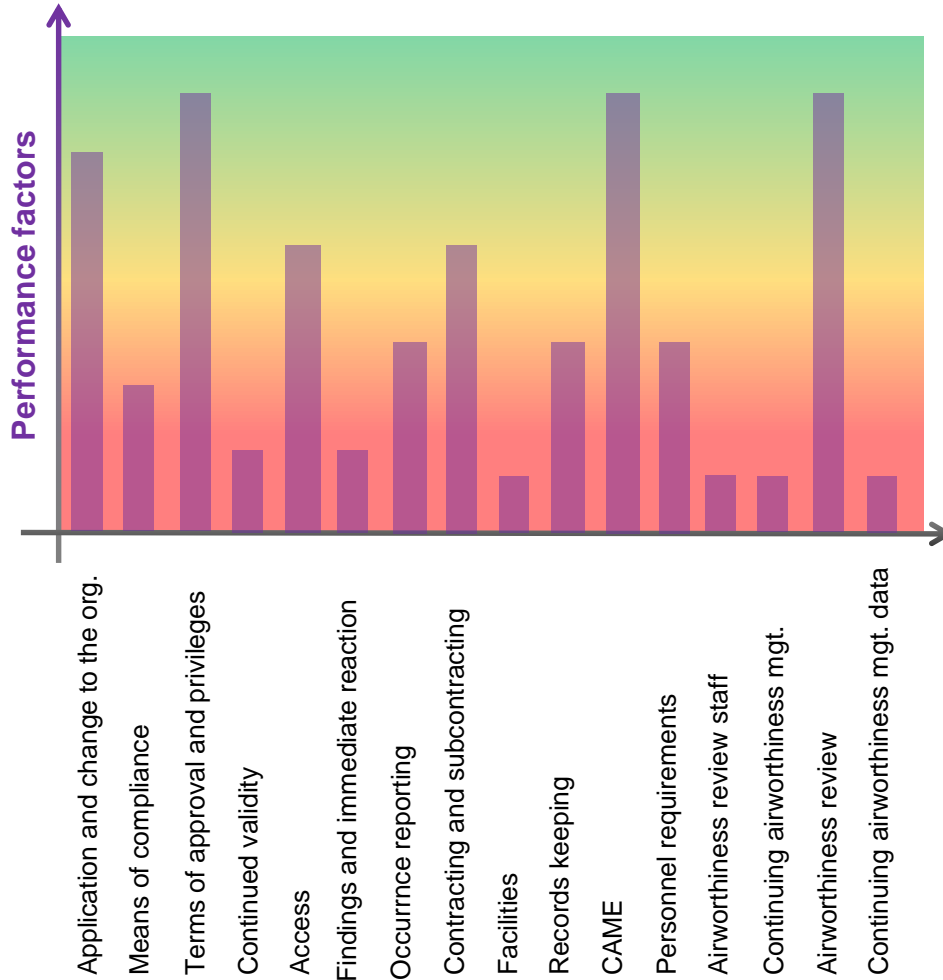
Severity → Complexity factor

- Specific nature of the organisation
- Complexity of its activities

1 Nature of the oversight (CAMO.B.305(b)):



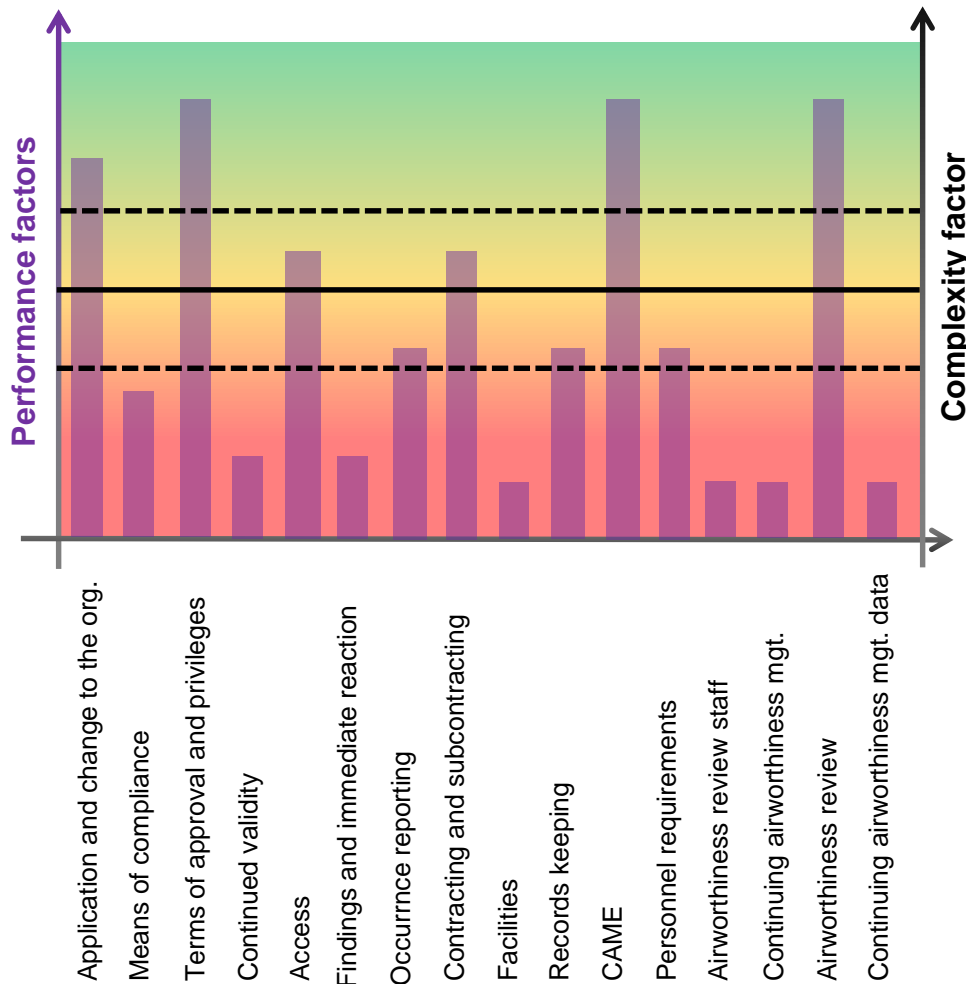
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Organisation's