

IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS (SMS) FOR APPROVED MAINTENANCE ORGANISATIONS (AMO)

1. Introduction

This Notice specifies the requirement for Maintenance Organisations approved under Regulation 11 of Civil Aviation (Safety) Regulations, 2017, to implement a Safety Management System (SMS).

2. Scope

The SMS shall address aviation safety-related processes, procedures and activities of the AMO, rather than occupational safety, environmental protection or other non-aviation-related activities.

3. Requirement

An AMO shall establish, implement, maintain and adhere to an SMS acceptable to the Authority. The SMS shall be appropriate to the size and complexity of the service authorised to be conducted under its approval and the safety hazards and risks related to the organisation and which addresses four high-level safety objectives as follows:

- a) identifies safety hazards;
- b) ensures the implementation of the remedial action necessary to maintain agreed safety performance;
- c) provides for continuous monitoring and regular assessment of safety performance; and
- d) aims at a continuous improvement of the overall performance of the safety management system.

The framework for this SMS shall, as minimum, include the following components and elements:

1. Safety policy and objectives
 - 1.1 Management commitment and responsibility
 - 1.2 Safety accountabilities
 - 1.3 Appointment of key safety personnel
 - 1.4 Coordination of emergency response planning
 - 1.5 SMS documentation
2. Safety risk management
 - 2.1 Hazard identification
 - 2.2 Safety risk assessment and mitigation
3. Safety assurance
 - 3.1 Safety performance monitoring and measurement
 - 3.2 The management of change

3.3 Continuous improvement of the SMS

4. Safety promotion
 - 4.1 Training and education
 - 4.2 Safety communication

Further guidelines for SMS framework can be found in:

- EASA Part ORO.GEN.200 and associated Acceptable Means of Compliance (AMC) and Guidance Material (GM));
- EASA NPA 2013-01 Embodiment of SMS requirements into Commission Regulation (EC) No 2042/2003 (Note: (EC) No 2042/2003 is repealed by Commission Regulation (EU) No 1321/2014);
- ICAO Annex 19 second edition Appendix 2; and
- ICAO Doc. 9859 third edition Chapter 5.

4. **Commercial Air Transport Operators also holding AMO Approvals**

For Commercial Air Transport Operators holding an Air Operator Certificate and an AMO Certificate the SMS shall be integrated.

5. **SMS Documentation**

The organisation shall document the SMS as part of the organisation's exposition manual or alternatively reference the SMS to a standalone manual.

6. **SMS Implementation Resources**

The following web pages provide recommended resources operators may utilise in the development and implementation of the SMS:

- UK CAA SMS
<https://www.caa.co.uk/Safety-initiatives-and-resources/Working-with-industry/Safety-management-systems/Safety-management-systems/>
- Australia CASA SMS
<https://www.casa.gov.au/safety-management/landing-page/safety-management-systems>
- Canada (TCCA) SMS
<https://www.tc.gc.ca/eng/civilaviation/standards/sms-guide3665.htm>

7. **Notice revision**

This Notice becomes effective from the date of issue and supersedes Airworthiness Notice No.26 issue 3, March 2018, which should be destroyed.