



SMS: what have we done so far in the EASA system?

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Introduction

- **Safety Management Systems (SMS)** are an important issue for EASA:
 - ✦ **Rulemaking in particular due to ICAO initiatives**
 - ✦ **European Safety Strategy Initiative**
- **SMS have two aspects in the ICAO context:**
 - ✦ **State safety programme**
 - ✦ **SMS for organisations**



Introduction

- **As the State Safety programme has been addressed in the position paper prepared for this meeting, this presentation will focus on SMS for organisations.**



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What do we have in the EASA system?

➤ General:

- ★ Present regulation 1592/2002 contains article 11 relative to information network**
- ★ The draft extension of scope contain a similar article (article 15) and introduce an article 16 (protection of the source of information)**



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What do we have in the EASA system?

➤ Design and production:

- ✧ **Essential requirements requires a 'management' system:**
 - ➔ Compliance to essential requirements
 - ➔ Aim for continuous improvement
 - ➔ Occurrence reporting (except for training organisations)
- ✧ **Part-21 contains elements that are related to SMS such as 21A.3A(failures malfunctions and defects) and 21A.3.B (airworthiness directives) however does not fully cover the issue**
- ✧ **Peter Corbeel will provide more details tomorrow**



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What do we have in the EASA system?

➤ Maintenance:

- ★ **Essential requirements requires a 'management' system:**
 - ➔ Compliance to essential requirements
 - ➔ Aim for continuous improvement
 - ➔ Occurrence reporting and/or handling system (except for training organisations)
- ★ **Part-145 contains elements relative to SMS such as safety policy, occurrence reporting (with an AMC referring to 'just' culture) but does not fully cover the issue.**
- ★ **For Part-M in particular CAMO and Part -145 a mapping was done to complete the ICAO Audit Check-lists**



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What do we have in the EASA system?

➤ Operations:

- ★ **Draft extension of scope contain essential requirements that require a 'management' system for operators in commercial air transportation and for operators of complex motor powered-aircraft:**

- ➔ Compliance with essential requirements
- ➔ Aim for continuous improvement
- ➔ Accident prevention and safety programme including an occurrence reporting programme

- ★ **Implementing rules are in preparation**



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What do we have in the EASA system?

➤ Licensing:

- ★ **Draft extension of scope contain essential requirements that require a 'management' system for training organisations:**

- Relating to safety and standard of training
- Aim for continuous improvement

- ★ **and aero-medical centres:**

- Relating to safety and standard of medical assessment
- Aim for continuous improvement

- ★ **Implementing rules are in preparation**



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What do we have in the EASA system?

➤ Aerodromes:

- ★ **Opinion 03/2007 published in December defines the responsibilities for all aerodrome operators including a contingency plans (aerodrome and vicinity)**
- ★ **Opinion 03/2007 published in December envisages that a 'management' system be required as part of the essential requirements for aerodromes open to public use and that serves scheduled air services:**
 - Compliance with essential requirement
 - Aim for continuous improvement of safety and quality
 - Accident and incident prevention programme including an occurrence reporting and analysis scheme



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What do we have in the EASA system?

➤ Air Traffic Management and Air Navigation services (ATM/ ANS)

★ **NPA 2007-16 published in December envisages a 'management' system be required as part of the essential requirements for providers of such services:**

- Risk based management system to ensure compliance with essential requirements
- Aim for continuous pro-active improvement
- Contingency plan
- Accident prevention and safety programme including and occurrence reporting and analysis scheme

★ **and for training organisations for personnel providing an ATC service:**

- Relating to safety and standard of training
- Aim for continuous improvement



ICAO State letter

- **ICAO State letter of 7 December 2007 (2007/74) has proposed amendments to Annex 1, 6, 8, 11, 13 and 14**
- **EASA has organised itself to provide recommendations by February 29**
- **Coordination with member states is important in particular on the State Safety Programme**



Next steps

- **Design and production:**
 - ✦ **Peter Corbeel's presentation tomorrow will provide more details.**
- **Maintenance:**
 - ✦ **An opinion will be included in the Rulemaking programme for 2009**
- **Operation and Licensing:**
 - ✦ **NPAs for implementing rules for management system in March**
- **Aerodrome and ATM/ANS:**
 - ✦ **NPAs for implementing rules in due course.**



Conclusion

- **This presentation provide an overview of what we have done and plan to do.**
- **EASA plans to comply with ICAO**
- **It is important to integrate SMS with existing organisational approvals**
- **We are keen to cooperate with ICAO and other authorities in this activity**



- **Thank you for your attention**
- **Your reactions and comments are welcome.**