performance is evaluated in every Part-CAMO area (SMS excluded) :

- 16 areas
- 45 performance criteria

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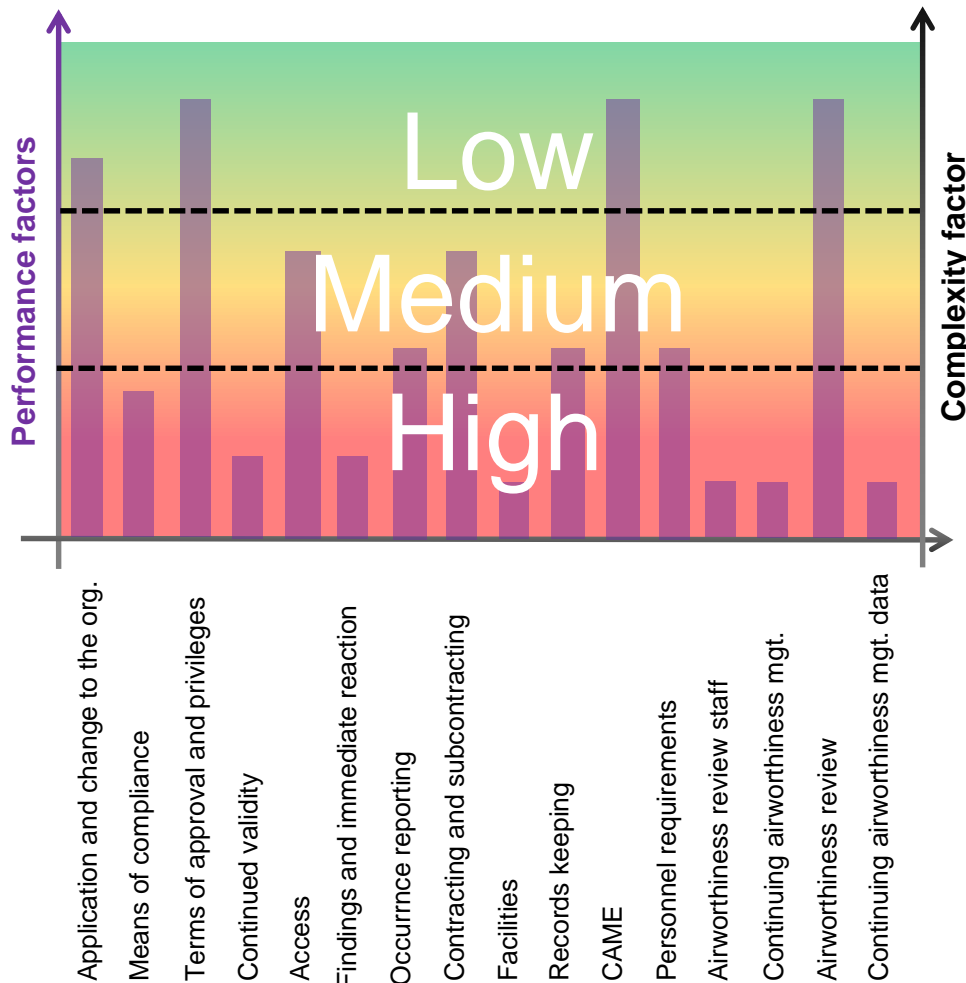
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Organisation's complexity is evaluated:

