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**2024 SMS Workshop:  
Industry Feedback – An IAMA Perspective**

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# SMS Implementation Summary

## IAMA Landscape

- Current Status of SMS Implementation
- Tools for implementation

## Looking back

- Challenges
- Lessons learned

## Outlook for SMS

## Member view

## Conclusion

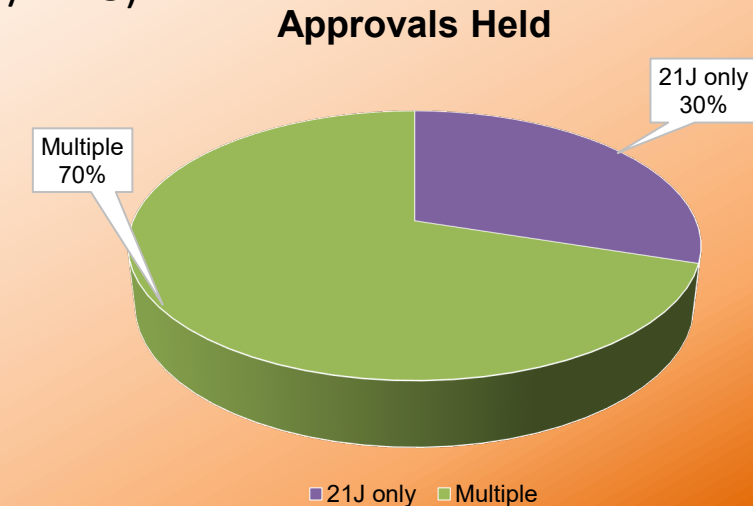


*Credit: FAA SMS Components Website*

# 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/CAMO/P145)
  - Larger proportion of multiple approval holders



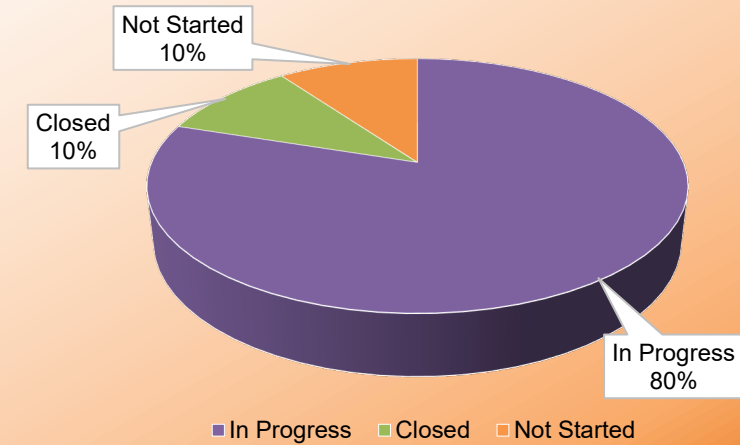
- Multiple approvals → only **43%** opted for a single corporate level SMS
  - Synergies were seen with advantage to keep SMS as standardized as possible
  - However, discrepancies between EASA and NAA expectations for SMS did result in some organisations opting for individual SMS implementation

