

# SMS requirements for design and production organisations in Europe

## The context

Agenda item 2

**25 October 2023 - Part 21 SMS workshop**

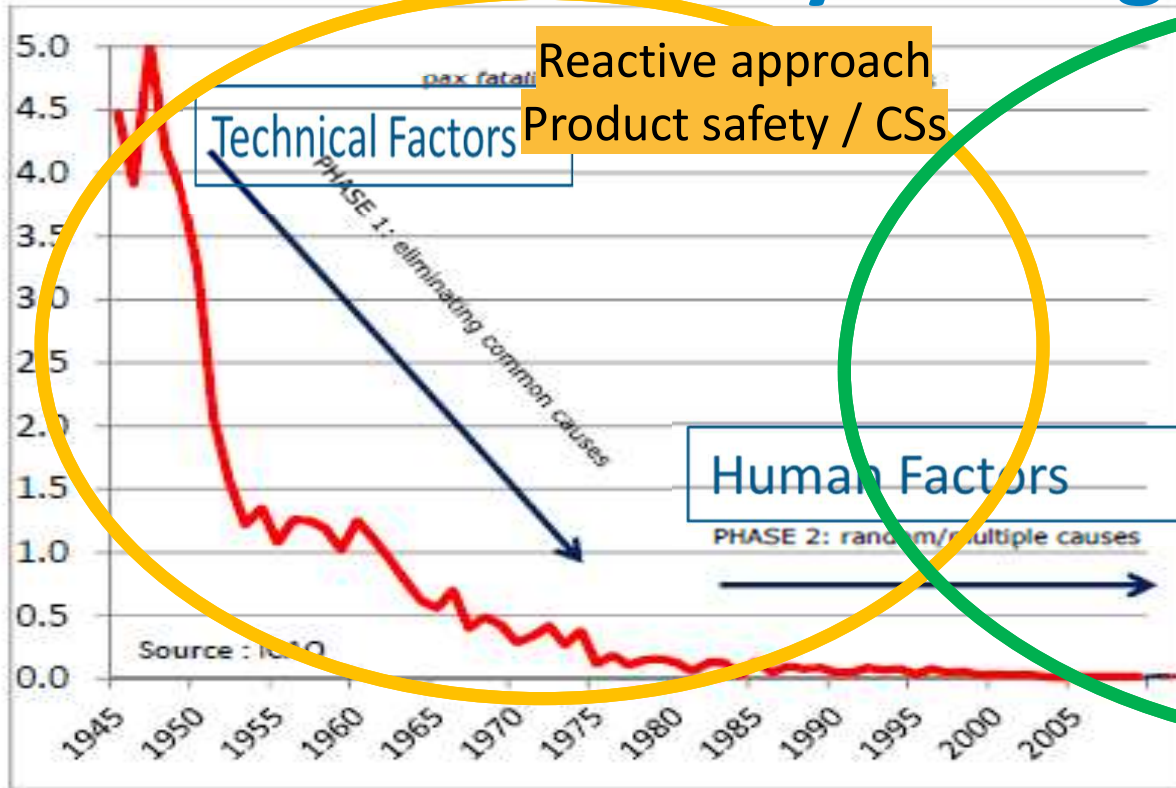
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# Evolution of “safety management”

