

## SUMMARY OF CHANGES

### Safety Management System Manual, AN 2101

Importantly, the AN 2101 edition of the Safety Management System Manual (SMS) is an evolution of its predecessors. Readers will see many similarities between the AN 2101 and AN 101 of the SMS. The key differences between the two editions are highlighted in the table below.

SUMMARY OF CHANGES	
NO	SUMMARY OF CHANGES
AN 101	AN 2101
<b>1.</b>	<p>AN 101: Total 8 page</p> <p>AN 2101: • Total 9 page</p>
<b>2.</b>	<p>AN 101: Divided into 11 chapters:</p> <ol style="list-style-type: none"> <li>1. Introduction</li> <li>2. Scope</li> <li>3. Application and Acceptance</li> <li>4. Definitions</li> <li>5. General</li> <li>6. Safety Policy and Objective</li> <li>7. Safety Risk Management</li> <li>8. Safety Assurance</li> <li>9. Safety Promotion</li> <li>10. Quality Policy</li> <li>11. Implementation of the SMS</li> </ol> <p>AN 2101: Divided into 13 chapters with expanded guidance for the new chapters:</p> <ol style="list-style-type: none"> <li>1. Citation</li> <li>2. Application</li> <li>3. Interpretation</li> <li>4. Application for of Safety Management System (SMS)</li> <li>5. Issuance of Initial and Continued Acceptability of SMS</li> <li>6. SMS Framework</li> <li>7. Safety Policy and Objectives</li> <li>8. Safety Risk Management</li> <li>9. Safety Assurance</li> <li>10. Safety Promotion</li> <li>11. Surveillance and Assessment of SMS</li> <li>12. Continued Validity of Acceptance</li> <li>13. Revocation</li> </ol>
<b>3.</b>	<p>AN 101: No Information regarding renewal of SMS on the AN</p> <p>AN 2101: • Details on renewal of SMS are provided in the chapter, <b>Application for Safety Management System (SMS)</b>.</p>
<b>4.</b>	<p><b>AN 101: SCOPE</b></p> <ul style="list-style-type: none"> <li>• This Notice describes the requirements of SMS for an AMO.</li> <li>• Within the context of this Notice the term AMO must be understood to designate:</li> <li>• any organisation approved in accordance with Notice No. 70 or             <ol style="list-style-type: none"> <li>a) any group of appropriately licensed Aircraft Maintenance Engineers jointly performing the duties of a maintenance organisation (approved through a process of maintenance schedule approval).</li> <li>b) This Notice addresses aviation safety related processes and activities rather than occupational safety, environmental protection, or customer service quality.</li> </ol> </li> <li>• The AMO is responsible for the safety of services or products contracted to or purchased from other organisations.</li> <li>• This Notice establishes the minimum acceptable requirements; the AMO can establish more stringent requirements.</li> </ul> <p><b>AN 2101: APPLICATION</b></p> <p>This Notice shall be applicable to—</p> <ul style="list-style-type: none"> <li>• an approved training organisation which holds a certificate of approval under regulation 31 of the Civil Aviation Regulations 2016, that is exposed to safety risks related to aircraft operations during the provision of its training services;</li> <li>• an approved maintenance organisation providing services to the holder of air operator certificate issued by the Authority;</li> <li>• an approved maintenance organisation providing services for the operator of an aeroplane registered in Malaysia with a maximum certificated take-off mass exceeding 5,700 kilogrammes or equipped with one or more turbojet engines used in any international general aviation operations;</li> <li>• an approved organisation responsible for the type design or manufacture of aircraft; or</li> </ul> <p>an applicant for the approved organisation under paragraphs 2.1(a), (b), (c) and (d) of this Notice.</p>

