

• 14 CFR PART 5 · DEADLINE 28 MAY 2027

Compliance and safety management, evidenced.

The aviation safety, quality and compliance platform for Part 135 operators and air tour operators — hazard reporting, risk management, compliance audits, fatigue management, emergency response, controlled documents and training in one system. Built for aviation from the first line of code.

22

organizations on
SAFEJETS MS

50+

clients across the
SAFEJETS suite

2013

in aviation since

V4

current release, live 2026

WHY A SPREADSHEET STOPS WORKING

Part 5 is assessed on evidence, not on intent

Every subpart of the rule ends in a record somebody has to produce on request. These are the four questions that paper-based systems cannot answer — and the reason a manual on a shelf does not meet the standard.

5.21(c)**You issued the safety policy. Who read it?**

The policy must be documented and communicated throughout the organization. A distribution list is not evidence of receipt.

5.55(d)**You accepted a risk. At what residual level?**

The evaluation has to happen before the control is implemented — so the assessment must be dated earlier than the decision.

5.75**You found a deficiency. How was it closed?**

Closure without a documented cause is an open finding waiting to recur.

5.91 · 5.97(c)**Training was required. Who completed it?**

Competency records for every individual named under 5.23, retained for as long as they are employed.

The constraint is never the manual. Reporting culture, assurance data and evidence of communication are — and none of them can be produced retroactively. Every month without a working reporting system is a month of data you cannot go back and collect.

ONE SYSTEM OF RECORD

Everything the management system needs, in one place

One login, one permission model, one audit trail — and a mobile app, so a hazard can be reported from the ramp rather than remembered until Monday.

Safety management

Hazard, occurrence, near-miss and incident reporting. Bowtie risk assessment with threats, consequences and barriers. SPI/SPT tracking with three alert levels. Emergency response planning, scenarios and drills.

Compliance monitoring

Annual audit programme, reusable checklists with regulation references, findings register and corrective/preventive actions with root cause analysis — plus controlled external access for auditors and interfacing parties.

Documents and training

Controlled documents with approval workflow, versioning and mandatory read-and-acknowledge per person. Training assigned by role and target group, per-competency completion, certificates and expiry warnings.

Fatigue and flight risk

Fatigue reporting as a distinct confidential channel with its own triage inbox, and a FRAT built to your own criteria and thresholds rather than a fixed template.

AI assistance, governed

A fine-tuned assistant drafts risk analyses, CPA root causes and change assessments, with every query recorded in an admin-only audit ledger. AI drafts; competent humans decide and sign.

Hosting and security

Web-based, hosted in the United States, with 24-hour backups — data residency is not a special arrangement. Our parent company has consultancy experience implementing ISO 27001 and ISO 42001 management systems for clients.

14 CFR PART 5

Mapped clause by clause, subpart by subpart

Written to be read next to the FAA's own Part 5 SMS Implementation Gap Analysis Tool.

Subpart B — Safety policy

5.21 policy content and accountable executive sign-off recorded against the specific revision; 5.21(c) mandatory reading with per-person acknowledgment; 5.23 · 5.25 roles mapped to named individuals; 5.27 emergency response with delegated authority.

Subpart C — Safety risk management

5.51 change analysis; 5.53 hazard register inside system analysis, interfaces included; 5.55 Bowtie assessment and controls as assigned tasks; 5.55(d) residual risk recorded before the control is accepted; 5.57 notify an interfacing organization and keep the proof.

Subpart D — Safety assurance

5.71 monitoring, auditing and evaluation; investigation with human-error and culpability method; confidential and anonymous reporting from web or mobile; 5.73 SPI/SPT with alert levels and a safety review record; 5.75 CPA closed against a documented root cause.

Subparts E and F — Promotion and records

5.91 training by role with certificates and expiry; 5.93 notifications with read-receipt tracking; 5.95 controlled SMS documentation; 5.97 four separate retention clocks configured once — including hazard information shared under 5.57.

Bring your own gap analysis to the first call. We will show you, requirement by requirement, where the evidence would live — and we can load the FAA tool into Compliance Monitoring as a live checklist, so open items become assigned tasks with owners and dates.

BEYOND THE SOFTWARE

Most operators do not need a licence. They need a system built.

We are aviators before we are a software vendor — thirteen years of hands-on work in flight operations and safety management under EASA-aligned regulatory frameworks, with AOC holders and MROs. Where an operator wants help rather than a login, the team that built the platform does the work.

01

Gap analysis

Run against Part 5 with your postholders in the room, not delivered as a report you then have to interpret.

02

Documentation

SMS manual, procedures, emergency response plan, risk methodology and an SPI/SPT set that suits your operation.

03

Configuration

FRAT criteria, risk matrix, audit checklists, notification rules and retention periods set to your certificate and fleet.

04

Training

Accountable executive, safety manager, compliance monitoring manager and postholders — on the regulation and on the system.

From contract to operating system

WEEK 1

Account opened, structure created, initial training for administrators and postholders.

WEEK 2

Your team works in the system with continuous contact from ours. The reporting channel can be open inside the first fortnight.

WEEKS 3-4

Customization scoped — report types, checklists, FRAT criteria, workflow specifics.

THEN

Customization delivered and released, typically within one to two months of contract.

Nothing in this sequence requires your Part 5 documentation to be finished first. The system can run while the manual is still being written, and the two converge — which is how assurance data starts accumulating months earlier than it otherwise would.

THE TEAM BEHIND THE SYSTEM

Aviation safety, AI and system engineering under one roof

SAFEJETS MS is built by ENTROPOL R&D. The core team combines aviation safety, management science, artificial intelligence and full-stack engineering — which is why the product connects regulation, workflow and analysis rather than just storing forms.

Aviation-native

Aeronautical engineering, a doctorate in management and organization, and safety practice. The domain came first, the software second.

AI and data science

A dedicated AI engineering lead. The assistant is a model fine-tuned for aviation safety work, not a general chatbot wrapper.

Management systems

Consultancy experience with ISO 27001 information security and ISO 42001 artificial intelligence management systems.

One product family

SAFEJETS MS — compliance and safety management. **SAFEJETS FTL** — flight operations and FDTL. **SAFEJETS STOCK** — maintenance inventory. Start with MS alone and add the rest later.

Training

Aviation training is delivered under AVIACOURSE, ENTROPOL's registered aviation training brand — covering both the regulation and the system.

Name the requirement. We will show you where the evidence lives.

Thirty minutes, held against your own gap analysis rather than a scripted demo. If your safety manager would rather read first, we will send the clause-by-clause mapping as a document.