
VOLUME 1. GENERAL CONCEPTS, DIRECTION, GUIDANCE, AND DEFINITIONS

CHAPTER 4. GENERAL DIRECTION, GUIDANCE, AND PROCEDURES

SECTION 5. COMPUTER DATABASES

185. PURPOSE. This section contains guidance for FAA Aviation Safety Inspectors (ASI) concerning the use of computer databases. Most aviation information used by ASIs is computer-generated and stored in databases. By accessing these databases, inspectors are able to stay up to date in the rapidly changing aviation environment.

187. APPLICATION TYPES. There are two basic types of applications that inspectors use day-to-day:

- Stand-alone applications: installed on each inspector's computer (e.g., Online Aviation Safety Inspection System (OASIS) and FAANET (Dynacom)).
- Web-based applications: accessed using a browser such as Internet Explorer (e.g., Air Transportation Oversight System (ATOS) and Safety Performance Analysis System (SPAS)).

189. ACCESSING APPLICATIONS. Inspectors can access applications by:

A. Local access - Directly connecting to the office Local Area Network (LAN).

B. Remote access - Remotely connecting with a:

(1) Government-issued computer using a modem connection, which allows access to all resources (includes FAA intranet).

(2) Non-Government (personal) computer using a Web browser to access limited FAA Internet sites.

C. Inspectors should contact their assigned computer specialist for database-related support issues. If not available, inspectors should then contact the appropriate help desk for the particular applications (ATOS, AVR Support Central, etc.).

D. Figure 1.4.5.1 depicts several of the most commonly used applications that are available for inspectors.

191. SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS). SPAS is a Web-based application that inspectors can use to evaluate current decision support tools designed primarily to assist ASIs and supervisors with surveillance planning, safety assessments, certification, and investigation activities. Using SPAS, inspectors are able to:

- Identify certificate holders and specific areas that may present a greater risk, thus warranting further surveillance or other action;
- Analyze safety critical performance measures and profiles;
- Plan surveillance, and establish and update surveillance work programs based on analysis;
- Utilize SPAS data for planning of the Air Transportation Oversight System (ATOS)-Comprehensive Surveillance Plan (CSP), as applicable.

A. *The SPAS II User Guide.* An Introduction to SPAS is located on the SPAS home Web page at <http://home.spas.faa.gov>. This guide provides an overview of the application, its capabilities, purpose, basic features, and functions.

B. *Inspector Requirements.* Inspectors are responsible for monitoring SPAS data relevant to their certificate responsibilities.

C. *Acknowledgement Process.* Principle Inspectors (PI) assigned to Title 14 of the Code of Federal Regulations part 121 and 135 certificate holders with 25 or more aircraft are required to use the SPAS acknowledgement process. Acknowledgement means that the responsible individual (typically a PI) has seen the SPAS flag in the concern status and is acknowledging this fact. Prior to acknowledgement the PI is responsible for:

- Reviewing the SPAS flags in the concern status
- Evaluating the data that caused the flags to enter the concern status

NOTE: Acknowledgement(s) must be entered within 30-calendar days from the date the flag entered the concern status, if the concern flag is also

accompanied by an exclamation mark.

D. Proxy Designation. PIs who will be unable to monitor SPAS data due to a temporary assignment, leave, training, and other types of absence must designate a proxy. The process to identify a proxy may be found in the SPAS II User Guide: An Introduction to SPAS.

E. SPAS Online Databases. These up-to-date databases are accessible via the SPAS menu bar. This database allows the inspector to access a variety of FAA/Government sites. Figure 1.4.5.2 is an example of what is currently available, giving its abbreviation, its name, and a brief description of what the database contains.

F. SPAS Support. ASIs may contact AVR Support Central at: (425) 954-7272 Monday through Friday from 0600-1700 Central Time (on-call support, after hours, and weekends). AVR Support can provide answers to all SPAS-related questions and support to solve SPAS-related problems.