- 11 complexity criteria
- Thresholds are established based on the complexity score

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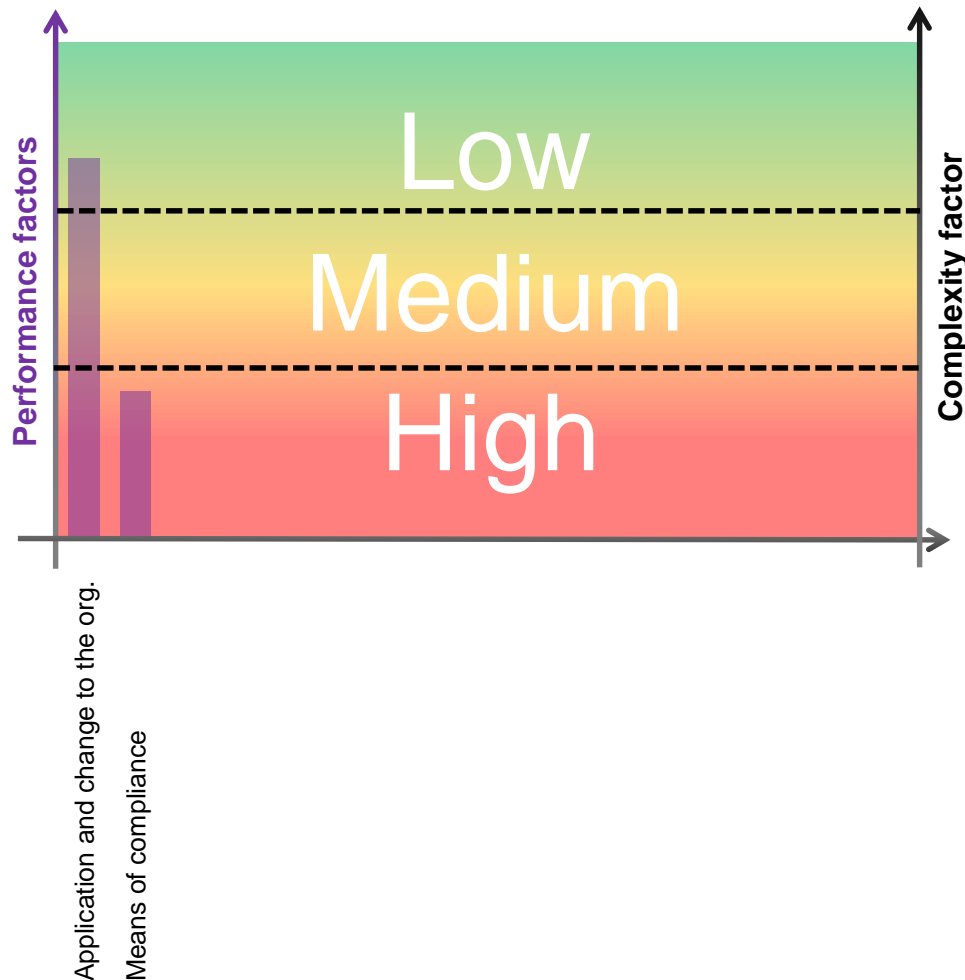