# SMS Implementation IAMA Landscape

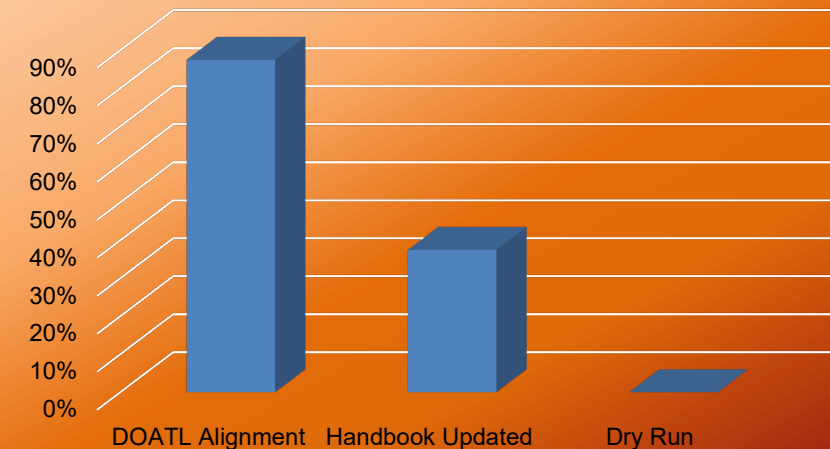


- Progression of SMS implementation in 21J Design Organisations (Deadline: 7<sup>th</sup> March 2025):
  - Majority are “In Progress”
  - Closure of Handbook Updates and subsequent Audit “Dry Runs” taking longer than anticipated
- No direct correlation between the “maturity” of the 21J and their progression
  - “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

Progress of Implementation



Progression Status

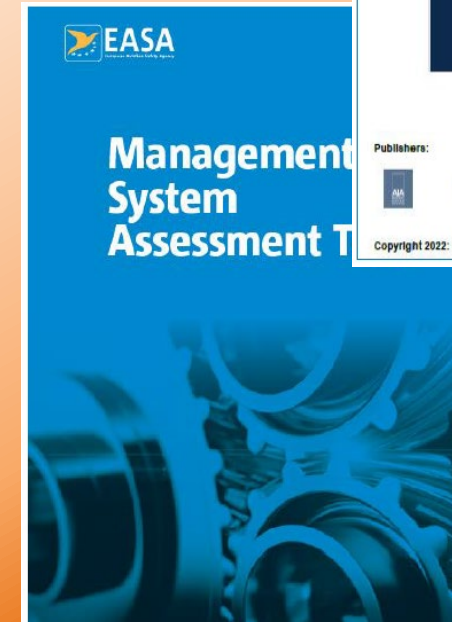
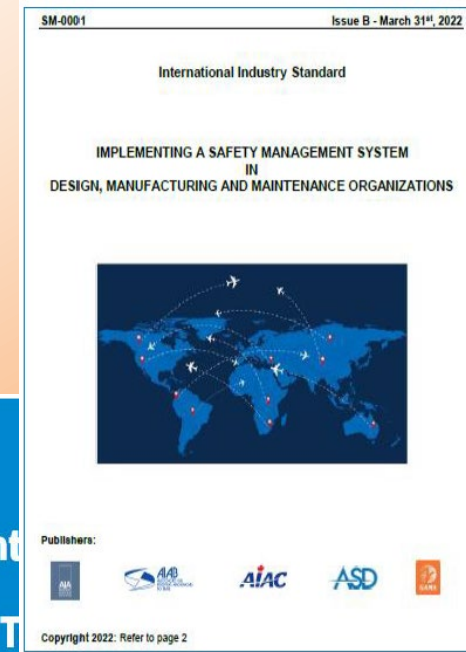


# Tools for SMS Implementation

- 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



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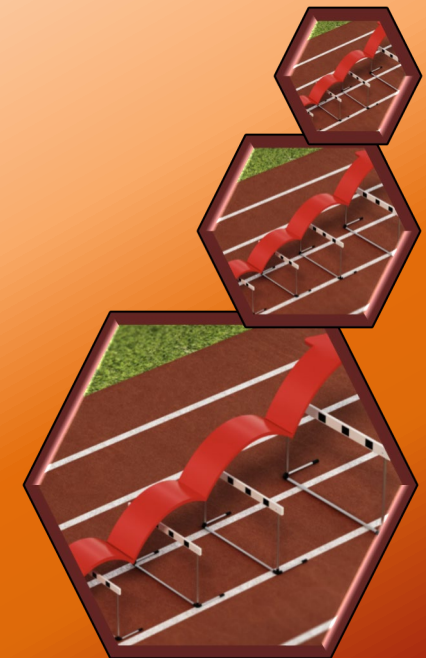


