

"This [SASO] is just a more formalized, automated system to help you do what our best inspectors have been doing in their heads for years."

- FAA, AFS Inspector

- ▶ Reduce emphasis on administrative requirements, allowing for greater focus on safety oversight
- ▶ Consolidation of support applications and databases
- ▶ Increase information sharing with carriers regarding safety and oversight, common tools will be used by Industry and FAA
- ▶ Skills required to support the new environment will be identified and supported; training will be timely and valuable

How is SASO Different?

- ▶ SASO is shaped by lessons learned from past large-scale initiatives
- ▶ SASO integrates with other AVS programs and initiatives
- ▶ SASO has been developed in partnership with the field and industry
- ▶ SASO is using pilot projects to assess, validate, and adjust before launching full scale implementation

SASO Contact Information

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Get involved and forward your
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Visit SASO's updated website for detailed program overviews,
current activities, and reference materials at:

http://www.faa.gov/safety/programs_initiatives/oversight/saso/



Federal Aviation
Administration

SASO

System Approach for Safety Oversight



PILOT PROJECT 121

Air Carrier Certification

Inside this brochure:

- What is SASO?
- SASO & CFR Part 121
- Accomplishments
- Pilot Project Activities
- Planning & Timeline

What is SASO?

The System Approach for Safety Oversight (SASO) Program is an AVS initiative to transform the Flight Standards Service. (AFS) and the aviation industry to a national standard of system safety.

The Goal of SASO

Embed system safety principles in oversight activities across all CFR parts and develop the technologies to support the processes.

Why is SASO Needed?

As we enter the 21st century, AFS finds itself facing the dual challenges of increasing air traffic and declining budgets. The FAA budget will not increase at the same rate of U.S. airline passenger traffic from 2005-2016. In order to reduce accidents while effectively managing resources, AFS must change the way it does business to achieve its goals. Oversight processes must evolve to reflect the rapidly changing aviation environment.

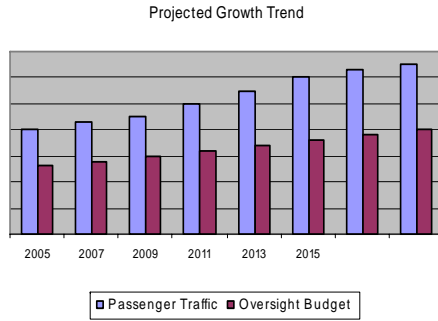
Who Manages SASO?

SASO is managed by the SASO Program Office (AFS-30) within the FAA's Flight Standards Service (AFS).

SASO & CFR Part 121 Pilot Project

In January 2005, three SASO Pilot Projects were requested by the FAA Chief Financial Officer, during the SASO Phase I JRC 2(b) Review, to provide interim milestones throughout SASO Phase I that could be used to evaluate progress and demonstrate early successes in the development of a national standard of system safety.

The first pilot project, the SASO CFR Part 121 Pilot Project, was initiated in January 2006 to design, develop, and demonstrate a standard system safety based oversight system for all CFR Part 121 air carriers based on the Air Transportation Oversight System (ATOS) model. In August 2005, AFS management decided to focus the objectives of the part 121 Pilot Project on the problems and challenges of transitioning all part 121 air carriers to ATOS.



What has SASO accomplished within the CFR Part 121 Pilot Project?

- ▶ Reengineered CFR Part 121 business processes and defined requirements
- ▶ Developed ATOS 1.2 software and training courses; and successfully tested ATOS 1.2 at three key sites
- ▶ Began full scale training and implementation of ATOS 1.2; and transitioned all CMTs into ATOS (1.1 or 1.2)
- ▶ Included ATOS as a vital piece of the enterprise integration roadmap for streamlining AFS systems and processes

Key Pilot Project Activities

- ▶ Preparing post assessment report for Pilot Project 121
- ▶ Finalizing full-scale implementation assessment plan
- ▶ Enhancing ATOS 1.2 automation and training via feedback from the field
- ▶ Continuing to provide timely and detailed feedback on questions asked in the field while forwarding ATOS 1.2 concerns to the SASO Program Office.

Part 121 ATOS 1.2 Objectives

- ▶ Standardize the process for initial certification and major program changes
- ▶ Develop a closed-loop business process for design and performance assessments
- ▶ Leverage the use of FAA resources through prioritization, automation, and sharing
- ▶ Ensure scalability to tailor the oversight system to fit the air carrier while maintaining one standard

Pilot Project Timeline

- ▶ **Phase I: Planning & Engineering**
 - ATOS 1.2 "As-Is" & "To-Be"
 - ATOS 1.2 Software Requirements & Design
 - ATOS 1.2 Training & Transition
- ▶ **Phase II: Implementation**
 - AFS SAS Requirements & Validation
 - AFS SAS Gap Analysis, & "To-Be"
 - ATOS 1.2.1 Software & Training Development
 - AFS SAS Software Development, Training, Testing, & Transition
- ▶ **Phase III: In-Service Management**
 - Continued improvement and maintenance of AFS system safety