



## **PART 100**

CAA Consolidation

## **Safety Management System**

## **DESCRIPTION**

The objective of Part 100 is to introduce new rules to improve Mongolian aviation safety performance in a way that embeds an effective safety culture in aviation organisations; and to ensure Mongolia meets its international obligations as a signatory to the Convention on International Civil Aviation.

**This document is the current consolidated version of Part 100 produced by the Civil Aviation Authority, and serves as a reference only. It is compiled from the official ordinary rules that have been signed into law by the Minister of Road and Transport. Copies of the official rule and amendments as signed by Minister may be obtained from the Civil Aviation Authority or may be downloaded from the official web site at: [www.mcaa.gov.mn](http://www.mcaa.gov.mn)**

**Bulletin**

ICAO 29<sup>th</sup> Assembly Resolution A29-3 of year 1992 urges States to promote global harmonization of national rules.

In order to implement this Resolution, Mongolian Civil Aviation Regulation has been developed based on “Memorandum for Technical Cooperation” between CAA of Mongolia and New Zealand, signed on 6<sup>th</sup> of May, 1999.

**Amendment history**

**Effective date**

Original issue

12 June 2019

**Note:** This Part 100 original issue has been released in Mongolian and English languages, based on NZCAR Part 100 Amend.0 of 01 Feb 2016.

**List of Rules**

100.1. Applicability..... 1  
100.3. System for safety management ..... 1

### **100.1. Applicability**

This Part applies to an organisation that is required by the Civil Aviation Rules to establish, implement, and maintain a system for safety management.

### **100.3. System for safety management**

(a) An organisation to which this Part applies must have a system for safety management that includes-

- (1) a safety policy on which the system for safety management is based; and
- (2) a process for risk management that identifies hazards to aviation safety, and that evaluates and manages the associated risks; and
- (3) safety assurance measures that ensure-
  - (i) hazards, incidents, and accidents are internally reported and analysed and action is taken to prevent recurrence; and
  - (ii) goals for the improvement of aviation safety are set and the attainment of these goals is measured; and
  - (iii) there is a quality assurance program that includes conducting internal audits and regular reviews of the system for safety management; and
- (4) training that ensures personnel are competent to fulfil their safety responsibilities.

(b) The organisation must document all processes required to establish and maintain the system for safety management.

(c) The organisation's system for safety management must correspond to the size of the organisation, the nature and complexity of the activities undertaken by the organisation, and the hazards and associated risks inherent in the activities undertaken by the organisation.

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