

SMS implementation in DOA Airbus SAS (21J.031)

Suppliers Interface
Export Control _ Not Technical

COMMERCIAL AIRCRAFT

Stephane BOUSSU, Engineering & DOA SMS Officer
25 June 2024

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

Airbus
Purpose

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

Product
Safety
Vision

“ 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

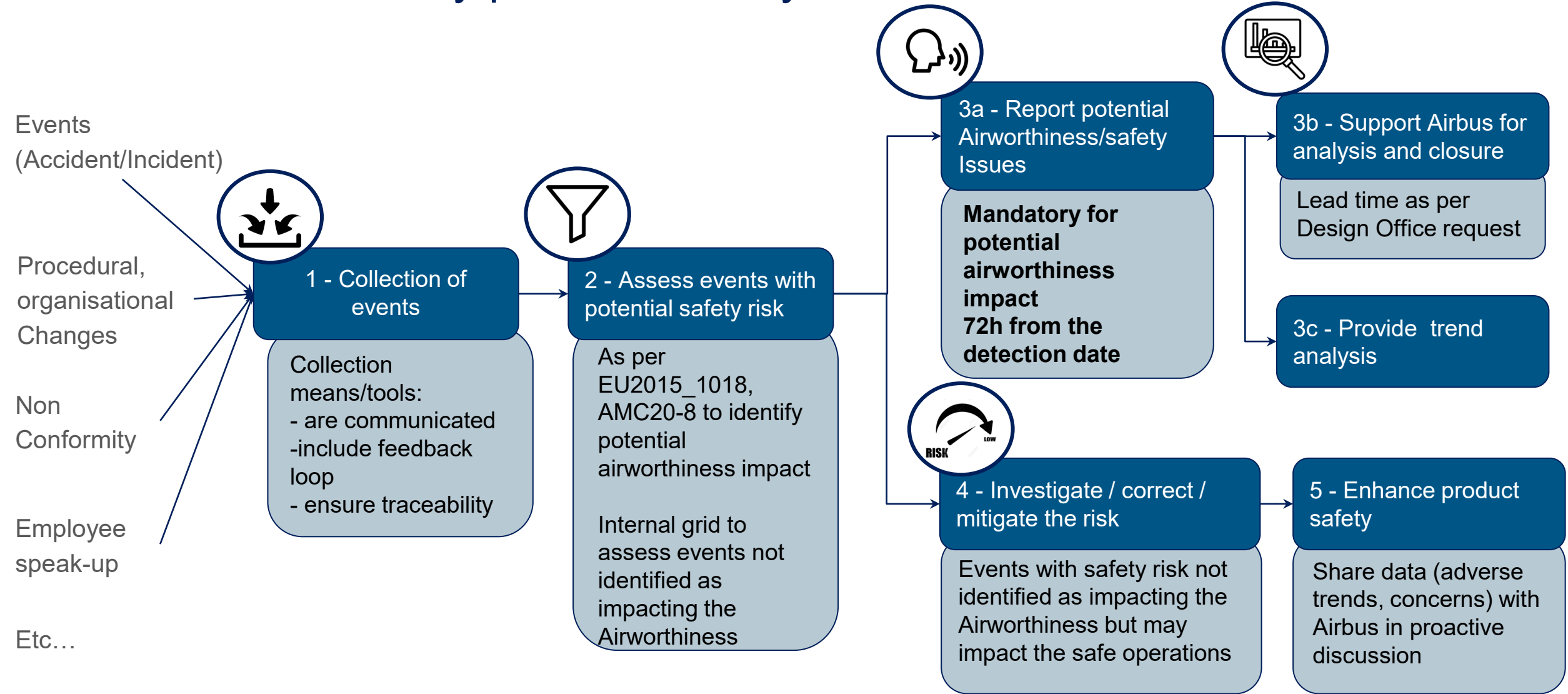
To include DOA Suppliers in our Safety Management System by:

