

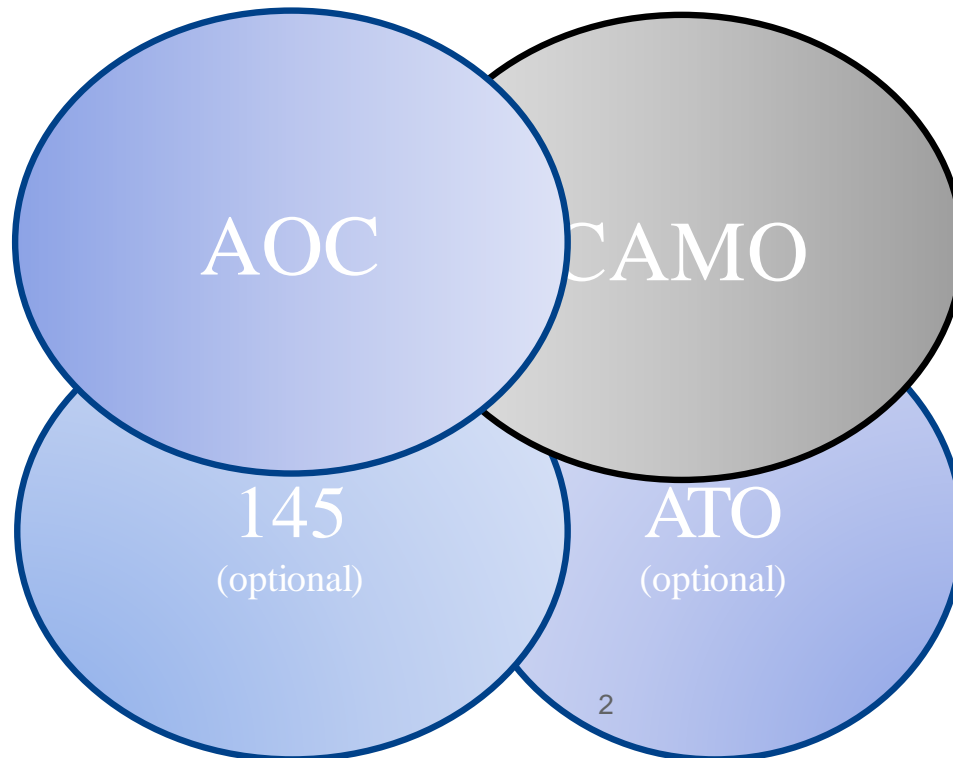
# ”Focal point”?

När flera personer är utsedda som SM eller CMM för respektive tillstånd i ett ledningssystem

*(AOC, CAMO, 145, ATO etc)*

# Flera tillstånd - Ett system

- Gemensamt ledningssystem  
(åtminstone för AOC och CAMO)

