



SLOVENSKI STANDARD

SIST EN 4617:2009

01-september-2009

Aeronavtika - Priporočene prakse za usklajevanje standardov v podjetjih

Aerospace series - Recommended practices for standardising company standards

Luft- und Raumfahrt - Harmonisierung von Werknormen

Série aérospatiale - Normaliser les standards d'entreprise

Ta slovenski standard je istoveten z: **EN 4617:2006**

[SIST EN 4617:2009](https://standards.iteh.ai/catalog/standards/sist/5d12f196-4604-4feF-82ac-8675dde17556/sist-en-4617-2009)

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ICS:

01.120	Standardizacija. Splošna pravila	Standardization. General rules
49.020	Letala in vesoljska vozila na splošno	Aircraft and space vehicles in general

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EUROPEAN STANDARD

EN 4617

NORME EUROPÉENNE

EUROPÄISCHE NORM

May 2006

ICS 49.020

English Version

Aerospace series - Recommended practices for standardising company standards

Série aérospatiale - Normaliser les standards d'entreprise

Luft- und Raumfahrt - Harmonisierung von Werknormen

This European Standard was approved by CEN on 6 February 2006.

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 Central Secretariat 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 Central Secretariat has the same status as the official versions.

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

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

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Foreword

This European Standard (EN 4617:2006) has been prepared by the European Association of Aerospace Manufacturers - Standardization (AECMA-STAN).

After enquiries and votes carried out in accordance with the rules of this Association, this Standard has received the approval of the National Associations and the Official Services of the member countries of AECMA, 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 November 2006, and conflicting national standards shall be withdrawn at the latest by November 2006.

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, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

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Introduction

Prime contractors

You own and maintain a large number of company standards (normative type documents for internal and external use) that are often ageing or redundant.

Manufacturers

You have to manage the company standards of your various customers and apply these in the best way possible in order to limit the diversity of your products.

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Whether you are a prime contractor or a manufacturer

You would agree that this situation is not suited to today's business environment. The streamlining of documents and practices by means of the rationalisation of individual company standards will help in meeting the efficiency targets of our industry.

1 Subject – Purpose

This document is a guide describing the **recommended practices** in specifying **industrial requirements in the form of recognised standards** (national, European, international), in preference to company standards.

It emphasises the economic and industrial value of following and encouraging such practices.

It is based on what is frequently observed and considered by primes and manufacturers as constituting best practices to the benefit of all involved in the life cycle of a product, from the design stage until its withdrawal from service.

The purpose of this guide is to:

- encourage specification writers and designers to make greater use of existing recognised standards and at the same time to reduce the use of company standards;
- increase the awareness among specification writers, designers, manufacturers and users of company standards of the value and importance of being part of a joint multilateral approach to formalising, through standards, requirements for which the audience is generally known;
- provide methodological support for the users of company standards when undertaking the rationalisation of various requirements.

The achievement of this objective will be measured by:

- the reduction in the total volume of standards documentation, with an increase in the use of public standards as opposed to company standards.
- lower production costs arising from a reduction in product diversity.

