SMS implementation in DOA
Airbus SAS (21J.031)
Suppliers Interface
Export Control _ Not Technical
Agenda

- Safety Objectives
- SMS implementation journey in DOA
- SMS in DOA - Airbus DOA Supplier control
- Supplier Code of conduct
- DOA Supplier Control - Principle & tailoring
- SMS & Suppliers discussion forum
- We all have a role to play
Airbus safety Objectives

“*We pioneer sustainable aerospace for a safe and united world* ”

“*We constantly strive to enhance safety together in our quest to reach zero accidents* ”

- Continuously enhance the safety of our products
- Continuously proactively improve the safety of operations of our products
- Continuously enhance the safety culture within Airbus
- Lead by example in safety initiatives across the Air Transport System
- Anticipate for safety
SMS implementation journey in Airbus DOA

EASA pilot Project: Starting with a Corporate SMS already in place and based on Robust Continued Airworthiness & Quality processes

Extended with “Occurrences identified through screening as subject for DOA further review”
Complemented with Corporate processes for Safety Enhancement (Product & Systemic) beyond airworthiness duty and SMS implemented in Airbus Flight & Integration Tests Centre since 2015.

1st EASA Audit - End March 2023 - SMS in DOA “basic Compliance”
Outcome: Between “Suitable” and “Operational” level of the PSOE model. “Operational” level not fully achieved as the system was formally put in place recently for the DOA.
Finding on supplier control: No Formal evidence that all DOA suppliers connection with Airbus SMS

2nd EASA audit - Mid April 2024 - Status of SMS in DOA deployment
Outcome: Various elements within the 4 pillars, at an Operational Level, especially in the Safety Promotion

3rd EASA audit - October 2024 - SMS in DOA - To be continued
SMS in DOA - Airbus DOA Supplier control

To include DOA Suppliers in our Safety Management System by:
- Reinforcing the compliance to Continued Airworthiness and Quality duties which are the foundation of the safety, and
- Ensuring that supplier organisation and the Airbus interface are designed to support the safety enhancement through improved risk sharing, data lessons learned sharing and analysis

What is expected from the supplier organisation?

1. To not limit safety to the occurrence reporting but to be organised to collect any potential safety concern, to assess them, to mitigate them and when relevant to share the concern with Airbus.

2. To reinforce the safety culture within its organisation, and

3. To integrate safety within their organisation
1 - Collection of any potential safety concern

Events (Accident/Incident)

Procedural, organisational Changes

Non Conformity

Employee speak-up

Etc…

Collection of events

Collection means/tools:
- are communicated
- include feedback loop
- ensure traceability

Assess events with potential safety risk

As per EU2015_1018, AMC20-8 to identify potential airworthiness impact

Internal grid to assess events not identified as impacting the Airworthiness

Report potential Airworthiness/safety Issues

Mandatory for potential airworthiness impact
72h from the detection date

Support Airbus for analysis and closure

Lead time as per Design Office request

Provide trend analysis

Investigate / correct / mitigate the risk

Events with safety risk not identified as impacting the Airworthiness but may impact the safe operations

Enhance product safety

Share data (adverse trends, concerns) with Airbus in proactive discussion

Enhance product safety
2 - Safety Culture

Product Safety

Suppliers are expected, by their own organization and processes, to actively support the Airbus Product Safety strategy and contribute to the continued airworthiness and safety regulations.

Safety engagement

Safety first

Alertness and sharing in the regulatory framework

Safety enhancement
3 - Integrate safety within the organisation

**Organisation Breakdown Structure (OBS)**

**Resource Breakdown Structure (RBS)**

**Safety Activities included in the Supplier Business Management System (BMS)**

- Safety Commitment
- Documentation & Records
- Risk Management
- Training Plan
- Safety Assurance
- Safety Promotion

**Safety Promotion**
DOA Supplier Control - Principle & Tailoring

**Preparation**
- Communication to supplier
- Preparation of Validation
- Preparation of Surveillance

**Surveillance**
Regular Assessment
Other surveillance means

**Supplier answer**
Suppliers answers follow-up

**Dedicated Validation**
Supplier Criticality High: Dedicated assessment
Supplier Criticality Medium: Desktop review DOA Compliance table

**DOA Compliance Table**

**Design Supplier Criticality Zoning**
SMS & Suppliers discussion forum

IAQG
SMS interaction with QMS
Clarification of QMS & SMS Common methods, processes, and objectives
Creation of standalone Supply Chain Management Handbook (SCMH) section

GIFAS Working Group
Common set of SMS requirements for Suppliers

SMS “User Group”
Facilitate, accelerate and secure implementation of SMS through practical exchanges between approved Design, Production and Maintenance Organisations, and sharing experience Feedbacks to and from other Industry Working Groups / Associations
We all have a role to play

AVIATION SAFETY PEOPLE SAFETY QUALITY

Close the loop together

Speak up when you have a concern

Listen and follow up on concerns raised

YOUR ACTION MAKES A DIFFERENCE
Safety is the foundation of our business at Airbus, and encompasses all activities to prevent incidents and accidents involving Airbus products and services, to manage such events when they occur, to draw lessons learned and implement change as appropriate.
Thank You

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