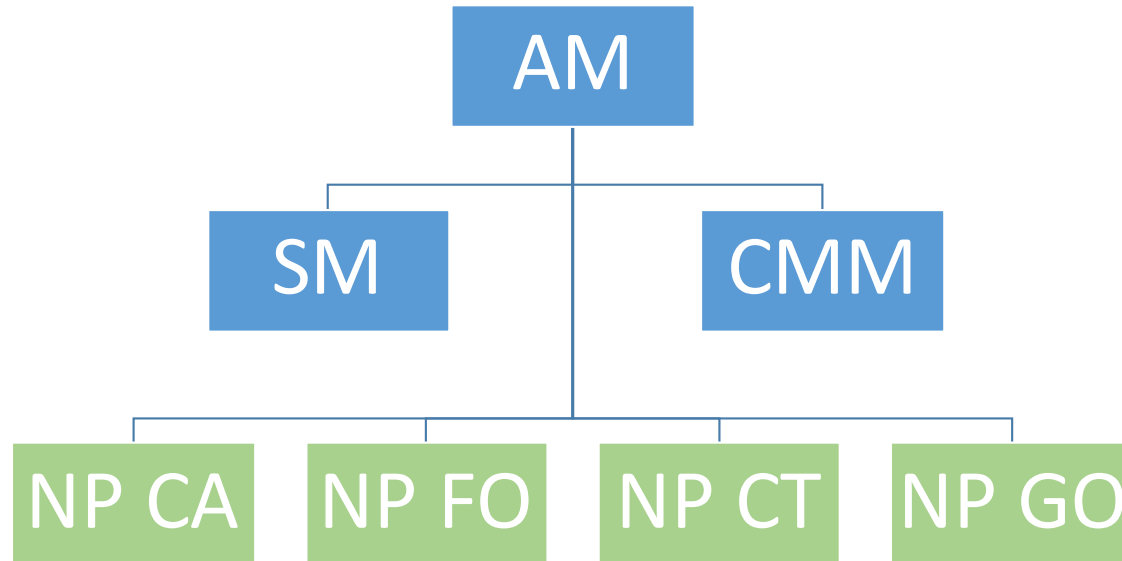


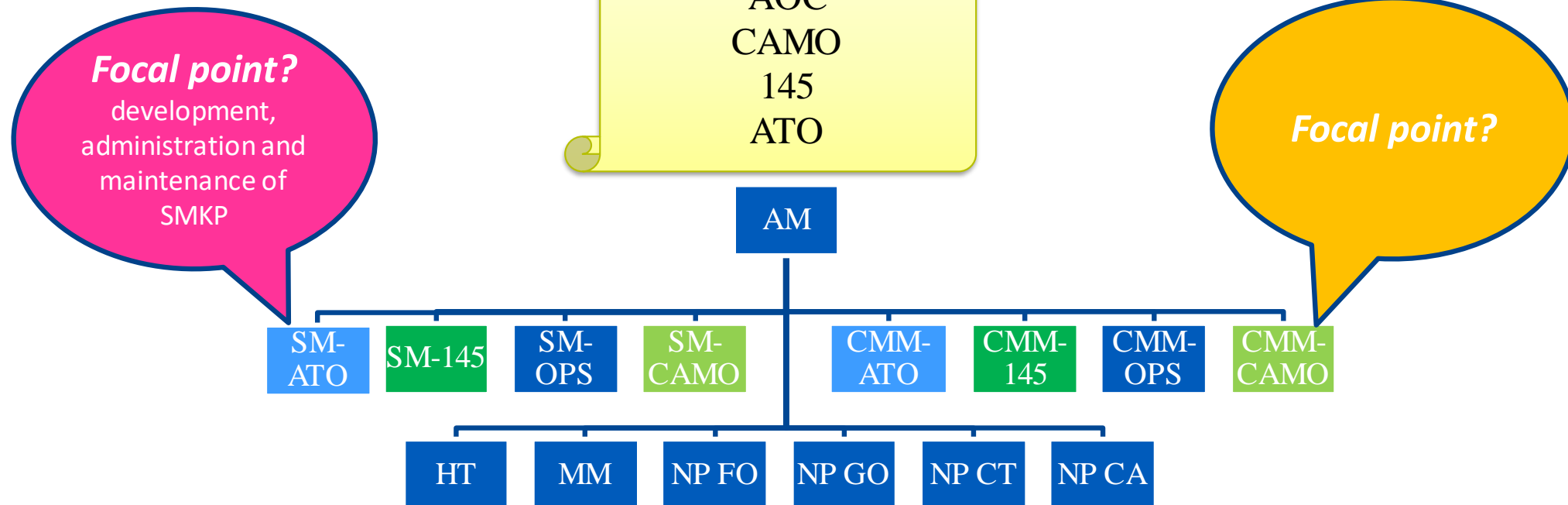
# Lite illustrerande exempel

Här följer några bilder för att illustrera olika tankegångar kring fokalpunkt.