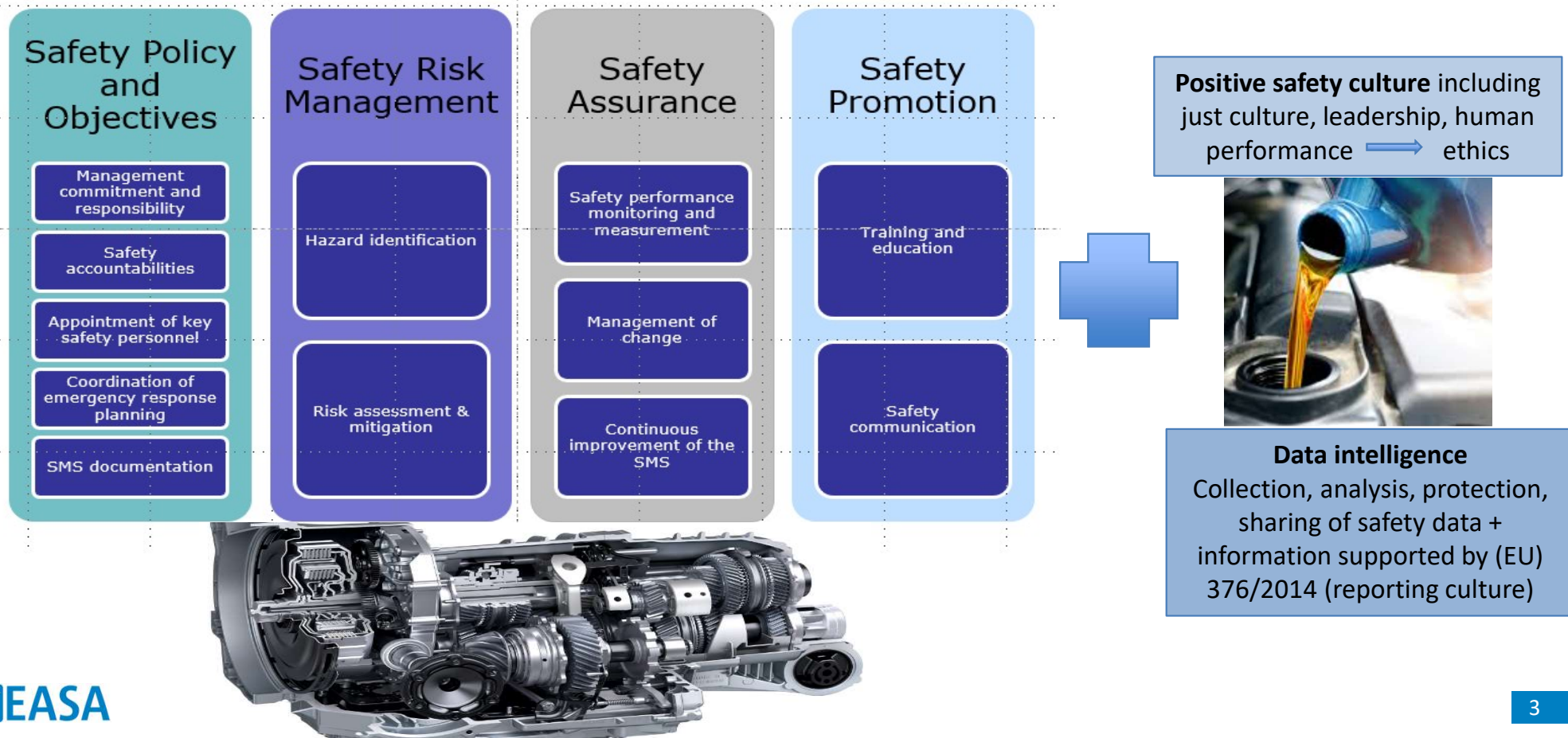


Proactive approach  
SMS / organisational  
approach

Traffic expected to double within 15y  
Aviation system under pressure  
=  
increase in accidents and fatalities?



# 14 SMS elements as an additional layer to complement “compliance to the rules”



# Introduction of SMS into Part 21

Rulemaking task to identify the gap between ICAO Annex 19 and Part 21:

- The “product-centric ” approach to manage safety was already in Part 21
- What needed to be added or reinforced...was:
  - A more organisational view to safety beyond the product-centric approach
  - A more pro-active approach to identify hazards and mitigate the related safety risks before they result in accidents/incidents
  - The fostering of a positive safety culture, including reporting culture and “just culture” principles.



The changes introduced in the EU Part 21 are closing the identified gaps with ICAO Annex 19

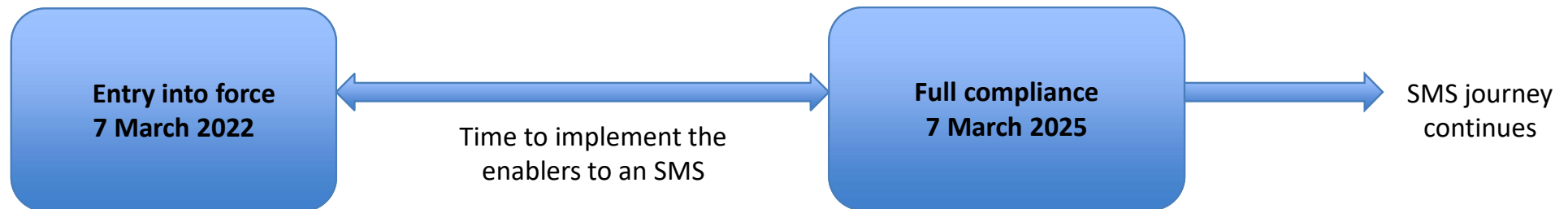
# Introduction of SMS into EASA/EU Part 21

