

SMS implementation:

Benefits and challenges of SMS Implementation in large organisations

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Your safety is our mission.

An Agency of the European Union 

HELICOPTERS

A Large Organisation with a Production Organisation Approval (POA)



Worldwide Cie
9 Industrial Sites

Workforce
> 20000 employees
50% at Operations
AS* Network ~ 60 pers.

Stakeholders
3170 Operators (civil/military)
Authorities (1 civil + 5 military)
Suppliers/Subcontractors

R/C Global leader**
Conception and development
Industry and production
Support and services

SMS Benefits and Challenges within an Approved PO

BENEFITS

- An applicable regulation
- A common referential implementing a systematic and standardized approach to safety risk management, improving the efficiency of existing processes

CHALLENGES

- Handle of local specificities
- Taking into account education background
- Commitment/onboarding of interested parties
- Avoid increased complexity of our management system

SMS Benefits and Challenges within an Approved PO (continued)

BENEFITS

- Improved Operational Safety,
 - By considering Organizational and Human Factors (OHF) (to overcome the current limit)
 - With a Positive Safety Culture/Mindset (not just a training but a way to behave)

CHALLENGES

- Include OHF could lead to longer analysis phase and corrective measure implementation
- Conduct of Culture/Mindset change
- Measuring efficiency
- Aviation Safety Network operating

Conclusion

Journey is long, a lot of challenges

Deeply convinced by the added value to accelerate Airworthiness/Safety improvement

EASA regulation and team will help us to keep momentum

Thank you for your attention

Aerospace, Security
and Defence Industries
Association of Europe

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EASA SMS Pilot Projects - Industry facilitation group
Airbus SMS Officer for Engineering & DOA

25 Oct 2023

“SMS for Design & Production organisations” Workshop



Industry facilitation group - members

AIRBUS

AIRBUS
HELICOPTERS



DIEHL
Aviation



Lufthansa Technik



PILATUS

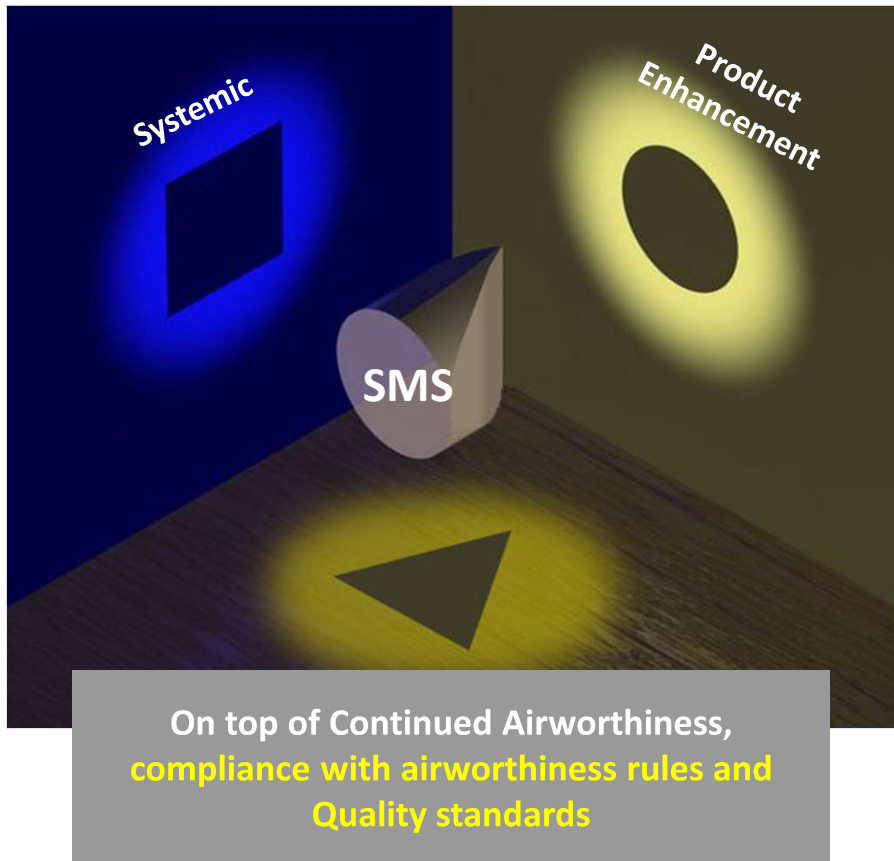


Rolls-Royce®

VOLOCOPTER

ASD

Benefits



- Just culture
- Reinforce reporting
- Active promotion of safety
- Safety mindset evolution - Human error is a symptom
- Human factors within process
- Safety not limited to Product (SSA)

Challenges

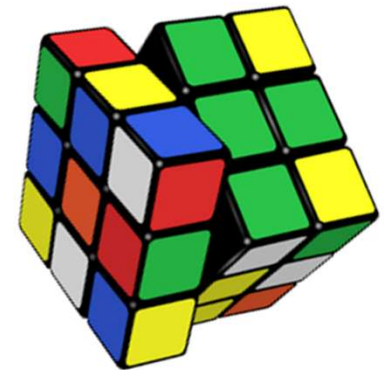
—Consistency

- Common & Specific threats
- AA Oversight consistency
- Common system for all Approved Organisations
- Supplier's connection to several Approved organization

—AA Oversight Capability

—Integrated & efficient system

—Culture - mindset evolution/revolution



Thank you

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Industry facilitation group - members

- TCH for large aeroplanes: Airbus SAS (France) (**SMS** & ISMS)
- *TCH for Business Jet - Dassault (France)*
- TCH for large helicopters: Leonardo (Italy) (**SMS**) and Airbus Helicopters (France) (ISMS)
- TCH for Engines: Rolls-Royce Deutschland (Germany) (**SMS** & ISMS)
- TCH for General Aviation aeroplanes:
 - Pilatus Aircraft (Switzerland) (**SMS** & ISMS)
 - Diamond Aircraft (Austria) (**SMS** & ISMS)
- TCH for small rotorcraft: Volocopter (Germany) (**SMS** & ISMS)
- TCH for propeller: MT-Propeller (Germany) (**SMS**)
- Large DOA (no TCH) with DO-PO-MO interface: Lufthansa Technik (Germany) (**SMS** & ISMS)
- Changes and repairs:
 - Diehl Aviation (Germany) (**SMS** & ISMS)
 - APTOZ (Iceland) (**SMS** & ISMS)

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Any questions?

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