ORO.GEN.200(a)(1)  
ORO.GEN.200(a)(6)

ORO.AOC.135





XXX.x.200

(a)(1) **clearly defined lines of responsibility** and accountability throughout the organisation, including a direct safety accountability of the accountable manager;

CAMO.A.200

(d) Notwithstanding point (c), for **air carriers licensed** in accordance with Regulation (EC) No 1008/2008, the management system provided for in this Annex shall be an **integrated part of the operator's management system**.

SMKP = Safety Management Key Processes

# Vad står det i Part-CAMO?

# AMC1 CAMO.A.305(a)(4);(a)(5)

## **(a) Safety management**

If more than one person is designated for the development, administration and maintenance of effective safety management processes, the accountable manager should identify the person who acts as the **unique focal point**, i.e. the **'safety manager'**.

*Kommentar: Focal point inom CAMO'n*

## **(b) Compliance monitoring function**

If more than one person is designated for the compliance monitoring function, the accountable manager should identify the person who acts as the **unique focal point**, i.e. the **'compliance monitoring manager'**.

*Kommentar: Focal point inom CAMO'n*

# CAMO.A.200 Management System

(d) Notwithstanding point (c), for air carriers licensed in accordance with Regulation (EC) No 1008/2008, the management system provided for in this Annex **shall be an integrated part of the operator's management system.**

- Inget AMC eller GM finns till punkten (d) ovan.



# Vad står det i Part-ORO?

# AMC1 ORO.GEN.200(a)(1)

(a) (1) The safety manager should act as the **focal point** and be responsible for the development, administration and maintenance of an effective safety management system.

# AMC1 ORO.GEN.200(a)(1)

(a) (3) If more than one person is designated for the safety management function, the accountable manager should identify the person who acts as the **unique focal point** (i.e. the 'safety manager').

# GM1 ORO.GEN.200(a)(1)

(b) Regardless of the organisational set-up it is important that the safety manager remains the **unique focal point** as regards the development, administration and maintenance of the operator's safety management system.

# AMC1 ORO.GEN.200(a)(6)

(c) (7) If more than one person is designated for the **compliance monitoring function**, the accountable manager should identify the person who acts as the **unique focal point** (i.e. the '**compliance monitoring manager**').

**”Unique focal point”?**

# ”Unique focal point”?

- Både CAMO- och OPS-regelverk skriver att det ska utses en ”unik” fokalpunkt.
- Som Transportstyrelsen ser det så kan det utses en SM och en CMM inom respektive tillstånd.
- En person behöver utpekas som den som sätter upp och underhåller systemet, beskrivning av rutiner med mera. Detta är fokalpunkten.

# ATO och 145

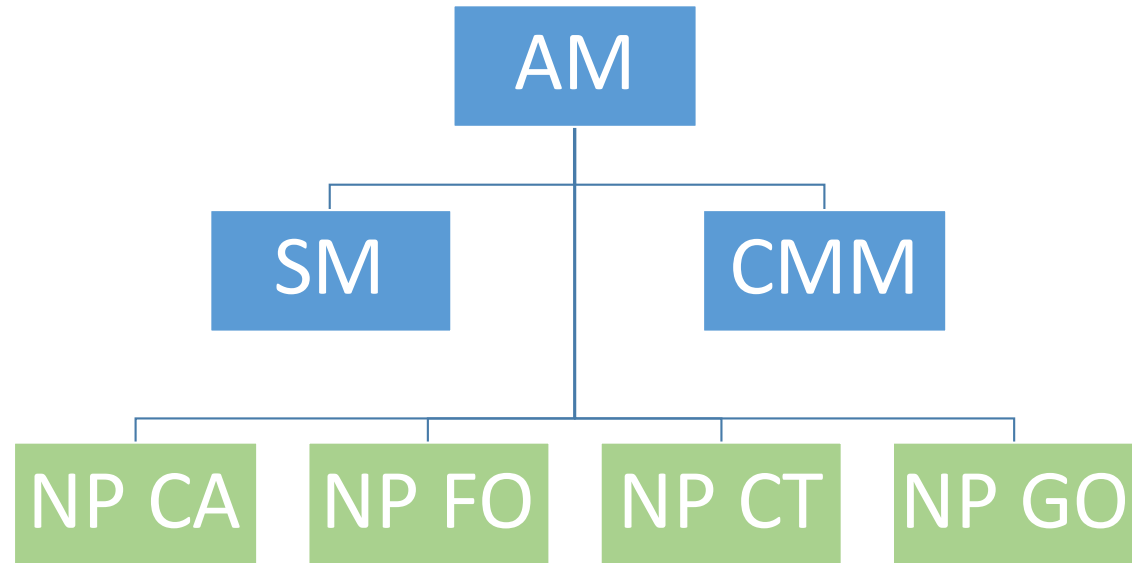
- ATO har nästan identisk skrivning som i ORO.GEN för AOC.
- 145 kommer med mycket stor sannolikhet ha liknande regler/AMC som de enligt CAMO.

