



EASA Global Manufacturing Meeting 2017

Moving towards SMS in Production

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ICAO A19 SARPS on SMS in airworthiness

November 2010

- applicability date for SMS in **Maintenance Organisations**

November 2013

- applicability date for SMS in **Design and Manufacturing Organisations** for aircraft

November 2019

- applicability date for SMS in **Design and Manufacturing Organisations** for engines and propellers



EASA Rulemaking activities

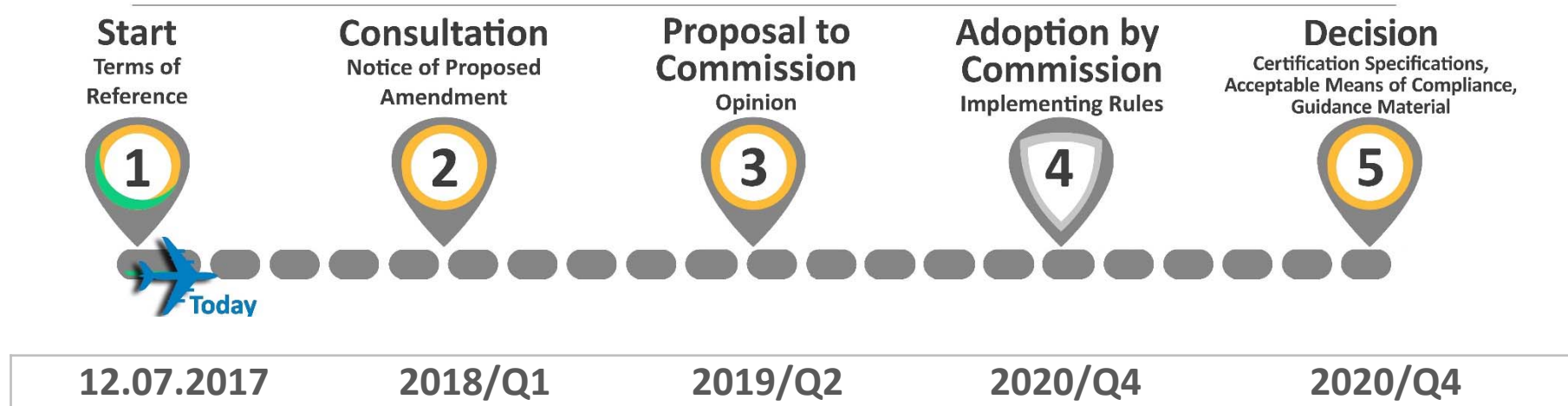
- **Task RMT.0251 (ex MDM.055) will introduce SMS in the 'airworthiness' domain.**
 - Phase I: SMS for Continuing Airworthiness Management Organisations
 - *new Part-CAMO (Opinion 06-2016)*
 - Phase II: SMS in Part-21 & Part-145
 - *started in July this year with ToR publication*
 - *will consider the material developed in Phase I*



EASA Rulemaking

- RMT.0251 working method:
 - *Agency task with the support of a Focused Consultation Group (FCG)*
 - *Industry standards development will be closely monitored (ASD & Fusion Group)*

• EASA rulemaking process milestones





FCG composition

Competent Authorities:

Austria	Germany
The Netherlands	Sweden
France	United Kingdom



Industry Associations and individual organisations:

A4E	EHA
AERODATA	GAMA Europe
AIRBUS	IBERIA Maintenance
ASD Steering Group	LUFTHANSA TECHNIK
ASD/IAQG	LOI Steering Group
DIAMOND Aircraft	ROLLS ROYCE PLC
EASYJET	ICCAIA
ECOGAS	SAFRAN
HF CAG (ex: EHFAG)	TECNAM



RMT.0251 Phase II - Scope

SCOPE of RMT.0251



- Part-M/CAMO:
 - Opinion 06/2016 issued in May 2016
- Part-147:
 - in line with the Agency's SMS policy - no SMS requirements for Part-147 organisations.
- Design- and Production organisations:
 - need to address the case of AP to DOA and Production without Production Organisation Approval

Implementation of SMS in Part-21

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Constraints

- Minimum changes to Part-21
 - Rely as much as possible on existing requirements
 - Keep the current Part 21 structure (at least for Section A)
- Member States asked to harmonise competent authorities requirements between aviation domains
 - Extend requirements also to EASA (Section B, Subpart J)
- Human Factors requirements to be added
- Changes to be developed on top of LOI changes (Opinion 07/2016) and considering the “alignment with reg. (EU) 376/2014” (NPA 2016-19)



Applicability options (1)

Develop an impact assessment to define options for SMS applicability:

- Annex 19 applicable to all DOs and POs of aircraft, engines and propellers in accordance with Annex 8:

DESIGN

DOA

APDOA

DO with cert program

PRODUCTION

POA

PO Subp F

- Should we define a lower threshold applicability?
- Proportionate requirements?
- Should we extend applicability to POs and DOs of parts and appliances? If so, should this be for voluntary implementation?



Applicability options (2)

Assessment of level of difficulty

Annex 19 mandate



	SMS Annex 19	Independent compliance monitoring function
DOA	Low	Low
ADOA	High	High
DO with cert program	High	High
POA	Low	Low
PO Subp F	medium	Medium



EASA rules and ICAO A19 Outlook 2020



Listed in the order of ICAO Annex 19:

all **Approved Pilot Training Organisations**: Regulation 290/2012 applies since April 2013 for ATOs training for ATPL & CPL

Air Traffic Controller Training Organisations: Regulation 340/2015 applies as from 2017

Operators of aeroplanes or helicopters authorized to conduct international commercial air transport / CAT: OK

Design, Manufacturing and Part-145 Maintenance Organisations : OK



Air Traffic Services providers in accordance with Annex 11: OK, Regulation (EC) No 2016/1377

Operators of Certified Aerodromes: OK, Regulation 139/2014

International general aviation operators of large or turbojet aeroplane: Regulation 800/2013 (cf. EASA Part-NCC) applies since 25th August 2016



Thank you for your attention!

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back-up slides

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Outline of main changes (on the basis of Part-CAMO)

Nomination of a person or group of persons fulfilling the role of safety manager

- *No overly prescriptive qualification and experience requirements are included for this position*

Documented processes for hazard identification

Processes for safety risk assessment, analysis, including incident investigation, risk mitigation and follow-up of actions

Implementation of an internal safety reporting scheme

Safety action planning, including the establishment of a safety review board (SRB), composed of line managers, the accountable manager and the safety manager



Outline of main changes (on the basis of Part-CAMO)

Safety performance monitoring to ensure that safety objectives are met

Coordination of Emergency Response Planning

System to plan the availability of staff

Process for the management of change, in particular to manage related risks, making use of the established safety risk management processes

Safety training, including Human Factors training and safety promotion

- *No overly prescriptive training requirements are included - most of such training could be provided making use of resources already available within the organisation.*

Management system record keeping