- 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



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

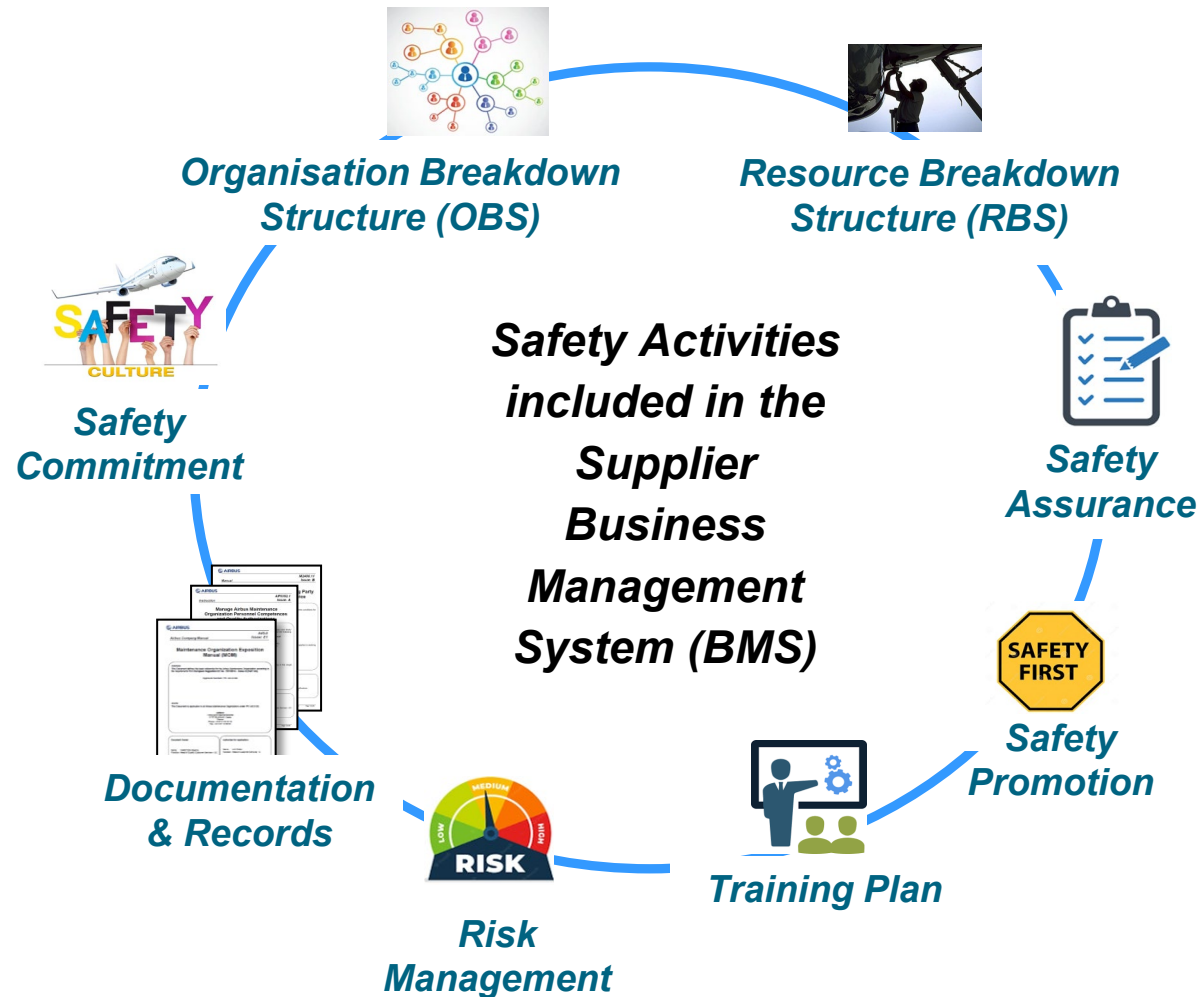
Safety first

Alertness and sharing in the regulatory framework

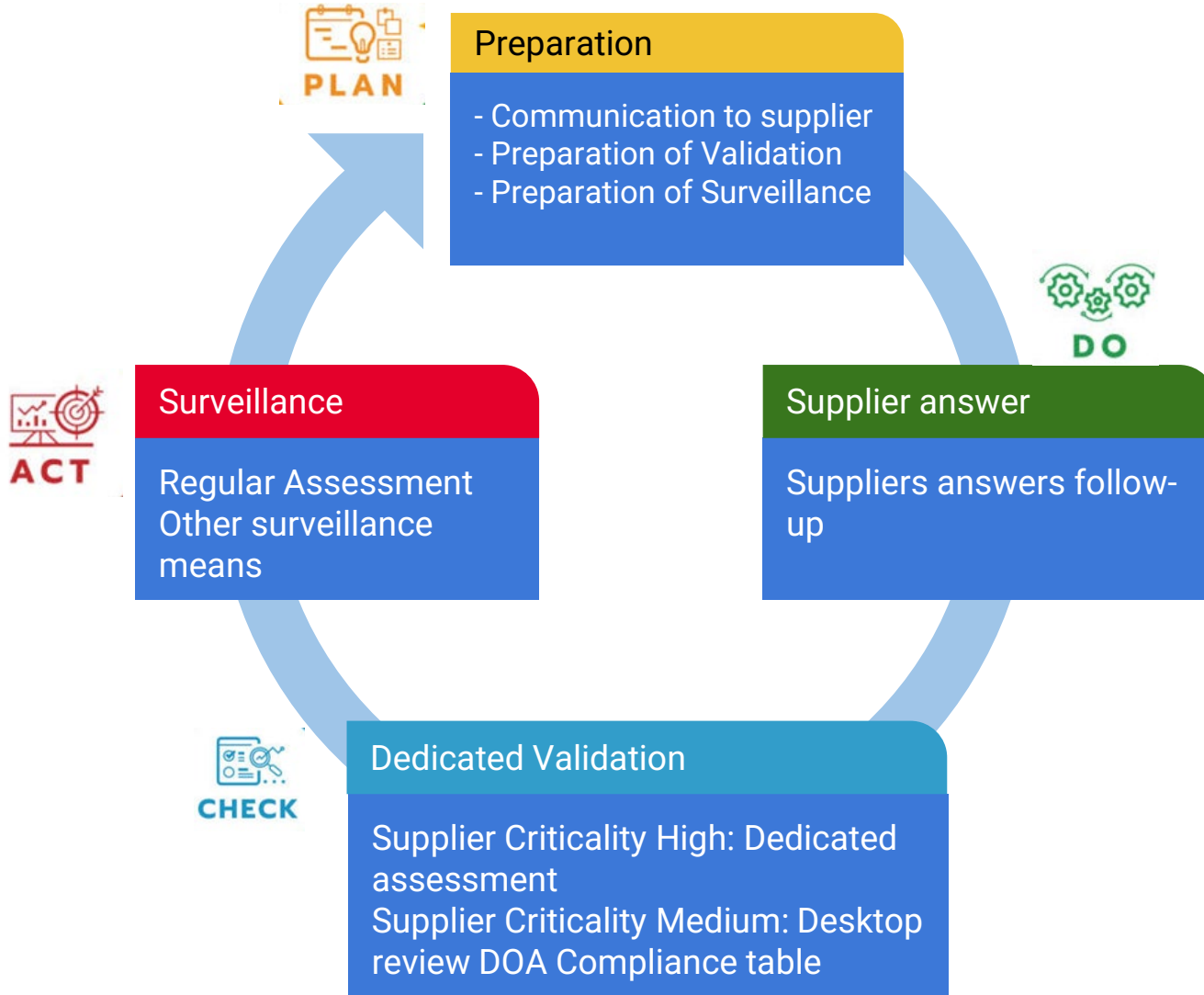
Safety enhancement



3 - Integrate safety within the organisation

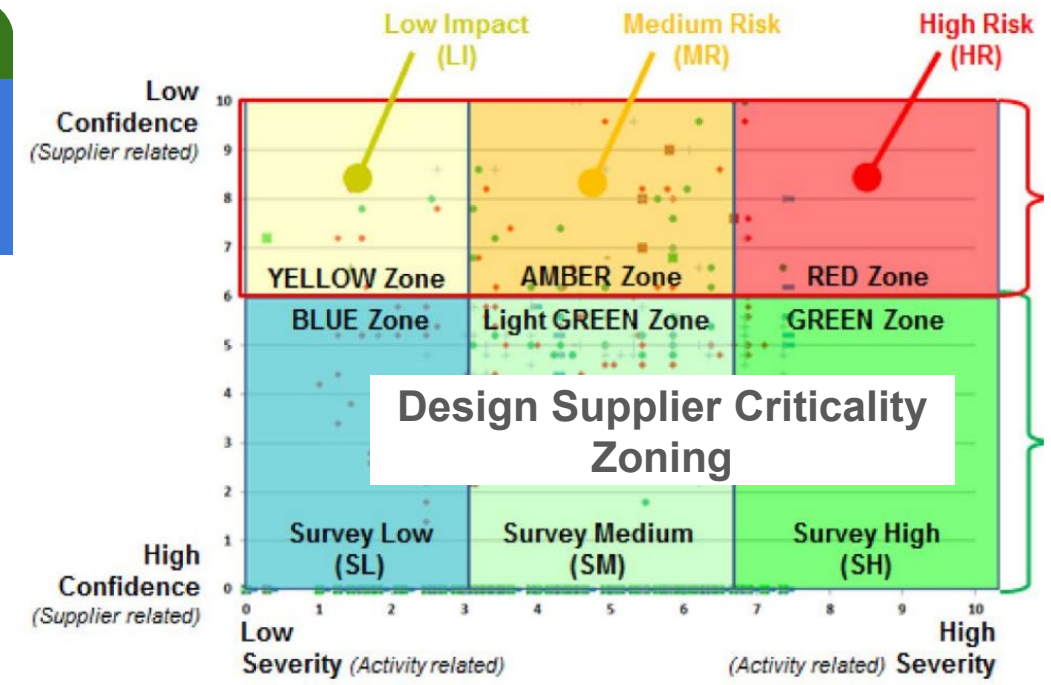


DOA Supplier Control - Principle & Tailoring



Topic related to VDA/TS/TC	Supplier Procedure Reference	Supplier Procedure Title
ST01 Development Project Requirement		
ST02 Airbus Supplier General Requirements for Aerospace and Materials Suppliers		
ST03 Airbus Supplier General Requirements for Equipment and System Suppliers		
ST04 General Requirements for Equipment Design Suppliers		
ST05 General Requirements for System Design Suppliers		
ST06 Continued Airworthiness & Safety		
ST07 Procedure for Managing Occurrences and Unsatisfactory Conditions for Continued Airworthiness		
ST08 Procedure for Managing Occurrences discovered in Engineering and Design Organization		
ST09 Procedure for (optional) managing events (off-problem, safety) impact		
ST10 Coordination between Design and Production Organization		
ST11 Procedure for Managing DO-160 Arrangements and Direct Delivery Authorizations of J.C. Item to Operator		
ST12 Non Conformity Management		
ST13 Procedure for Managing Nonconforming Items with Suppliers		
