



Aerospace and Defence
Industries Association of Europe

DOA Working Group

Task Force 01 SMS

Status report

**EASA DOA Workshop
18 Nov. 2015**



Marc POERNER, ASD DOA TF1 Leader

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Context & Principles of DOA SMS TF01 Task



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Part 21 Change Proposal Based on Identified Gaps

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Context & Principles of DOA SMS TF01 Task

1. To compare ICAO Annex 19 SMS (12 elements) starting from Part 21 (focused on DOA) requirements.
2. “Gap” should be identified, focusing on what is required beyond wording difference with further required actions and/or documentation.
3. Draft change proposal to Part 21 covering safety management based on the gap analysis.
4. Draft AMC/ GM proposal to Part 21 on SMS based on the Gap analysis (on-going)

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Gap Analysis → Way forward

SMS 12 elements

§1: Safety policy and objectives

- 1.1 – Management commitment and responsibility
- 1.2 – Safety accountability
- 1.3 – Appointment of key safety personnel
- 1.4 – Coordination of emergency response planning
- 1.5 – SMS documentation

- 3.1 – Safety performance monitoring and measurement
- 3.2 – The management of change
- 3.3 – Continuous improvement of the SMS

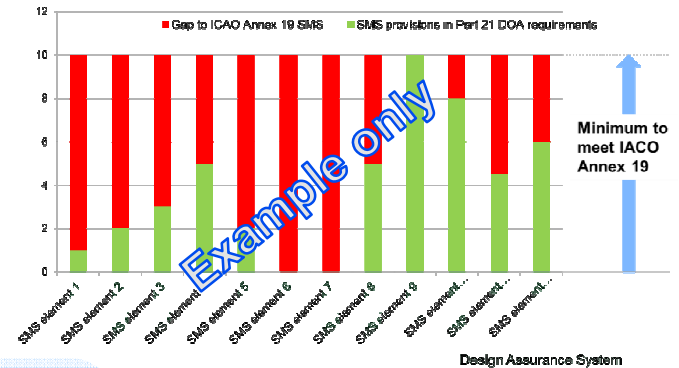
§2: Safety risk management

- 2.1 – Hazard identification
- 2.2 – Risk assessment and mitigation

- 4.1 – Training and education
- 4.2 – Safety communication

(Source: ICAO Annex 19 Appendix 2)

VS



Aim:

One single prescriptive requirement in Part 21 with focus (e.g. 21.A.5 on Safety Risk Management, Safety assurance)



One AMC/GM covers the implementing guidance & guidelines to restore the identified gaps.



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Key Objectives

Minimum changes to the Part 21 rule:

Comply with the 'better regulation' principle, i.e. high level of prescriptive requirement in Part 21. Details in AMC/GM according to the hierarchy of the regulatory structure

A self-contained AMC/GM on SMS:

To provide guidance, principles and means to answer safety management requirement introduced in the Part 21

Coordination with EASA /SMICG/FAA/AIA/GAMA

- ✓ To share common understanding and information on SMS
- ✓ To consider the development of “industry standard” for common applicable SMS elements

Coordination with ASD POA TF01 (SMS)

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Way Forward

To progress on all recorded actions as agreed in ASD DOA SMS TF01 meetings, e.g.

- ✓ To meet EASA expectation & SMS rulemaking planning.
- ✓ To participate in EASA collaborative work, e.g. Industry's feedback on SMICG materials' review, *SMICG Industry day*, *SMS Assessment tool working group*...
- ✓ Communication and coordination within ASD SMS DOA/POS task force.
- ✓ To contribute to SMS Industry Standard development as necessary (see next slide).
- ✓ To achieve the agreed objectives, i.e. to develop a self-contained draft Industrial guidance and means of compliance (GM/AMC).



Way Forward

Industry standard for SMS implementation

With strong involvement of AAs' and Industry's, the Scope & Content are as follows:

- ✓ The way for implementing the elements of SMS
 - At corporate level management system.
 - Within the existing management systems of organizations.
- ✓ For complex and non-complex organizations.
- ✓ To be applicable for approved and non-approved organizations, including those from the supply chain (sub-contractors, suppliers).
- ✓ Provide guidelines for exchange of safety related information between organizations with SMS obligations from different sectors (such as operators, maintenance organizations,).



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Thank you

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ASD Corporate Office

Rue Montoyer 10

1000 Brussels

Tel +32 2 775 81 10

Fax +32 2 775 81 12

info@asd-europe.org