Performance x complexity = RISK

Nature of the oversight:

- High risk, « in-depth » oversight
- Medium risk, « normal » oversight
- Low risk, « reduced » oversight

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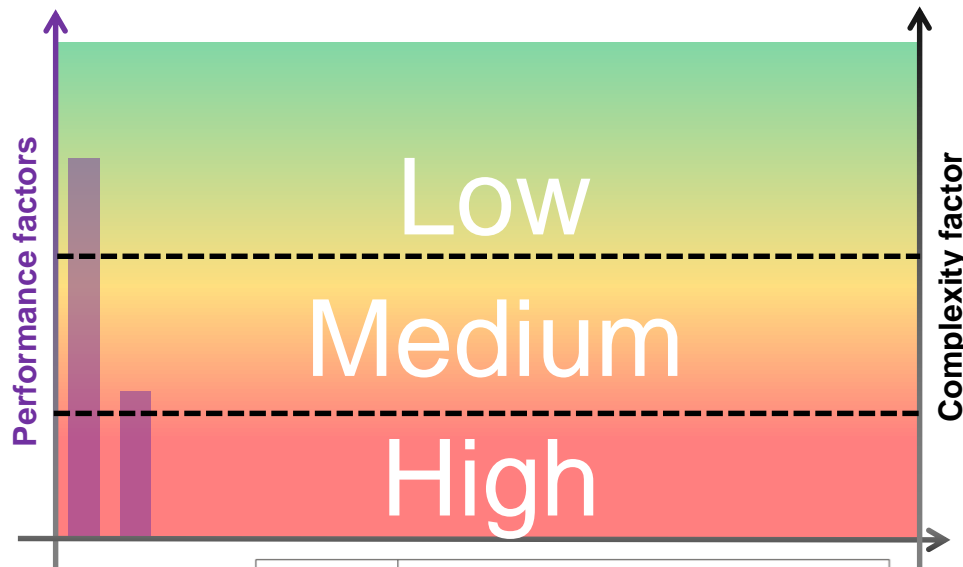


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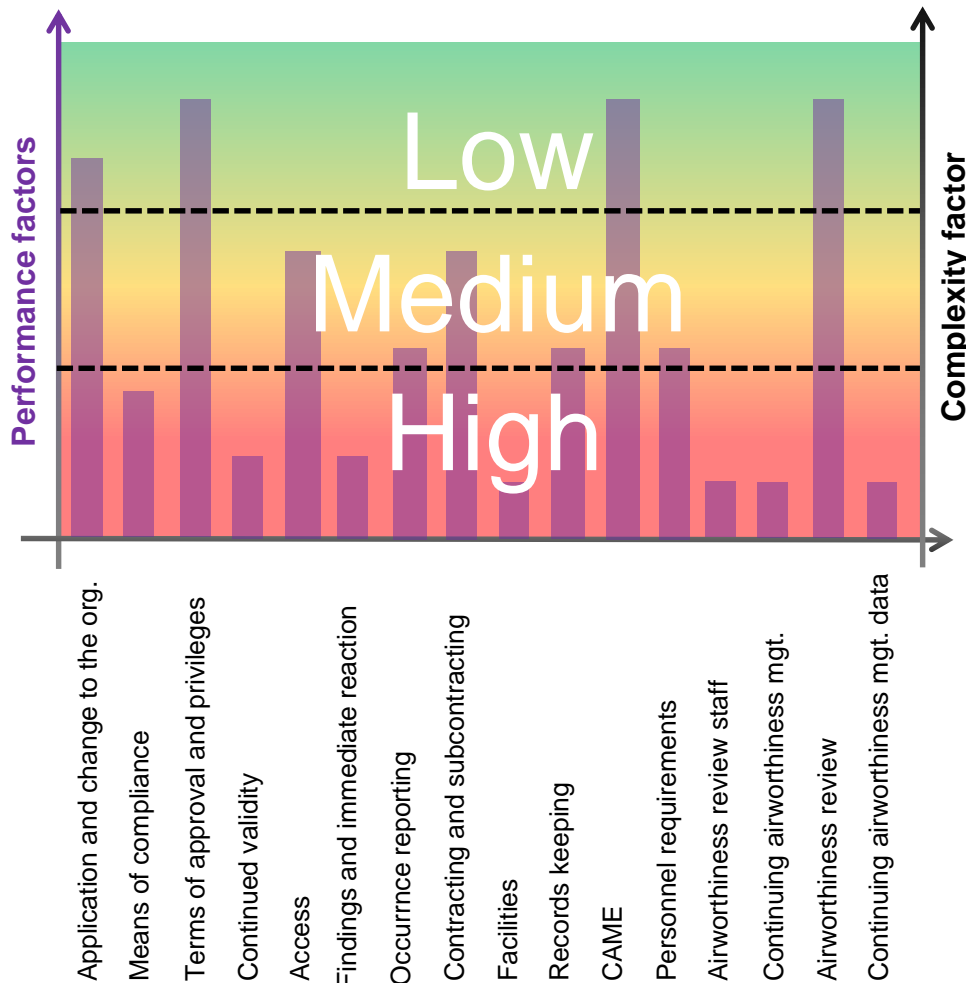
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Matrice d'évaluation du risque - SMM OACI

