



PART 5 SMS • OCTOBER 2026

Ready for May 28, 2027, with records behind every requirement.

How MRO Tracker runs a Part 5 safety management system for Part 135 and § 91.147 air tour operators, in the same system as your flights and maintenance.

Two things are due by May 28, 2027

May 28, 2024

May 28, 2027

Within 24 months

Rule in effect

Part 5 now covers every Part 135 operator and § 91.147 air tour operator. New applicants build an SMS during certification.

SMS running and declared

A working SMS, and a declaration of compliance signed by the accountable executive and sent to your Flight Standards office (§ 5.9(a)).

FAA surveillance

Inspectors review all four components, then periodically based on risk.

No implementation plan for Part 135, and no separate approval step: the FAA checks through surveillance. The declaration is a legal statement, so the records must be there first.

Four components, one module

§§ 5.21-5.27

Safety policy

Accountable executive, signed policy, reporting policy, code of ethics, emergency response plan, who accepts each level of risk.

§§ 5.51-5.55

Safety risk management

Hazards from reports, audits, changes and FRATs; risk assessed, controls with owners, acceptance at the right level.

§§ 5.71-5.75

Safety assurance

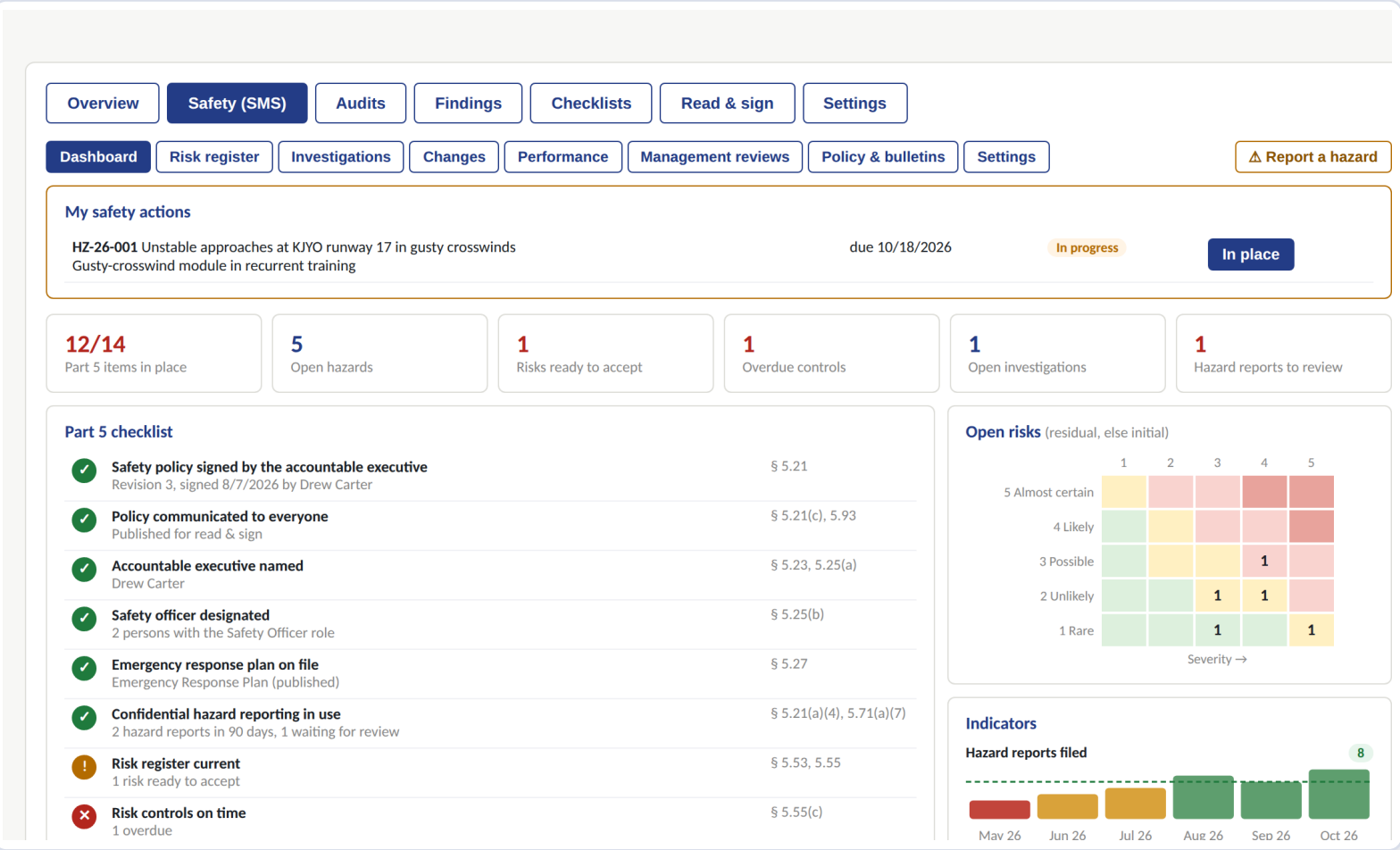
Audits, SMS evaluations, investigations, confidential reporting, indicators with targets and management reviews.

