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# **Development of Guidance Material for Safety Managements Systems for Design and Manufacturing Initial Industry Views**

29<sup>th</sup> January 2015

EASA Certification Workshop



# Introduction

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- ◆ ICAO Annex 19 issued in November 2013
- ◆ Impact for: Design; Manufacturers; Maintenance; Operators
- ◆ Principles:
  - Safety policy and objectives
  - Safety Risk Management (including Reporting and Hazard identification)
  - Safety Assurance (including Performance Management)
  - Safety promotion
- ◆ Implementation schedule for all industry sectors by major authorities is challenging.

# Industry Objectives for SMS Rules

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- ◆ Allow a corporate approach: - several sectors of activities (civil, military, design production, maintenance, maintenance training), - several places of activities (Europe, US, etc ...) - but identical or similar set of procedures
- ◆ Comply with the 'better regulation' principles : - level of technical/prescriptive details according to the hierarchy of the text in the regulatory structure
- ◆ Reduce the lead-time for updating / improving the regulatory material
- ◆ Globally harmonised rules between major states of design and manufacture
- ◆ Build upon best practices that already exist in industry today

# Possible Ways Forward

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- ◆ Solution A: Guidance (AMC/GM) published as an EASA Document
  - Drafting as RMT.0262 **without formal industry involvement**
  - Coordination with industry achieved via steering group with industry representatives at Management Level
- ◆ Solution B: Guidance (AMC/GM) published as an industry standard
  - Requires agreement with the various civil (and military) airworthiness authorities for developing the guidance as a standard as well as agreeing a synchronised schedule for doing this
  - Involvement of the Authorities would still be needed to ensure the acceptance of the standard as an Acceptable Means of Compliance with the implementing rule(s)
  - Directly benefit from industry's existing experience and expertise.
- ◆ Solution C: Combination of above as a two phase approach
  - High-level guidance initially developed by EASA with industry input (both at expert-level and with management steering group)
  - More detailed guidance developed in parallel (over longer period) as an industry standard