5.	<p><b>APPLICABILITY AND ACCEPTANCE</b></p> <p>1. Effective 1 January 2009, an AMO shall have in place a SMS that is acceptable to the DCA, that, as a minimum:</p> <ul style="list-style-type: none"> <li>a. identifies safety hazards;</li> <li>b. ensures that remedial action necessary to maintain an acceptable level of safety is implemented;</li> <li>c. provides for continuous monitoring and regular assessment of the safety level achieved; and</li> <li>d. aims to make continuous improvement to the overall level of safety.</li> </ul> <p>a. In order to be acceptable to DCA, an AMO SMS shall meet the requirements set forth in this Notice.</p>	<p><b>ISSUANCE OF INITIAL AND CONTINUED ACCEPTABILITY OF SMS</b></p> <ul style="list-style-type: none"> <li>1. The Authority may initially accept the SMS if the Authority is satisfied that the</li> <li>2. applicant complies with the applicable requirements under this Notice</li> <li>3. Initial acceptance SMS organisation may implement the SMS in accordance</li> <li>4. with the conditions as specified in the initial acceptance letter.</li> </ul> <p>Organisation's SMS which has been accepted may continue the acceptance of SMS if the Authority is satisfied that it has fulfilled the applicable requirements under this Notice.</p>
6.	<p><b>Risk management</b></p> <ul style="list-style-type: none"> <li>1. An AMO shall develop and maintain a formal risk management process that ensures the analysis, assessment and control of risks to an acceptable level.</li> <li>2. The risks in each hazard identified through the hazard identification processes described in section 7.2 of this Notice shall be analysed in terms of probability and severity of occurrence and assessed for their tolerability.</li> <li>3. The organisation shall define the levels of management with authority to make safety risk tolerability decisions.</li> <li>4. The organisation shall define safety controls for each risk assessed as intolerable.</li> </ul>	<p><b>Safety Risk Assessment and Mitigation (Element 2.2)</b></p> <ul style="list-style-type: none"> <li>1. The organisation shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards.</li> </ul> <p>The process may include predictive methods of safety data analysis.</p>
7.	<p>No information on regarding surveillance and assessment of SMS</p>	<p>SMS may be periodically assessed by Authority is introduced in <i>part 11.0 Surveillance and Assessment of SMS</i></p>

<p><b>8.</b></p>	<p><b>Safety performance monitoring and measurement</b></p> <ol style="list-style-type: none"> <li>1. An AMO shall, as part of the SMS safety assurance activities, develop and maintain the necessary means to verify safety performance of the organisation in comparison with the approved safety policies and objectives, and to validate the effectiveness of implemented safety risk controls.</li> <li>2. Safety performance monitoring and measurement means shall include the following:             <ol style="list-style-type: none"> <li>a. safety reporting;</li> <li>b. safety audits;</li> <li>c. safety surveys;</li> <li>d. safety reviews;</li> <li>e. safety studies;</li> <li>f. internal safety investigations</li> </ol> </li> <li>3. The safety reporting procedure shall set out the conditions under which immunity from disciplinary action would be considered.</li> </ol>	<p><b>Safety performance monitoring and measurement (Element 3.1)</b></p> <ol style="list-style-type: none"> <li>1. The organisation shall develop and maintain the means to verify the Safety Performance of the organisation and to validate the effectiveness of safety risk controls.</li> <li>2. The organisation's safety performance shall be verified in reference to the safety performance indicators (SPI) and safety performance targets of the SMS in support of the organisation's safety objectives.</li> <li>3. The organisation shall provide the Authority the actual SPIs, safety performance target and alert level at least once a year.</li> <li>4. If an organisation fail to achieve the setting of alert level or target level as agreed between the Authority and the organisation, the organization shall immediately report to the Authority and submit a corrective plan accordingly.</li> <li>5. The organisation shall periodically review each SPIs, alert levels and target levels to ensure they remain effective, relevant and appropriate to the organisation.</li> </ol> <p>Any necessary adjustments to previously agreed SPIs, target or alert settings shall be substantiated by appropriate safety data and be documented as appropriate.</p>
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