



WebOPSS, DCS, OAPS, and eAIM Overview

Safety and Economic Authority for Air Operators and Air Agencies

Web-based Operations Safety System (WebOPSS)

Within the air transportation industry, there is a need to establish and administer safety standards to accommodate many variables. These variables include a wide range of aircraft, varied operator capabilities, the various situations requiring different types of air transportation, and the continual, rapid changes in aviation technology. It is impractical to address these variables through the promulgation of safety regulations for every type of air transport situation and the varying degrees of operator capabilities.

WebOPSS is a mission-critical, regulatory system that develops, records, and tracks safety authority from the FAA and economic authority from the Office of the Secretary of Transportation (OST) granted under Title 49 United States Code (USC) and required for all commercial air operators and air agencies. Authorizing documents issued through WebOPSS provide an effective method for establishing safety standards that address a wide range of variables. In addition, authorizing documents can be adapted to a specific certificate holder or operator's class and size of aircraft and type and kinds of operations. Only those authorizations, limitations, standards, and procedures that are applicable to a certificate holder or operator need to be included to suit an individual certificate holder or operator's needs.

WebOPSS uses a sophisticated, custom-developed suite of applications to do the following:

- Distribute regulatory and aviation policy requirements to the aviation community in real time and provide a method for quality control and oversight of air operators and air agencies.
- Allow the FAA to monitor air operator and air agency compliance with safety, operations, and economic authority policies, procedures, and regulations.
- Provide information retrieval and decision support components to help meet the FAA's oversight requirements for aviation safety.

Title 14 of the Code of Federal Regulations (14 CFR) stipulates that air operators and agencies conducting operations under parts 91 Subpart K, 119, 121, 125, 129, 135, 142, and 145, and 147 must do so in accordance with the provisions and limitations specified in their authorizing documents, including operations specifications (OpSpecs), management specifications (MSpecs), training specifications (TSpecs), and letters of authorization (LOA). For instance, the regulations in 14 CFR part 119 require that the OpSpecs issued to parts 121, 125, and 135 certificate holders

specify the authorizations, limitations, and certain procedures under which each type of operation must be conducted and under which each class and size of aircraft must be operated. The regulations also state that a person engaged in operations governed by OpSpecs/MSpecs/TSpecs issued under part 121, 125, 135, 142, or 145 may not conduct those operations either without OpSpecs/MSpecs/TSpecs or in violation of the appropriate OpSpecs/MSpecs/TSpecs. These regulations also stipulate that the Administrator may add to or amend authorizing documents whenever necessary to address particular situations.

Authorizing documents in WebOPSS contain indispensable data regarding the conditions, limitations, and means of regulatory compliance for air operator or agency operations. Policy and decision-makers from across FAA, the Department of Transportation (DOT), and other Government agencies use WebOPSS data as the basis and support for risk-based decision making in the interest of aviation safety.

Digital Certificate Service (DCS)

Each authorizing document issued in WebOPSS constitutes a legally binding contract between the FAA and the air operator or air agency. The documents are digitally signed by the FAA inspector in WebOPSS with an encrypted, public key infrastructure (PKI) digital certificate. Digital certificates are issued and managed through the online Digital Certificate Service (DCS). Some air operator and agency representatives are direct users of WebOPSS in partnership with their Flight Standards responsible office. This helps the FAA by reducing the workload of managing the document content and helps these air operators and agencies update their information in a timely manner. These users also have digital certificates using the same secure DCS digital certificate solution that the FAA uses to digitally sign the documents. WebOPSS stores these documents as signed and legally-binding, electronic documents.

The digital certificate solution employed by DCS is also used by other FAA programs, including the FAA electronic form (eForm) 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

Operations Approval Portal System (OAPS)

Operations approval is a fundamental requirement for use of an instrument flight procedure (IFP), authorized through OpSpecs, MSpecs, and LOAs issued in WebOPSS. OAPS provides a mechanism for air operator representatives to submit applications for approval to FAA electronically and provides a checklist for submission to ensure all application requirements are addressed. FAA inspectors can review, evaluate, forward to subject matter experts, and approve or deny an application through OAPS. OAPS tracks and records the background, data, and decision-making that may result in an operations approval and authorized through issuance of OpSpecs, MSpecs, and LOAs in WebOPSS. OAPS has the ability for workflow assignment and tracking, bundling applications for multiple procedures in a single approval, and fast-tracking approvals. OAPS provides transparency to the submitter as to where their application is in the process.

Economic Authority and Insurance Management (eAIM)

FAA is developing the Economic Authority and Insurance Management (eAIM) system to enable online filing of OST Forms 4507, 6410 and 6411, processed by the FAA Air Transportation Division, AFS-260.

Air Taxi Operator Registration and Amendments under 14 CFR Part 298

The Office of the Secretary of Transportation (OST) analyzes and evaluates all applications for new economic authority to determine if the airline applicant is "fit, willing, and able" to conduct commercial airline operations. Air carriers proposing to operate only small aircraft (60 or fewer seats or payload capacity of 18,000 pounds or less) in on-demand operations may be exempt from the OST economic certificate of public convenience and necessity requirements and obtain authority as an air taxi operator in accordance with the provisions of 14 CFR part 298. Air taxi operator registration is required in order to conduct on-demand operations under 14 CFR Part 135. Part 298 requires the prospective air taxi operator to file a registration application (OST Form 4507) and file amendment to their air taxi operator status any time information on OST Form 4507 changes.

Aircraft Accident Liability Insurance under 14 CFR Part 205

All U.S. direct air carriers, including commuter air carriers and air taxi operators, and foreign direct air carriers, must obtain and have in effect aircraft accident liability insurance coverage that meets the requirements of 14 CFR part 205. Certificates of insurance must be filed with FAA using OST Form 6410 for U.S. air carriers and OST Form 6411 for foreign air carriers.

At the time an air carrier submits OST Forms 4507 and 6410 to OST and/or the FAA, it should contact its local FAA, Flight Standards District Office (FSDO) regarding the FAA's certification requirements. Aviation Safety Inspectors (ASIs) are responsible for ensuring operators and their aircraft have the appropriate economic authority and aircraft accident liability insurance coverage on file with AFS-260 before issuing approval to operate aircraft in commercial operations. ASIs can view air carrier aircraft accident insurance coverage summary information in WebOPSS.