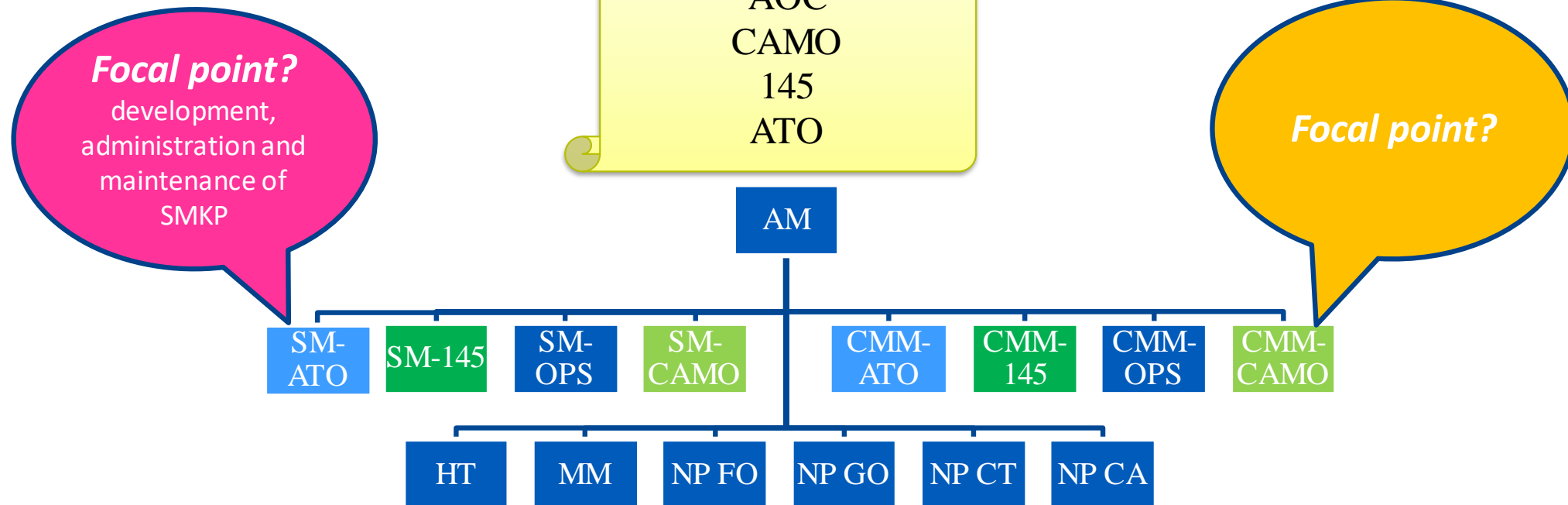


# Summering

ORO.GEN.200(a)(1)  
ORO.GEN.200(a)(6)

ORO.AOC.135





XXX.x.200

(a)(1) **clearly defined lines of responsibility** and accountability throughout the organisation, including a direct safety accountability of the accountable manager;

CAMO.A.200

(d) Notwithstanding point (c), for **air carriers licensed** in accordance with Regulation (EC) No 1008/2008, the management system provided for in this Annex shall be an **integrated part of the operator's management system**.

# Slut

Frågor?