§§ 5.91-5.97

Promotion and records

Training for every SMS role, communication with read-and-acknowledge, and records kept for the required periods.

Part 5, requirement by requirement, from your records



- 1 Live checklist**
Each Part 5 item shows a green tick, an amber warning or a red cross, computed from the records.
- 2 My safety actions**
Controls and reviews assigned to the signed-in person, with due dates.
- 3 Risk matrix and indicators**
Open risks on the 5×5 matrix and the trend of each safety indicator.

"Here's your Part 5 checklist, live."

A signed policy that everyone has read

Overview

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Findings

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Read & sign

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Risk register

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Report a hazard

My safety actions

HZ-26-001 Unstable approaches at KJYO runway 17 in gusty crosswinds
Gusty-crosswind module in recurrent training

due 10/18/2026

In progress

In place

Safety policy

Revision 3 - effective 8/7/2026

PDF

Our commitment

Safety is Blue Ridge Air Services' highest priority. We will provide the people, training and resources to operate safely, and every employee is responsible for reporting hazards.

Safety objectives

Zero accidents. Every hazard report reviewed within 5 days. 100% FRAT completion. All audit findings closed on time.

Reporting safety issues

Report hazards, errors and incidents without fear of punishment. Confidential reports are seen only by the safety officer. Reckless or deliberate violations are not protected.

Drew Carter

Accountable executive - signed 8/7/2026

Published for everyone to read and sign (Quality → Read & sign shows who has).

Draft revision 4 (draft)

Revision

4 (draft)

- 1

What § 5.21 lists

Objectives, commitment, reporting policy, unacceptable behavior and the code of ethics.
- 2

Signed and revised

The accountable executive signs each revision; the review comes due every 12 months.
- 3

Read & sign

Published to everyone, with a record of who has read it (§ 5.93).

Accountability and who may accept risk

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Accountable executive

Final responsibility for the SMS (§ 5.25(a)): signs the safety policy and management reviews, and accepts high risks by default.

Person

Drew Carter (drew.carter@blueri)

The safety officer is a flight role: Flight Ops → Settings → Flight Roles → Safety Officer (§ 5.25(b)).

Who accepts a risk

By its residual score (or initial, if there's no residual yet). Extreme risks (17–25) can never be accepted.

Low (1–4)

Medium (5–9)

High (10–16)

The safety officer

A director, chief pilot or qualif

The accountable executive

Review cycles (months)

Management review

Each monitored hazard

Safety policy

6

12

12

Save

1

Accountable executive

Named in Settings; signs the policy and management reviews (§ 5.25).

2

Risk acceptance levels

Low, medium and high risk each go to the safety officer, a manager or the accountable executive (§ 5.23).

3

Review cycles

Management reviews, hazard reviews and policy reviews come due on their own.