→ Applicable to **approved** Design Organisations or Production Organisations

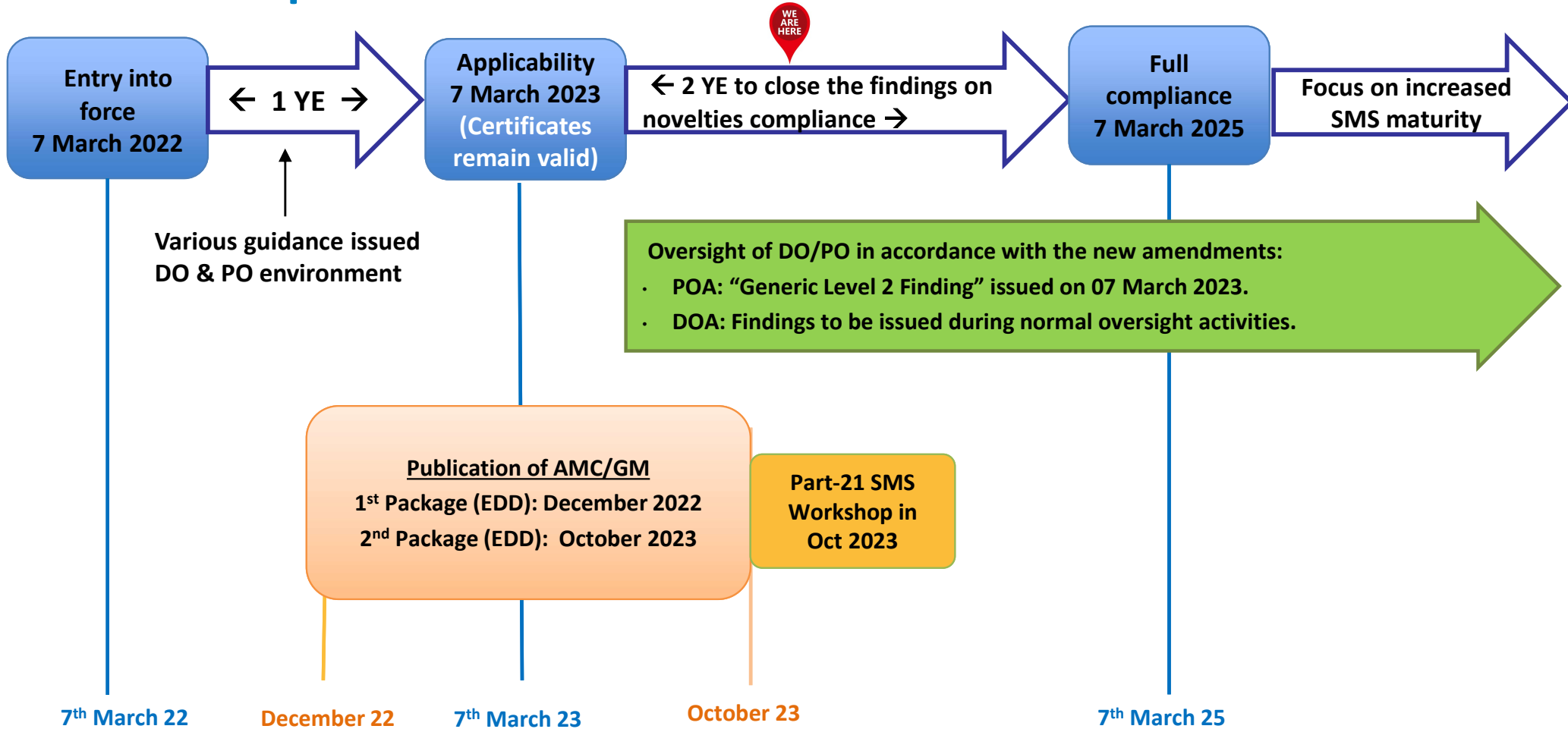
- Including design/production of STC or APU
- Including production of ETSO or ELA

→ Mostly affected requirements:

- 21.A.x39, 21.A.x45, 21.A.x43, 21.A.x47, 21.A.3A, 21.A.5
- See Regulations (EU) 2022/201 & 2022/203

