

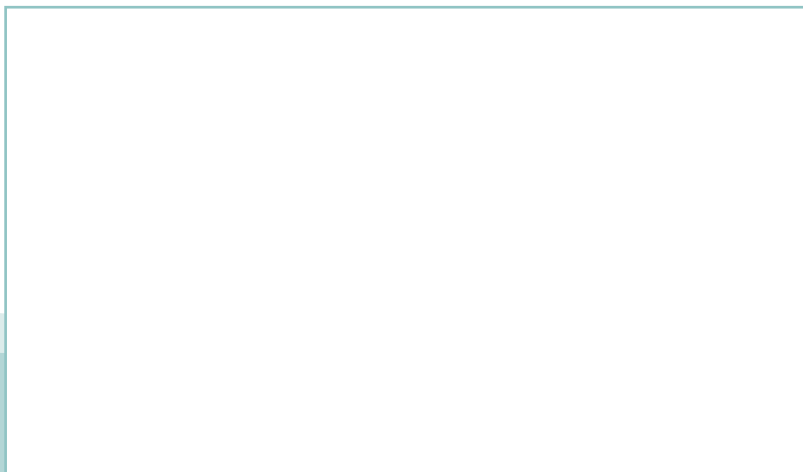
SVENSK STANDARD

SS-EN 9114:2016



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ICS: 03.120.10; 49.020

Aerospace series – Quality systems – Direct Ship Guidance for Aerospace Companies



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SIS (Swedish Standards Institute) är en fristående ideell förening med medlemmar från både privat och offentlig sektor. Vi är en del av det europeiska och globala nätverk som utarbetar internationella standarder. Standarder är dokumenterad kunskap utvecklad av framstående aktörer inom industri, näringsliv och samhälle och befrämjar handel över gränser, bidrar till att processer och produkter blir säkrare samt effektiviserar din verksamhet.

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Europastandarden EN 9114:2015 gäller som svensk standard. Detta dokument innehåller den officiella engelska versionen av EN 9114:2015.

The European Standard EN 9114:2015 has the status of a Swedish Standard. This document contains the official English version of EN 9114:2015.

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Information about the content of the standard is available from the Swedish Standards Institute (SIS), telephone +46 8 555 520 00. Standards may be ordered from SIS Förlag AB, who can also provide general information about Swedish and foreign standards.

Har du synpunkter på innehållet i den här standarden, vill du delta i ett kommande revideringsarbete eller vara med och ta fram andra standarder inom området? Gå in på www.sis.se - där hittar du mer information.

EUROPEAN STANDARD

EN 9114

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2015

ICS 03.120.10; 49.020

English Version

Aerospace series - Quality systems - Direct Ship Guidance for Aerospace Companies

Série aérospatiale - Système qualité - Expédition
directe recommandations pour compagnies
aérospatiales

Luft- und Raumfahrt - Qualitätsmanagement - Direkt
Anlieferungen Richtlinie für die Luft- und
Raumfahrtindustrie

This European Standard was approved by CEN on 27 September 2015.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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European foreword

This document (EN 9114:2015) has been prepared by the Aerospace and Defence Industries Association of Europe - Standardization (ASD-STAN).

After enquiries and votes carried out in accordance with the rules of this Association, this European Standard has received the approval of the National Associations and the Official Services of the member countries of ASD, prior to its presentation to CEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2016, and conflicting national standards shall be withdrawn at the latest by June 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Rationale

This document was revised to coincide with the 14 Code of Federal Regulations (CFR) Part 21, "Certification Procedures for Products, Articles, and Parts", re-write published October 16, 2009 under Docket No. FAA-2006-25877 and associated policy and guidance material made by the Federal Aviation Administration (FAA). All other changes made to the document presented herein were editorial in nature.

To assure customer satisfaction, the aviation, space, and defence industry organisations must produce and continually improve safe, reliable products that meet or exceed customer and regulatory authority requirements. The globalisation of the industry, and the resulting diversity of regional/national requirements and expectations, has complicated this objective. End-product organisations face the challenge of assuring the quality of, and integrating, product purchased from suppliers throughout the world and at all levels within the supply chain. Industry suppliers and processors face the challenge of delivering product to multiple customers having varying quality expectations and requirements.

The aviation, space, and defence industry established the International Aerospace Quality Group (IAQG) for the purpose of achieving significant improvements in quality and safety, and reductions in cost, throughout the value stream. This organisation includes representation from companies in the Americas, Asia/Pacific, and Europe.

This document standardises requirements for the direct shipment of articles from a supplier of an approved manufacturer to a customer of an approved manufacturer and was originally produced as a cooperative effort between the FAA and the IAQG. The establishment of common expectations, for use at all levels of the supply-chain by organisations, should result in improved quality and safety, and decreased costs, due to the elimination or reduction of organisation-unique requirements and the resultant variation inherent in these multiple expectations.