ST14 Procedure for Managing Concessions for Manufactured Non conforming Items		
ST15 Procedure for Managing Design Queries for Design Non-Conformance		
ST16 Investigation & Certification Testing		
ST17 Procedure for Structures Research, Development, Testing and Performing Structure Tests		
ST18 Procedure for Equipment Design and Tests		
ST19 Document & data retention (Record keeping)		
ST20 Configuration Management		
ST21 Aircraft Configuration Management Rules		
ST22 Propulsion System Configuration Management Rules		
ST23 Procedure for Product (including Changes to TC) Certification Management		
ST24 Procedure for Product Changes Management		
ST25 Organization & Signatories Management		
ST26 Acceptability & Performance of Airworthiness deliverables		
ST27 Procedure for Supporting and Contributing to Airbus Product Certification		
ST28 Procedure for Developing Certification Documents (e.g. Airbus Certificate Documents / Composite Summary Report for Certification)		
ST29 Acceptability & Performance of Technical deliverables		
ST30 Drawing & Definition Dossier Management Rules		
ST31 Identification and Making Requirements including Making Selection and Implementation method		
ST32 Sub-Tier Management		
ST33 Design Sub-Tier Supplier Management		
ST34 Continuing Airworthiness Management		
ST35 Procedure for Generating Data and/or Instructions to be used for the maintenance of aircraft for each operation		
ST36 Service Bulletin Procedure / Procedure for Vendor Service Bulletin Development, Approval or Acceptance		
ST37 Procedure for Repairs Design and Airworthiness Approval		

DOA Compliance Table



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

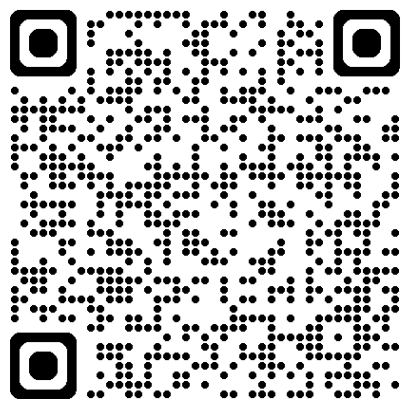
Common set of SMS requirements for Suppliers

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



**YOUR ACTION
MAKES A DIFFERENCE**



Speak up

when
you have
a concern

**Close
the loop
together**

**Listen and
follow up**

on concerns
raised

AIRBUS

Safety first, in everything we do

Safe
aircraft

Safely
operated

Safe air
transport system

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

© Copyright Airbus SAS - 2024 / SMS in DOA - Suppliers interface - EASA workshop June 2024 - PR2404208

This document and all information contained herein is the sole property of Airbus. No intellectual property rights are granted by the delivery of this document or the disclosure of its content. This document shall not be reproduced or disclosed to a third party without the expressed written consent of Airbus. This document and its content shall not be used for any purpose other than that for which it is supplied.

Airbus, its logo and product names are registered trademarks.