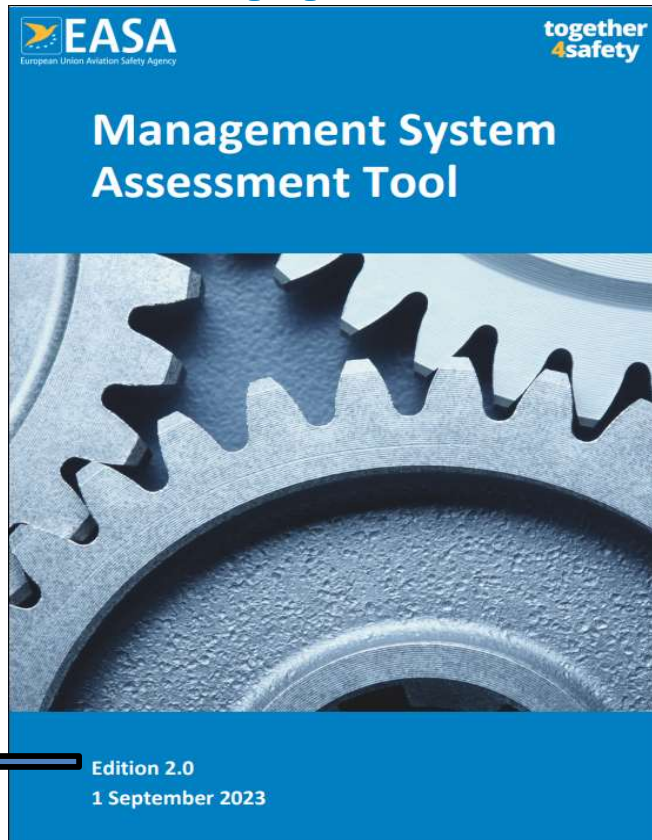


# Practical Implementation: Timeline & Milestones





# Tools to support the gap analysis

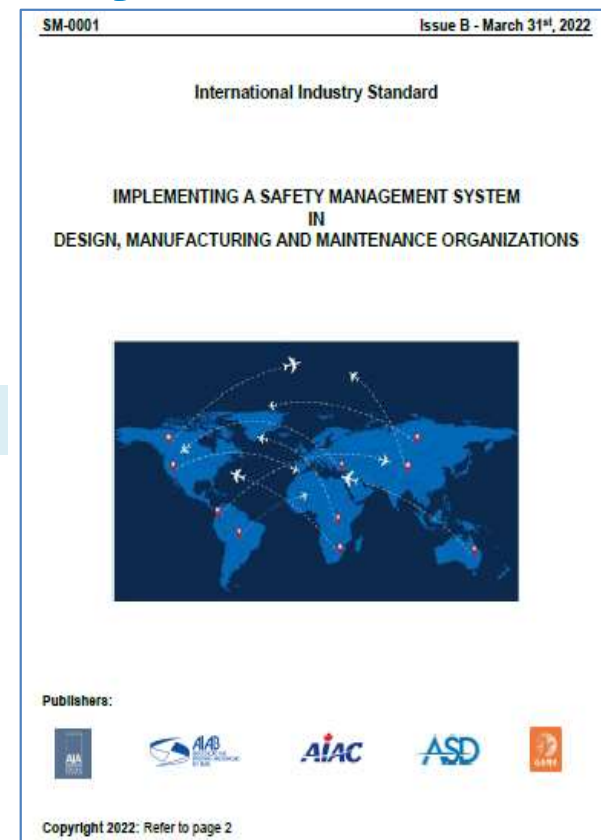


Free of charge

Includes  
Part 21



<https://www.easa.europa.eu/en/document-library/general-publications/management-system-assessment-tool>



[Aerospace Associations Announce Safety Management System \(SMS\) Industry Standard | ASD \(asd-europe.org\)](#)

# Wrap-up

## → “Being compliant” does not necessarily mean “being safe”.

- While the product may be compliant to the certification rules, it does not guarantee “safety”;
- The rules cannot address all the risks;
- An SMS should proactively identify hazards at **organisation’s** level; so that all types of risks are effectively managed (i.e. “Performance”);
- Compliance with the rules remains a “must”.

## → SMS does not disrupt the certification of products

- SMS addresses the operational environment of the DO/PO;
- SMS anchors the risk tolerability and risk acceptability of the organisation activities with the delivery of product safety in a fast-evolving context.
- An effective SMS with timely organisational decisions shall anticipate safety issues before it happens.



# True or false statement?

		True / False?
1	«Declaration of compliance at product level (CS) does ensure safety»	
2	« Being compliant » with organisational requirements (Part 21) de facto means « being safe»	
3	« On top of compliance to the rules, managing risks of all nature will improve safety»	

# With (S)MS ...surveillance evolves...

For compliance-based oversight, the usual question was:  
“Does the organisation comply with the rules?”

...with SMS, new question is:  
“**How** does the organisation manage safety and/or areas of greater risks?”

...which means:  
“What are the risks in the organisation? **How** are they mitigated? Is the mitigation effective? **How** do we know this is effective?”



# Bilateralism

- SMS is linked to the certification of the organisation responsible for the type design and production of aircraft, engines or propellers:
  - Not directly linked to the certification of the product itself.
- Each authority will cover the surveillance of SMS requirements under its supervision.
  - Mutual recognition as long as there is no difference filed by the State for Annex 19.
  - Should be covered by the bilaterals.

# Thank you for attention.

## Any questions?



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