Application and change to the org.
Means of compliance

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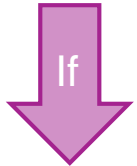
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CAMO.B.305 – Oversight programme:

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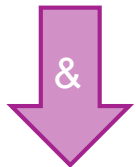
24 MONTHS

- Effective identification of aviation safety hazards and management of associated risks
- Full control over all changes
- No level 1 findings have been issued
- All corrective actions have been implemented within the time period accepted or extended by the competent authority



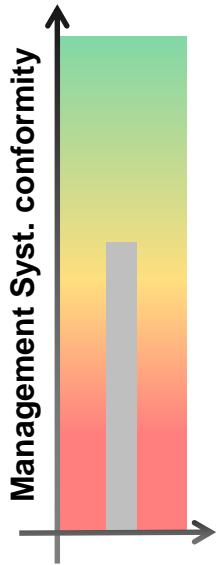
36 MONTHS

- Continuous reporting system: Safety performance + Compliance

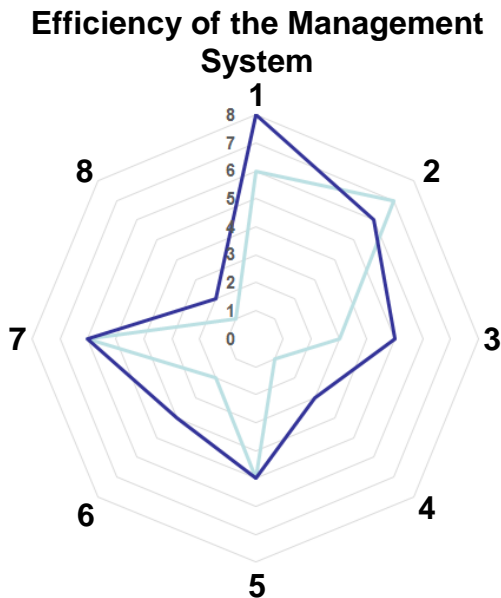


48 MONTHS - MAX -

2 Duration of the oversight cycle (CAMO.B.305(d)):



Management System



- 1- Safety culture and policy
- 2- Risk assessment
- 3- Safety management
- 4- Corrective actions
- 5- Continuous improvement
- 6- Interfaces
- 7- Documentation
- 8- Promotion and training

