

# Aviation Maintenance Error Management System (MEMS) - 3 Days

## Introduction

Concerning EASA Part 145 Safety Management Key Processes ( Reference AMC1 145.A.200(a)(3) Management system) item c) Internal investigation:

- (1) In line with its just culture policy, the organisation should define how to investigate incidents such as errors or near misses, in order to understand not only what happened, but also how it happened, to prevent or reduce the probability and/or consequence of future recurrences (refer to AMC1 145.A.202).
  - This approach should avoid concentrating the analysis on who was (were) directly or indirectly concerned by the events.
- (2) The scope of internal investigations should extend beyond the scope of the occurrences required to be reported to the competent authority in accordance with point 145.A.60, to include the reports referred to in 145.A.202(b).

Sofema Aviation Services offers Training, Support, and Guidance to help you understand, develop and implement an Effective Error Management Systems to deliver the safest possible organization process.

AMC1 145.A.202 Internal safety reporting scheme requires

- (3) a process to:
  - (i) identify those reports which require investigation;
  - (ii) (ii) when so identified, investigate all the causal and contributing factors, including technical, organisational, managerial, or human factors issues, and any other contributing factors related to the occurrence, incident, error or near-miss that was identified;
  - (iii) if adapted to the size and complexity of the organisation, analyse the collective data showing the trends and frequencies of the contributing factors;
- (4) appropriate corrective actions based on the findings of investigations;
- (5) initial and recurrent training for staff involved in internal investigations;

The developments of an Internal safety reporting scheme have been strengthened with the introduction of a separate provision concerning the 'Internal Safety Reporting Scheme' and the existing provisions have been further enhanced and complemented with specific AMC and GM. The new provisions aim at the establishment of a confidential internal safety reporting scheme as part of the organization's 'safety information system' to help the organisation foster its safety culture. This is important as strong safety culture is an essential ingredient for effective safety management. It is important to note that the intent of the internal safety reporting scheme is not only to capture reactive safety information following errors, near-misses, or other undesirable events (occurrences) but also to capture safety hazards. This Industry specific 3 Day course is aimed at the understanding and implementation of the necessary elements to create an effective Maintenance Error Management System either stand-alone or to become a component of the organizational SMS within your company. The training considers the attributes of an effective and open reporting culture and how this may be fostered. The training will focus on the use of the Boeing MEDA tool as an aid in performing event Investigations.

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<b>Date</b>	On Demand
<b>Category</b>	Personal Development
<b>Venue</b>	On Demand
<b>Level</b>	Basic
<b>Price</b>	On Demand

## Who is the course for

The course is for aviation maintenance professionals who are involved in the management of maintenance operations and the prevention and mitigation of maintenance errors. This may include maintenance managers, supervisors, technicians, quality control personnel, safety professionals, and other individuals involved in aviation maintenance operations.

## What is the Benefit of this Training – What will I learn?

- a) Understanding the necessary elements to create an effective Maintenance Error Management System.
- b) Implementing an Effective Error Management System to deliver the safest possible organization process.
- c) Consider a process to Capture Safety Hazards
- d) How to foster an effective and open reporting culture
- e) Understanding the use of the Boeing MEDA tool as an aid to performing event Investigations

## Detailed Content / Topics - The following Subjects will be addressed

- Abbreviations and Definitions
- General Introduction
- Regulatory Background SMS / MEMS / FRMS
- Challenges To Delivering an Effective MEMS
- Error, Violations, Blame & Culpability
- Managing Aviation Maintenance Error
- Understanding Hazard Identification and Risk Management
- Key Components of Maintenance Error Management Systems
- Practical guide to building a MEMS System
- Introduction to Boeing Maintenance Error Decision Aid system
- Detailed understanding of the Boeing Maintenance Error Decision Aid system
- Completing The MEDA Form
- Conducting a MEDA Interview
- Integrating MEMS into a Safety Management System
- Case Studies in Maintenance Error
- Fatigue Risk Management considerations
- Implementing Proactive Reduction Strategies
- Practical Audit Techniques
- Practical Exercise using MEDA

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## Learning Objectives

Consider the background regarding developments in the Industry understanding relating to Maintenance Errors. Understand the components necessary for an Effective Error Management System within your own organisation. Develop a detailed knowledge of the Boeing Maintenance Error Decision Aid.

## Pre-requisites

General Awareness of the Aircraft Maintenance Management Process.

## Target Groups

145 Safety Management System Staff, Quality Assurance Staff, Maintenance Management Staff, Other Stakeholders, and Engineering Training Staff.

## What do People Say about Sofema Aviation Services Training?

*"I found satisfying answers to all my questions."*  
*"The instructor demonstrated a very deep knowledge of the subject."*  
*"The length of the course fits my needs and expectations."*  
*"The content was really effective, I gained a lot of new knowledge."*  
*"The practical examples were perfectly delivered."*

## Duration

3 days – Start at 09.00 and finish at 17.00, with appropriate refreshment breaks.  
To register for this training, please email [team@sassofia.com](mailto:team@sassofia.com) or Call +359 28210806

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