



**Australian Government**  
**Civil Aviation Safety Authority**

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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**

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**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*

**[2] Section 1.2**

*insert the following definitions*

<b>Safety case</b>	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.
<b>Support service</b>	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.

**[3] Section 1.2, definition of *Safety Management System***

*substitute*

<b>Safety Management System (SMS)</b>	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.
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**[4] After Chapter 3, heading**

*insert*

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

**[5] 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*