# SMS Implementation – Looking Back

## 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 CAMO / 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?

- 1 Timing → Availability of GM / AMC, workshops, checklists etc. needed earlier
- 2 Coordination → Internal (EASA) and external (NAA) alignment needed earlier, before industry-wide workshops held and implementations started
- 3 Proportionality → Expand Pilot Programs principle  
→ Involve smaller organisation input earlier
- 4 Standardization → DOATL expectations to be common across 21Js
- 5 Collaboration → SMS is not just implementation and 21J Audits  
→ Living with SMS is also a joint-learning experience 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:
  - 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

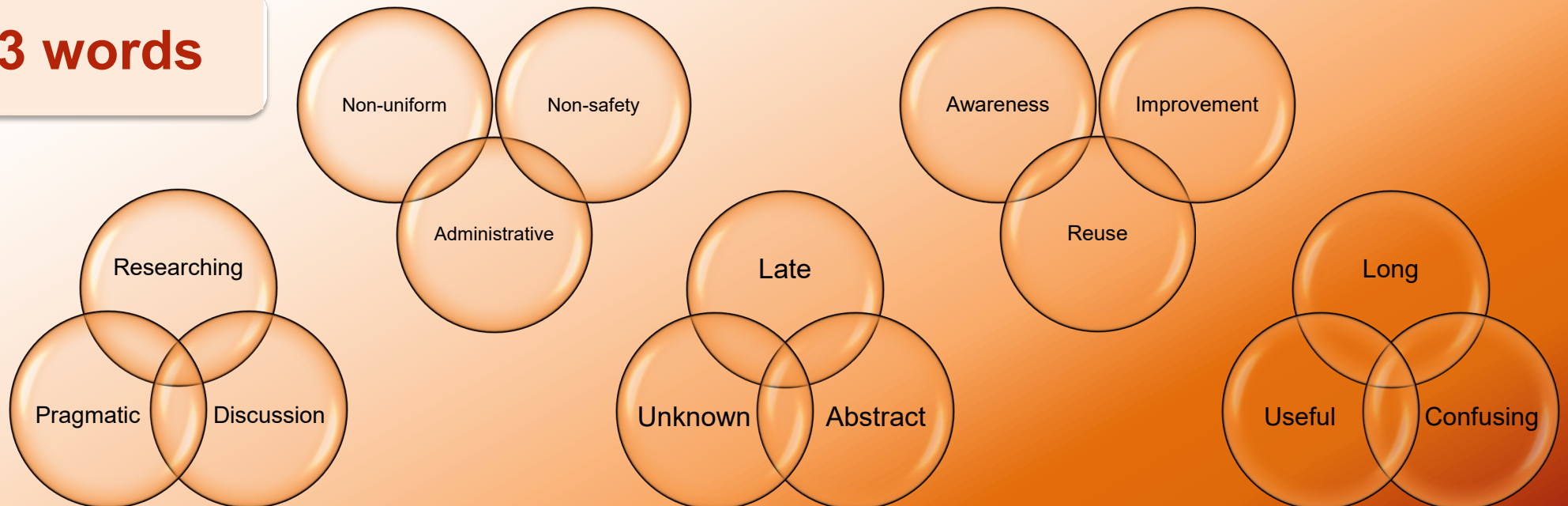


- Current SMS Implementation Progress
- Exchanges with other Part 21J
  - SMS compliance checklist
  - EASA questionnaire
- Multiple approval
  - One SMS Manager but different manuals
  - Experience with other approvals used in Part 21J
- Road to Compliance
  - Incorporation into Handbook
  - Dry Run / 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
- Better utilisation of the SMS Implementation Checklist, Questionnaire and Audit Dry Runs key to aiding industry
- Empower the DOATLs with the necessary resource and ensure commonality with respect to 21J expectations

## SMS in 3 words



# IAMA Members & Mission



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