

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.703

National Policy

Effective Date:
6/7/24

Cancellation Date:
6/7/25

SUBJ: Safety Assurance System (SAS) Phase 4 Wave 2 Vision, Changes, and Benefits

1. Purpose of This Notice. This notice provides information related to changes included in the next phase of the Safety Assurance System (SAS). Notice N 8900.658, Safety Assurance System (SAS) Phase 4 Wave 1 Vision, Changes, and Benefits, introduced the deployment of SAS Phase 4 Wave 1. This notice will focus on information related to SAS Phase 4 Wave 2, starting in fiscal year (FY) 2025 Quarter 2. This notice contains guidance that is administrative in nature.

2. Audience. The primary audience for this notice is the Office of Air Carrier Safety Assurance (ACSA) and Office of General Aviation Safety Assurance (GASA) managers, principal inspectors (PI), aviation safety inspectors (ASI), International Field Offices (IFO), the Office of Foundational Business (AFB), and other employees who use SAS to support certificate management, certification, and Continued Operational Safety (COS). The secondary audience includes the Office of Safety Standards (OSS).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the Federal Aviation Administration's (FAA) website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Background.

a. Wave 1. SAS Phase 4 Wave 1 began in FY 2023 Quarter 3 and will continue through FY 2025 Quarter 1. The following is an update of the Wave 1 focus areas:

(1) Enhanced Flight Standards Automation System (eFSAS). eFSAS functionality was successfully integrated into SAS, which allows users to manage all Vitals information and Configuration Data in one oversight tool.

(2) Document Management/Records Management. Notice N 8900.681, Flight Standards Service (FS) Records Management in the Safety Assurance System (SAS), provided information explaining that SAS will be used as the official repository for safety-related records. The notice provided information regarding the use of standards folders for records. These folders and other

features, such as basic and advanced searches, were released to a few offices for site acceptance testing; remaining offices will receive this new functionality based on a deployment plan.

(3) **Mobile Devices.** A new SAS mobile application was created and deployed that allows inspectors to enter Data Collection Tools (DCT), activities, and tasks using a government-furnished equipment (GFE) mobile device (e.g., tablet, iPhone).

(4) **SAS Integration of Operations Approval Portal System (OAPS)/Operations Safety System (OPSS).** This integration remains on schedule as detailed in N 8900.658 and will contain functions in SAS to submit, track, manage, and share information related to operating approvals.

b. Wave 2. SAS Phase 4 Wave 2 is a collaborative effort that includes representatives and subject matter experts (SME) from across Flight Standards (FS), the Office of Hazardous Materials Safety (AXH), and other lines of business (LOB). The results of the collaboration helped develop focus areas for SAS Phase 4 Wave 2 and include:

(1) Integration of Unmanned Aircraft Systems (UAS) into SAS, including the addition of unique attributes into the existing Risk-Based Decision Making (RBDM) system;

(2) Enhancement of the Risk Profile;

(3) Extending full SAS capabilities to the International Program Division (AFS-50) and improve coordination between IFOs and AXH; and

(4) SAS Mobile, Part B will include additional features to improve efficiency and user experience, such as the ability to submit feedback, create en route and Custom DCTs (C DCT), access “Manage My Created DCTs,” and improve overall application performance.

5. Unmanned Aircraft Systems (UAS).

a. Vision. To incorporate UAS certificate oversight and management into SAS.

b. Benefits. Include an oversight methodology in SAS that supports the critical need to address emerging risks to the National Airspace System (NAS) caused by UAS.

c. What’s New? The integration of UAS characteristics into SAS includes enhanced Vitals, peer groups, scoping, aircraft type, etc. SAS will provide the following capabilities, as required, to support the integration of UAS and Advanced Air Mobility (AAM)/Electric Vertical Takeoff and Landing (eVTOL) into NAS:

- Certification;
- Oversight;
- Surveillance planning and resource management;
- DCTs and/or SAS Activity Recording (AR);
- Analysis, Assessment, and Action (AAA); and
- Reporting capabilities.

6. Foreign Air Carrier (FAC).

a. Vision. Integrate FACs operating under Title 14 of the Code of Federal Regulations (14 CFR) part 129 and Department of Transportation (DOT) part 375 into SAS.

b. Benefits. Include an oversight methodology in SAS that supports part 129 certificate holders and DOT part 375 entities. This will also allow for sharing of information between FS and AXH.

c. What's New?

(1) Authorizations for a new part 129 certificate holder will be processed in SAS using a modified Certification Services Oversight Process (CSOP) along with a new certification process. Applicants can submit preapplication information through the External Portal to begin this modified CSOP process.

(2) Configuration [Module 1] will include enhancements to Vitals and an operating profile that is tailored to part 129. A new “Non-Certificated Entity” function will be included in Module 1 to add/edit part 375 entities.

(3) Planning [Module 2] will include a Certificate Holder Assessment Tool (CHAT) and Risk Profile Assessment Tool (RPAT) that are driven by factors that influence part 129.

(4) Resource Management [Module 3] will include part 375 notification of preflight details and a new “Resources Not Available (RNA)” will be introduced (i.e., “RNA - Insufficient Time/Short Notice”).

(5) Data Collection [Module 4] will include DCTs, C DCTs, ramp inspections, and Dynamic Observation Reports (DOR) for part 129 and part 375.

(6) Analysis, Assessment, and Action (AAA) [Module 5] will have two new Actions, “Add Ramp” and “Recommend Heightened Surveillance List (HSL) Change,” specific to part 129.

7. Risk Profile Enhancement.

a. Vision. Expand the Risk Profile in SAS to integrate safety data from other LOBs and include additional 14 CFR parts and risk model factors. The improved Risk Profile will facilitate the identification of safety issues and adverse safety performance trends, as well as focus resources on the highest risk areas.

b. Benefits.

(1) Improve the current Risk Profile, which will allow assessments to be scheduled based on risk, as opposed to timed baseline intervals.

(2) High-risk operators will be resourced by inspectors more appropriately based on risk, eventually resulting in improved safety in NAS.

(3) Greater standardization and use of data and processes across LOBs, resulting in improved efficiency.

c. What's New?

(1) Use of risk-based intervals for the Comprehensive Assessment Plan (CAP), rather than calendar-based planning.

(2) Compliance Actions (CA) and repeated deviations will increase the level of concern in the Risk Profile.

(3) Completed activities and tasks will contribute to the Certificate Holder Index (CHI) scorecard.

(4) Ability for the PI, Front Line Manager (FLM), and Hazardous Materials Principal Inspector (HMPI) to collaborate in the preplanning process and to assign resources and assessments based on hazardous materials (HAZMAT) requirements.

(5) Integrate 14 CFR parts 125, 133, and 137 into all modules of SAS.

8. Training and Deployment. Formal training and knowledge support products will be developed for changes in SAS Phase 4 Wave 2. More information will be provided once training and deployment plan dates are finalized.

9. Disposition. Some of the information in this notice will be incorporated into FAA Order 8900.1, Volume 10, Safety Assurance System Policy and Procedures, and other applicable policy. Direct questions or comments concerning the information in this notice to the Safety Analysis and Promotion Division (AFS-900) at 9-AVS-AFS900-Directives@faa.gov.



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