Hazard reports from the app, confidential if needed

Blue Ridge Air Services
POWERED BY MRO TRACKER

Tuesday, October 6, 2026

Log out

My Flights

Business Development

Flight School

Billing

My flights

Contract flying

My Flights Tuesday, October 6

MY STATUS

Medical thru 2027-06-03 1 check due within 30 d

NEXT FLIGHTS • 14 DAYS 3

Tue, Oct 6, 1:00 PM – 6:30 PM

N541VA King Air 350

K3YO KMYR

With Sam Rivera

Release FR-261006-002 not released yet FRAT low

Open Release Booking Route

Thu, Oct 8, 8:00 AM – 12:00 PM

N22DA Pilatus PC-12

Booking Route brief

Sat, Oct 10, 7:00 AM – 11:00 AM

N310CJ Citation CJ3

With Sam Rivera

Release not created

Create Release Booking Route

OPEN FLIGHTS 0

No open flights right now.

Trip note or hazard

Not tied to a flight

Trip note Hazard

What kind of hazard?

Weather Turbulence Icing Wind shear Birds / wildlife Drone / UAS

Traffic / near miss Runway / taxiway Airport / FBO ATC / navigation

Terrain / obstacle Aircraft system Fuel Security Fatigue / crew Other

How urgent?

For information Caution Urgent

Short title (optional), e.g. Drone on final RWY 17

What happened, what you saw, what others should know

When Phase of flight Where

10/06/2026, 10:20 AM — Airport, fix, or description

Altitude (ft)

Use my position

Photos

Take photo Choose photos

☐ File confidentially. Only the safety officer sees that it was you, and which flight. Everyone else sees the hazard without your name.

☐ Let ops know now. Dispatch and ops control get it straight away.

Cancel Send

- 1 From My Flights**
Any pilot or employee reports a hazard with category, urgency, place and photos.
- 2 File confidentially**
Only the safety officer sees who filed it and on which flight (§ 5.71(a)(7)).
- 3 Into the register**
The safety officer reviews it and turns it into a hazard with an owner.

A risk register with controls and sign-off

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HZ-26-001

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Gusty-crosswind module in recurrent training

due 10/18/2026

In progress

In place

Open and monitored

All areas

Search hazards...

PDF

+ New hazard

Hazard	Area	Source	Owner	Risk now	Controls	Status
HZ-26-005	Pilot fatigue on early-morning repositioning legs	Flight operations	FRAT	Riley Patel	Medium 6 accepted	1/1 Monitored
HZ-26-004	Adding a Citation CJ3 to the Part 135 fleet	Organizational	Management of change	Riley Patel	High 12	0/0 Open
HZ-26-003	Task card sign-off before torque check on prop installs	Maintenance	Audit finding	Riley Patel	Medium 5	0/2 1 overdue Open
HZ-26-002	Fuel truck parked inside wingtip clearance on the north ramp	Ground / ramp	Hazard report	Riley Patel	Low 3 accepted	1/1 Monitored
HZ-26-001	Unstable approaches at KJYO runway 17 in gusty crosswinds	Flight operations	Hazard report	Riley Patel	Medium 8	1/2 Open

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- 1

Hazard to risk

Worst credible outcome, initial and residual likelihood × severity.
- 2

Controls with owners

Each control has an owner and a due date; late ones turn the dashboard red.
- 3

Accepted at the right level

A high risk can only be accepted by the accountable executive (§ 5.55).

"Every hazard has an owner, a control and a sign-off."

Management of change before it goes ahead

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In progress

In place

Before a change goes ahead (new aircraft, route, procedure, people, vendor), record its hazards and accept their risks (§ 5.51).

+ New change

Change	Type	Planned	Owner	Hazards / risks accepted	Status
MOC-26-003 Adding a Citation CJ3 to the Part 135 fleet	New aircraft / type	11/5/2026	Taylor Nguyen	0 / 0 of 0	Assessing
MOC-26-002 New FBO at KMYR	Vendor / contractor	9/16/2026	Sam Rivera	0 / 0 of 0	Implemented

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- 1

New aircraft, routes, procedures

Each change is assessed for hazards before it is approved (§ 5.51).
- 2

FRAT on every release

Scores above your line route to the approver; the mitigation stays with the release.
- 3

One register

Hazards from reports, audits, changes and FRATs all land in the same place.

Audits and findings closed with evidence

Overview

Open

Finding

F-26-011

F-26-012

Tit

FR

W

Sam Rivera (sam.rivera@blu)

10/05/2026

10/31/2026

What was found (objective evidence)

2 of 18 sampled releases with FRAT > 18 showed approval after the off time.

