I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, make this instrument under subsection 9 (1) of the Civil Aviation Act 1988 and regulation 171.017 of the Civil Aviation Safety Regulations 1998.

[Signed Bruce Byron]
Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

8 August 2006

Manual of Standards Part 171 Amendment (No. 1) 2006

1 Name of instrument
This instrument is the Manual of Standards Part 171 Amendment (No. 1) 2006.

2 Commencement
This instrument commences on the day after it is registered.

3 Amendment of the Manual of Standards Part 171
Schedule 1 amends Manual of Standards Part 171.

Schedule 1 Amendment

[1] Section 1.2, definitions of Aerodrome operator agreement, AIS agreement and ATS provider agreement
omit
Section 1.2

**insert the following definitions**

<table>
<thead>
<tr>
<th>Safety case</th>
<th>A document that provides evidence and argument that a service or facility, or a proposed change to the design of a service or facility, meets safety objectives or levels for the service or facility.</th>
</tr>
</thead>
</table>
| Support service | A service, provided to a service provider, that:  
(a) is necessary for the functioning of a telecommunication or radionavigation service; and  
(b) consists of information in electronic form and the carrier that carries the information. |

Section 1.2, definition of **Safety Management System**

**substitute**

| Safety Management System (SMS) | A system that defines the policies, procedures and practices for managing:  
(a) the safe provision of services; and  
(b) any changes to the provision of those services. |

After Chapter 3, heading

**insert**

**CASR reference: CASR 171.086 Safety management system**

Subsections 3.1.1 and 3.1.2

**substitute**

**3.1.1 Necessary features of Safety Management System**

3.1.1.1 The necessary features of an SMS are:

(a) the service provider’s safety policy and objectives; and  
(b) the organisational and staff responsibilities for safety matters; and  
(c) the establishment of the levels of safety that apply to the services, and the monitoring of the levels of safety achieved; and  
(d) the process for internal safety reviews; and  
(e) the process for the internal reporting and management of safety concerns and incidents; and  
(f) the process for the identification, assessment, control and mitigation of existing and potential safety hazards in service provision; and
(g) the definition of the interface arrangements for safety management and the relative associated responsibilities and procedures with internal functional groups and with aerodrome operators and support service providers; and

(h) the processes for the management of changes to existing services.

[6] Subsection 3.2.1.1
omit

[7] Subsection 3.2.1.2
renumber as 3.2.1.1

[8] Subsection 3.2.1.3, note
substitute
Note Guidelines for the preparation of safety cases have been published by CASA in Advisory Circular AC 171-02.

[9] Subsection 3.2.1.3
renumber as 3.2.1.2

[10] Subsection 3.2.1.4
renumber as 3.2.1.3

[11] Subsection 3.2.1.5
substitute

3.2.1.4 A safety case is prepared to support a proposed new service, or a proposed change to an existing service, if:

(a) the effect of the service or change would be that the service would not be in accordance with the certificate issued to the service provider under regulation 171.250 of CASR; or

(b) the new service or proposed change requires prior notification to CASA because of a requirement to do so in the service provider’s safety management system.

Note Internal safety assessments for changes in accordance with regulation 171.040 of CASR are undertaken in accordance with the service provider’s safety management system.

[12] Subsection 3.2.1.6
omit

[13] Chapter 4
omit