193. REQUESTS FOR INFORMATION UNDER THE “FREEDOM OF INFORMATION ACT” (FOIA). Any person may request public information—that is, information not deemed as “privacy information” or otherwise classified—under FOIA. Requests for information contained in FAA computerized databases must be released by database custodians if this information is determined to be releasable under FOIA. Requests for information from the public shall be handled in an expedited manner as required by FOIA. Any request for database information received by a Flight Standards facility shall be forwarded to the appropriate database custodian, and a written response shall be provided to the requesting party indicating that the request for information has been forwarded to the database custodian. Responses to the public must be accomplished within 10 days of receipt of the request. Further information on FOIA is contained in FAA Order 1270.1, Freedom of Information Act Program, and on the FAA’s FOIA web site: www.faa.gov/arc/foia.cfm.

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FIGURE 1.4.5.1

NOTE: This table lists the sites that are used the most by inspectors. Many additional sites are available for research or information gathering. These program site addresses are subject to change.

PROGRAM	SITE ADDRESS
FAA Home Page	http://www.faa.gov/
Regulation & Certification (AVR) Home Page	http://www.faa.gov/avr/index.cfm
Flight Standards Home Page	http://www.faa.gov/avr/afs/
Air Transportation Oversight System (ATOS)	https://atos.faa.gov/
Operations Specifications (OPSS)	http://www.opspecs.com/
Safety Performance Analysis System (SPAS)	http://home.spas.faa.gov
Joint Aviation Authorities ? Europe (JAA) Home Page	http://www.jaa.nl/

FIGURE 1.4.5.2 SPAS II ONLINE DATABASES

NOTE: These site addresses are updated and maintained by the SPAS support office.

<u>DATA SOURCE</u>	<u>DATABASE</u>	<u>DESCRIPTION</u>
FAA	AIDS	Accident Incident Database System
	AD, AD Preamble, AD NPRM	Airworthiness Directive, AD Preamble, and AD NPRM
	Aircraft (MSAT-B)	Aircraft (Multi System Access Tool - B)
	Aircraft-Engine Combinations	Aircraft-Engine Combinations
	Airman (MSAT-A)	Airman (Multi System Access Tool - A)
	ASAP	Aviation Safety/Accident Prevention System
	ATOS	Air Transportation Oversight System
	ATOS Element	Air Transportation Oversight System Element
	ATS (AMT Schools)	Airmen Testing Standards (AMT schools)
	ATS Norms Reports	ATS Norms Online Reports
	Bulletins and Alerts	AFS Bulletin and Alert Information
	CAIS	Comprehensive Airmen Information System
	EIS	Enforcement Information System
	MMELS	Master Minimum Equipment List System
	New Entrant	New Entrant Air Carrier
	NPTRS	National Program Tracking and Reporting Subsystem
	NVIS - Air Operator	National Vital Information Subsystem - Air Operator
	NVIS - Air Agency	National Vital Information Subsystem - Air Agency
	NVIS - Check Airman	National Vital Information Subsystem - Check Airman
	NVIS - Designee	National Vital Information Subsystem - Designee

FIGURE 1.4.5.2. Continued

<u>DATA SOURCE</u>	<u>DATABASE</u>	<u>DESCRIPTION</u>
	NVIS - Environmental	National Vital Information Subsystem - Environmental
	NVIS - Historical Fleet	National Vital Information Subsystem - Historical Fleet
	NVIS - Historical Personnel	National Vital Information Subsystem - Historical Personnel
	OPSS	Operations Specifications Subsystem
	SDRS	Service Difficulty Reporting Subsystem
	SIESS	Simulator Inventory and Evaluation Scheduling System
	Utilization	Air Carrier Aircraft Utilization and Propulsion Reliability System
DoD	COCKPIT	DoD Cockpit Observations
	Q & S	DoD Quality and Safety
	RAMPS	DoD Ramp Inspections
	SPERS	DoD Survey and Performance Evaluation Resource System
Experian	Credit Rating	Experian Intelliscore Credit Rating
DOT	Form 41 Traffic	DOT Bureau of Transportation Statistics - Form 41 Schedule T-1 Traffic
NTSB	NTSB	National Transportation Safety Board

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