+ evidence

Root cause

Method

Approver not notified by text when away from a computer.

Human factors (Dirty Dozen):

☐ Lack of communication

☐ Complacency

☐ Lack of knowledge

☐ Distraction

☐ Lack of teamwork

☐ Fatigue

☐ Lack of resources

☐ Pressure

☐ Lack of assertiveness

☐ Stress

☐ Lack of awareness

☐ Norms

Actions

Type	Action	Owner	Due	Status
corrective	Turn on text alerts for FRAT approvals	Sam Rivera	10/1/2026	Done Sep 30, 2026, 9:00 AM
preventive	Release gate: block release until FRAT approval is signed	Alex Morgan	10/3/2026	Done Oct 2, 2026, 9:00 AM

Effective: close

Not effective: reopen

Effectiveness check due 10/16/2026.

History (0)

Raise a finding

Next due

10/16/2026

10/12/2026

- 1

Your audit programme

Part 5 sets no frequency, so you set it in your SMS; Quality keeps you to it.
- 2

Corrective action plans

Root cause, containment, corrective and preventive actions.
- 3

Effectiveness check

A finding can't close until the fix is verified (\$ 5.75).

Investigations that feed the register

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Accidents, incidents and occurrences: what happened, why, and what changes.

+ New investigation

Investigation	Type	When	Lead	Hazards	Status
INV-26-002 Bird strike on climb-out, N541VA	Incident	9/24/2026	Riley Patel	0	In review
INV-26-001 Tug contact with hangar door	Occurrence	8/22/2026	Riley Patel	0	Closed

