GROUP 1

GROUP 2

Submit implementation plans	SMS implemented	Submit implementation plans	SMS must be implemented

FEB   30 JUL   01 FEB   30 JUL   FEB

2016 ———— **2017** ———— **2018** ———— **2019** ———— **2020** ———— **2021**

SMS – What it Means for You

The rules mandating Safety Management Systems became effective on 1 February 2016. That means most organisations have to have a CAA-approved set of procedures and processes to identify hazards and deal with their associated risks.

"There's no doubt that the introduction of SMS is one of the biggest improvements to safety in civil aviation, possibly since the Civil Aviation Act in 1990," says Mark Hughes, CAA's General Manager of Air Transport and Airworthiness.

"While compliance to rules has worked well in the past, things like an increasingly diverse mix, higher density of air traffic, and the complexity of some of the automation, is increasing risk in the sector. So if we just stay with compliance to rules, our safety record will get worse."

So what is a Safety Management System and what do you do next?

"SMS is about asking 'what are the hazards that could affect our operation? How can we manage their associated risks?' It's about reducing the risk of harm to people and property to as low as is practicable," says Mark.

Many organisations will have elements of an SMS in place because it builds on an already-established Quality Management System.

For instance, does your organisation have a written-down, widely-communicated and well-maintained safety policy?

Before you start any new activity, do you identify safety hazards, and evaluate the risks that are involved?

If you say 'yes' to those questions, you already have the basics of an SMS in place.

"Otherwise, you could start by having a staff brainstorming session," says Mark Hughes. "Get everyone to identify the hazards they're aware of, because of where they work and what they do. Then consider the risk to safety that these hazards pose to the operation.

"Pull together all the data you have on occurrences in your operation. That will be one indicator of where you need to concentrate your time and energy. If you don't have much of that sort of data, go to other operators and ask them about the hazards they've identified."

The CAA has a series of booklets on building a Safety Management System, email info@caa.govt.nz for a free kit. CASA in Australia also has guidance – go to www.casa.gov.au/sms.

For more information about SMS, including Advisory Circulars, where to send questions, how to receive email updates, and training, go to our web site, www.caa.govt.nz/sms.

Who and When?

Existing participants under Parts 121, 125, 145 (those supporting 121 and 125 operators), 139 (those supporting international operations), and the 170 series are required to have their SMS Implementation Plans in to the CAA by 30 July 2016.

Each of these operators will then propose a date they will be ready to fully implement their SMS. The final date they can propose is 1 February, 2018.

The CAA will then review the Implementation Plan and the proposed date. A confirmed date for implementation will then be set by the CAA, taking into account:

» the date proposed by the organisation

» the date the organisation's certificate is to be renewed

» the capability and complexity of the organisation

» the risks inherent in its activities

» the workload of the CAA and the organisation.

Existing participants under Parts 115, 135, 137, 141, 145 (those supporting other than 121 and 125 operators), 139 (those not serving international operations), 146, 147, and 148 are required to have their Implementation Plans in to the CAA by 30 July 2018, and their SMS up and running by 1 February, 2021.

The same process applies to this group, in terms of getting a date approved for implementation, as to the first.

Applicants for a new organisational certificate submitted after 1 February 2016 should refer to Annex F, AC100-1 (Rev 1) for the options available to them.

For more about managing risk as part of a Safety Management System, go to page 7. ■