



**U.S. Department  
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Federal Aviation  
Administration**

# InFO

Information for Operators

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*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

**Subject:** Federal Aviation Administration (FAA) Safety Management System (SMS) for General Aviation (GA) Organizations.

**Purpose:** This InFO:

- Supersedes InFO 11010, dated May 4, 2011;
- Encourages all GA organizations to develop and implement a voluntary SMS that meets Title 14 of the Code of Federal Regulations (14 CFR) Part 5 requirements;
- Provides information to GA operators of large and turbojet airplanes on International Civil Aviation Organization (ICAO) SMS requirements and other additional requirements; and,
- Provides information for part 145 repair stations operating with European Union Aviation Safety Agency (EASA) authorizations on SMS voluntary program participation.

**Background:** In April 2024, the FAA published an update to part 5 expanding the regulatory requirements to part 135 and part 91, § 91.147 Air Tour Operators with a Letter of Authorization (LOA). This update better aligned the United States with international requirements contained in the International Civil Aviation Organization (ICAO) Annex 19. This expansion did not include some operators such as large and turbojet aircraft operated internationally under parts 125 and 91 subpart K (91K) as well as part 145 repair stations with European Union Aviation Safety Agency (EASA) authorizations. However, Amendment 27 to ICAO Annex 6 Part II (Section 3) established an international standard for GA operators flying large and turbojet aircraft to implement an SMS. In addition, repair stations operating with an EASA part 145 authorization will be required to have an SMS by December 2025.

**Discussion:** An SMS integrates risk management into normal day-to-day business practices. Safety is managed as a core business function where the organization treats safety in the same way it manages other functions (e.g., financial, quality, marketing). ICAO standard states that GA operators of large aircraft (Gross Weight >12,500 lbs.) and turbojet aircraft must establish and maintain an SMS “commensurate with the size and complexity of the operation and meet the criteria established by the State of Registry.” ICAO recommends that GA SMS include:

- A process to identify actual and potential safety hazards and assess the associated risks;
- A process to develop and implement remedial action necessary to maintain an acceptable level of safety; and

- A provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.

**Options for Aviation Organizations:** A successful SMS implementation will require more than writing a manual. Aviation organizations may wish to use the services of third-party organizations to aid in development and implementation of their SMS. Operators should also determine what evidence of compliance is acceptable to the countries of intended operation.

**Strategies to develop and implement an SMS include:**

- Using AC 120-92, Safety Management Systems for Aviation Service Providers, to design an SMS that could meet part 5 requirements under the SMS Voluntary Program (SMSVP). Other resources include the [FAA's Aviation Safety Outreach](#) website which has a Frequently Asked Questions (FAQ) document as well as additional material. Data Collection Tools (DCT) utilized by the FAA during surveillance are located on the FAA's [Dynamic Regulatory System](#) (DRS) site and can be used as an internal evaluation to determine if an SMS meets part 5 requirements. After initial certification or authorization or after submission of the declaration of compliance, the responsible Flight Standards office will validate continued performance with part 5 through Continued Operational Safety (COS).
- Design an SMS using information in the ICAO Safety Management Manual (ICAO doc. 9859). The organization is responsible to self-declare compliance or to use the services of an auditing organization to validate implementation.
- Many third-party organizations have developed materials that meet the ICAO SMS standards for GA operations and sponsor practices to validate these programs' implementation.

**Recommended Action:** Aviation Organizations are encouraged to incorporate SMS' as a standard business practice regardless of type of aircraft operated.

**Contact:** Direct questions or comments regarding this InFO to the FAA Safety Analysis and Promotion Division's Safety Management System Program Office at 9-NATL-SMS-ProgramOffice@faa.gov.