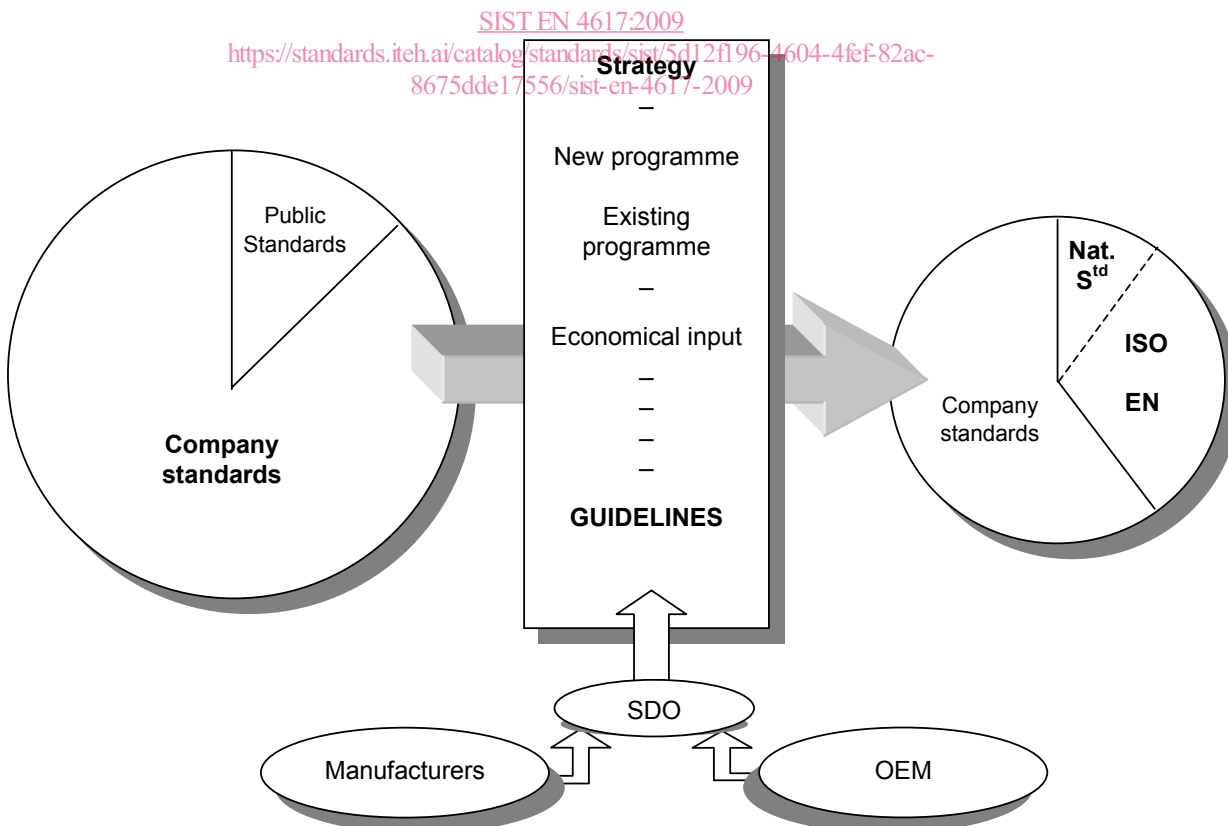


Figure 1 — Harmonization Approach

2 The industrial challenges

2.1 Current situation

The characteristics of a product and the associated processes are largely defined by specifications, drawings, company standards and public standards. It is estimated that **references to public standards are few compared to references made to company standards** (ratio of 1 to 10).

Manufacturers have to deal with a substantial volume of company standards, with each company having its own independent standards documentation structure.

This is a costly situation in terms of document and product management, and a source **of confusion** when faced with a multitude of requirements, often unjustified when the differences between the requirements are minor.

2.2 The future

Using PUBLIC STANDARDS instead of company standards means:

For the PRIME CONTRACTOR

+	<p>REDUCED COSTS</p> <ul style="list-style-type: none"> • Increased quantities – wider potential application • Increased competition between manufacturers • Shared qualification costs • Simplified management/updating of documents <p>SHORTER LEAD TIMES</p> <ul style="list-style-type: none"> • Availability of product at manufacturers <p>QUALITY</p> <ul style="list-style-type: none"> • Requirements based on wider experience(s) • Technical control of common requirements • Simplified management of document system during company mergers or splits 	<p>— Definition of requirements:</p> <ul style="list-style-type: none"> • Possibility that they will not fully satisfy all requirements, including the qualification. • No direct control over changes. <p>— Drafting of the public standard:</p> <ul style="list-style-type: none"> • longer timescale (consensus, approval cycle), • subject to standard layout and format. 	—
ADVANTAGES			DISADVANTAGES

For the MANUFACTURER

+ ADVANTAGES	<p>REDUCTION OF DIVERSITY</p> <ul style="list-style-type: none"> • Reduced qualification costs • Reduced document management costs • Lower value of stocks • Reduced manufacturing costs for large volumes • Reduced lead times (Raw Mat. Supplies + production cycle) • Less risk of non-conformity • Better SPC 1) • Wider potential market • Possibility of influencing the requirements in the standard drafting stage. 	<ul style="list-style-type: none"> • Loss of protected markets (protectionism) 	DISADVANTAGES −
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For the END USER

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+ ADVANTAGES	<ul style="list-style-type: none"> • Product procurement defined by Standard, including associated tooling • Reduction of specific documentation. • Enhanced implementation Confidence broad base for definition and process. • Reduction in parts numbers to be managed (logistics and stock). • Wider tender base (reduction of procurement cost). 		DISADVANTAGES −
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1) Statistical Process Control