



SASO Fact Sheet

SYSTEM APPROACH FOR SAFETY OVERSIGHT

Pilot Project 121 Accomplishments

- Reengineered CFR Part 121 business processes
- Successfully tested ATOS 1.2 at three key sites
- Transitioned all CMTs into ATOS (1.1 or 1.2)
- Included ATOS as a vital piece of the AFS enterprise integration roadmap

Pilot Project 121 Timeline

Phase I: Planning & Engineering

- ATOS 1.2 "As-Is" & "To-Be"
- ATOS 1.2 Software Design
- ATOS 1.2 Training & Transition

Phase II: Implementation

- AFS Safety Assurance Systems (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

SASO & CFR Part 121 Pilot Project

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

In January 2005, three SASO Pilot Projects were requested to provide interim milestones throughout SASO Phase I. 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 ATOS model. The objectives of the SASO CFR Part 121 Pilot Project was to focus on the challenges of transitioning all CFR Part 121 air carriers to the Air Transportation Oversight System (ATOS).

SASO: A four part approach

Transformation to a system safety approach will require efforts in:



- **Business Process Re-engineering**
Changing the work that AFS personnel perform to incorporate system safety
- **Change Management**
Understanding and responding to the attitudes and behaviors of AFS personnel as they embrace a new way of doing business
- **System Alignment**
Changing existing AFS computer systems to support the new way of doing business
- **Enterprise Integration**
Making sure that the new way of doing business meets AVS requirements

Project Objectives

Pilot Project 121 has three core objectives.

Scalability & Performance	Safety Risk Management	Data Sharing
<ul style="list-style-type: none"> • Standard process for initial certification and major program changes • Closed-loop business process for design and performance assessments • Leverage use of FAA resources • Scalability to fit air carrier while maintaining one standard 	<ul style="list-style-type: none"> • Integrate best risk management practices into ATOS/SPAS • Incorporate oversight of air carrier SMS in ATOS • Implement a safety maturity model; and provide an open system perspective • Revise SPAS to fit Stage 2 changes in ATOS/SPAS • Design, develop, and deliver relevant training 	<ul style="list-style-type: none"> • Integrate voluntary data sharing programs into a 121 oversight system • Refine evaluation of air carrier safety based on risk and performance • Revise SPAS to fit Stage 3 changes in ATOS/SPAS • Design, develop, and deliver relevant training • Refine metrics to measure efficiency of oversight system



SASO

Frequently Asked Questions
SYSTEM APPROACH FOR SAFETY OVERSIGHT

SASO & SMS

One element of the SASO program is to reengineer AFS oversight processes to leverage the use of increasingly sophisticated Safety Management Systems (SMS) by aviation certificate holders.

While AVS is implementing a single SMS; the SASO program is responsible for implementing the AFS-specific elements of the AVSSMS. SASO will also provide Business Process Reengineering and Change Management & Implementation support to the rest of AVS.

Get involved with the 121 Pilot Project

Now is the best time to contribute to the SASO effort within CFR Part 121 during its implementation. Visit SASO on the web and:

- Learn more about SASO and its pilot projects
- Subscribe to SASO's quarterly newsletter
- Download and distribute communications tools
- Provide feedback in for the post implementation assessment
- Schedule a SASO briefing or focus group

FAQs

Who will perform data analysis under ATOS 1.2?

Under ATOS 1.2 the analysis of data will still primarily be performed by the Principal Inspectors (PI) or the Certification Project Manager (CPM) for initial certification. The PI/CPM may request that the Operations Research Analyst (ORA) generate additional analyses and reports to allow for adequate assessment of the design or performance data by element. Each Certificate Management Team (CMT) will have access to an ORA, plus PIs will be able to use Safety Performance Analysis System (SPAS).

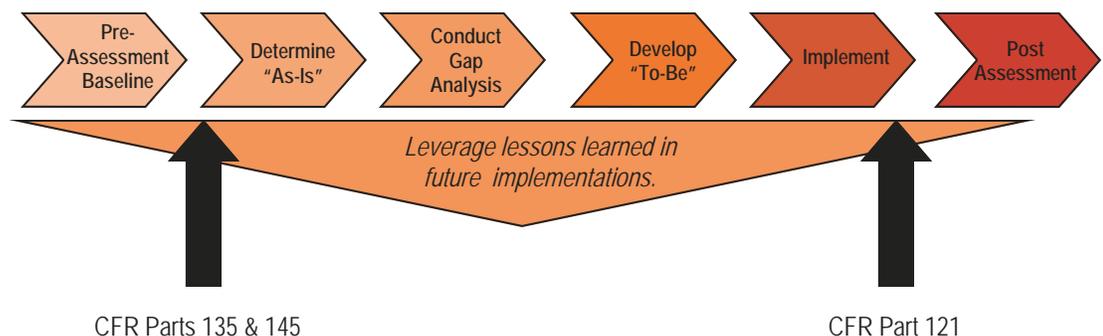
Is there a plan for addressing communications with affected air carriers as we transition to ATOS?

In accordance with the AFS-900 Regional Transition Process Document (RTPD), the office in transition is required to hold an Air Carrier Meeting with air carrier personnel. The objective of the Air Carrier Meeting is to provide an appropriate overview of the ATOS oversight system to the air carrier, and to address any concerns that the air carrier may have. In addition, the SASO Part 121 Pilot Project Communications Plan will outline the ways for the FAA to communicate the changes to the affected air carriers.

Are there any reference materials or training guides by AFS-500 for ATOS 1.2?

The ATOS 1.2 "Q" card and other materials can be accessed via the ATOS Version 1.2 CMT Transition SharePoint Site at <http://avssharepoint.faa.gov/afs/900/ATOS/phaseii/pilot/default.aspx>.

Where are the SASO Pilot Projects Today?



For more SASO information please contact:

SASO Program Office (AFS-30)
ATPCO Building, Suite 131
45005 Aviation Drive
Dulles, VA 20166

Email: 9-AWA-AFS-30-SASO@FAA.GOV

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