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- 1

Accidents, incidents, occurrences

Findings, root cause, contributing factors and recommendations.
- 2

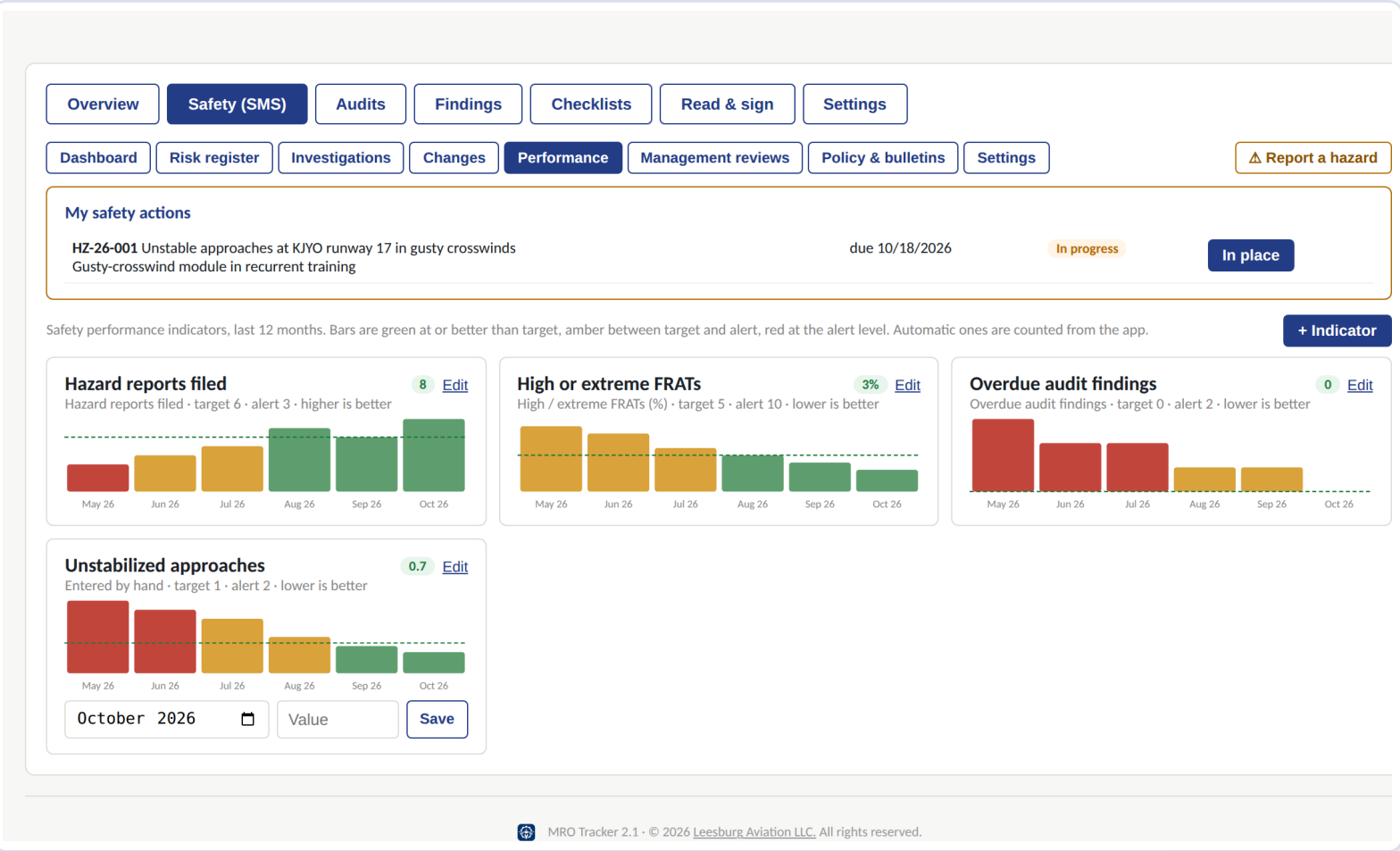
New hazards from findings

Raised straight into the risk register (§ 5.71(a)(5)–(6)).
- 3

Kept 5 years

Safety assurance outputs are kept at least five years (§ 5.97).

Safety performance against targets



1 Indicators with targets
Green at or better than target, amber in between, red at the alert level.

2 Counted from your data
Hazard reports, high-risk FRATs, overdue findings and controls are counted automatically.

3 Your own measures
Add indicators entered by hand, such as unstabilized approaches.

"The system tells you when your SMS is slipping."

Management reviews, signed and scheduled

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Top management reviews how the SMS performs and decides what to change (§ 5.73, 5.75). Each review captures the indicators and risks at the time and is signed by the accountable executive.

New review

Review	Held	Period	Signed	Next due
MR-26-02	9/1/2026	3/5/2026 – 9/1/2026	Drew Carter, 9/2/2026	3/5/2027

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- 1

A snapshot in time

Each review captures the indicators and risks at that moment (§ 5.73).
- 2

Decisions recorded

Discussion and decisions, and whether the policy and objectives were reviewed.
- 3

Next one scheduled

The next review date shows on the dashboard.

Bulletins and procedures acknowledged by everyone

OverviewSafety (SMS)AuditsFindingsChecklistsRead & signSettings

To read (mine) ▼+ New document

Safety Bulletin 26-07: Winter ops and contaminated runways Bulletin · SB-26-07 · Rev 1

Effective 10/3/2026 · Sign by 10/10/2026

Sign

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- 1

Safety communication

Share hazards and explain why procedures changed (§ 5.93).
- 2

Read & sign

Each person signs that they read it; you see who hasn't.
- 3

Training

SMS training for every role, tracked per person in Training (§ 5.91).

Records kept as long as Part 5 requires

Signed policies, reviews and investigations can't be deleted, and every change keeps who and when.

Record (§ 5.97)	Keep for	In MRO Tracker
Safety assurance outputs: audits, evaluations, investigations, reviews	At least 5 years	Quality and Safety (SMS)
Safety risk management outputs	As long as the control is relevant	Risk register and changes
Training records (§ 5.91)	As long as the person is employed	Training
Safety communications (§ 5.93)	At least 24 months	Read & sign

Signatures follow the FAA's AC 120-78B: own login, locked once signed, full history. Required Part 135 records are accepted through OpSpec A025.

From today to a signed declaration



This deck summarizes Part 5 and FAA guidance as of October 2026. It is not legal advice; confirm with your principal inspector.



NEXT STEPS

Let's get you to May 2027 with evidence.

14-day trial

Your policy and first hazards loaded, with a setup call for your safety officer.

Free Part 5 brief

mrotracker.com/part-5-sms: requirements, records and e-signatures.

Full product tour

Maintenance and dispatch for the rest of your team.