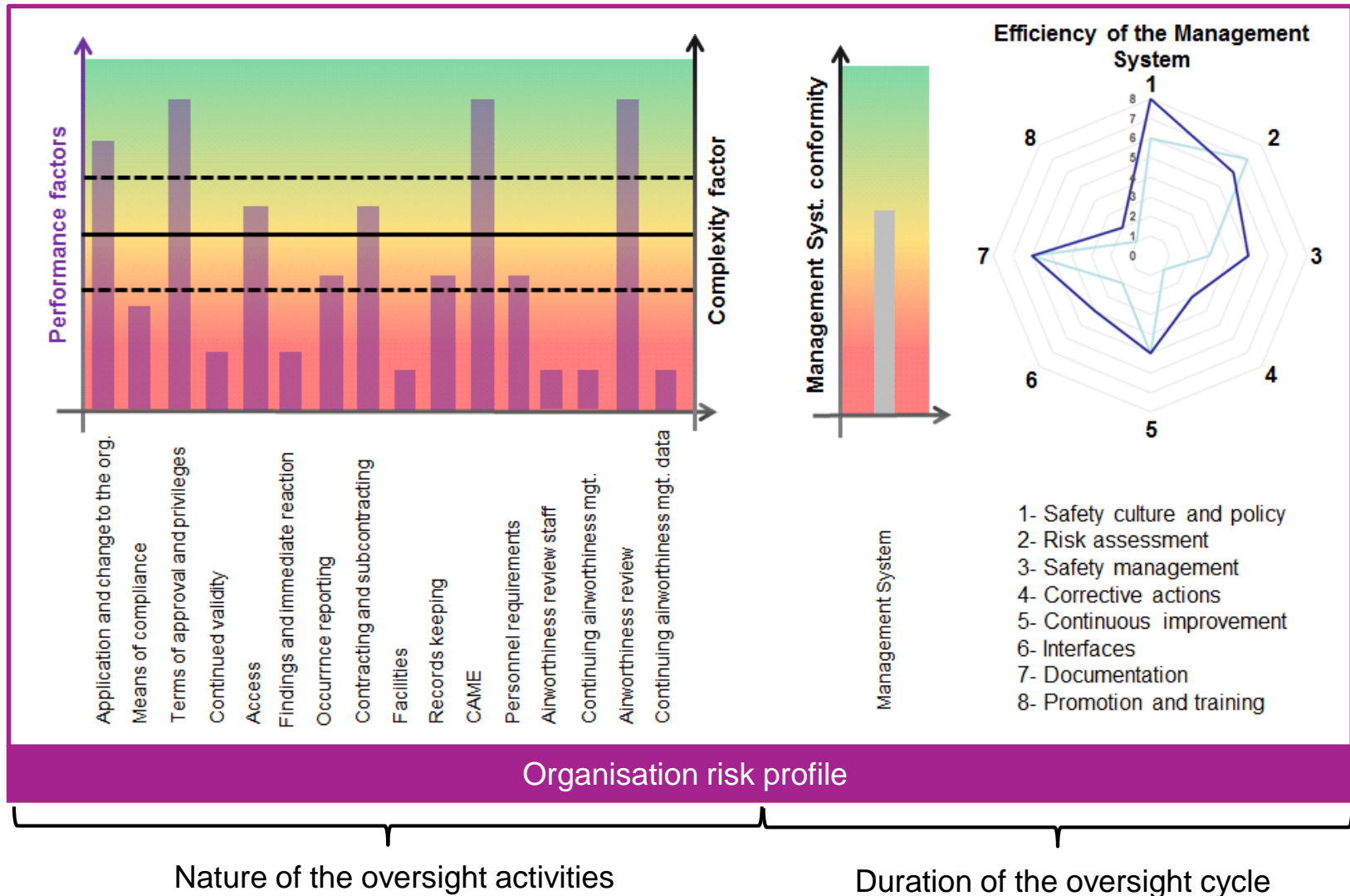
Conformity and efficiency of the Safety Management System is evaluated against EASA and ICAO requirements:

- 8 axes
- 4-level scoring scheme



Oversight cycle duration is defined depending on the level of efficiency of selected aspects of the management system i.a.w CAMO.B.305(d)





Risk profiling software prototype



Data and the way they are processed is key to enable future oversight technics to achieve the European civil aviation safety objectives



Thank you for your attention

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Questions ?