

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8000.381

National Policy

Effective Date:
September 28, 2022

Cancellation Date:
September 27, 2023

SUBJ: Aircraft Certification Service Regulatory and Guidance Library (RGL)
Decommissioning and Dynamic Regulatory System (DRS) Transition Plan

1. Purpose of this Notice. This notice informs Aircraft Certification Service (AIR) employees and managers of the transition from the Regulatory and Guidance Library (RGL) to the Dynamic Regulatory System (DRS). Furthermore, it outlines the AIR divisions which are responsible for uploading, publishing, and maintaining each document type.

2. Audience. The primary audience for this notice is AIR employees and managers.

3. Where can I Find This Notice? You can find this notice on the [FAA website](#) and on the [DRS website](#).

4. Background. The FAA Office of Quality, Integration, and Executive Services (AQS) recommended the decommissioning of the Regulatory and Guidance Library (RGL) and the Flight Standards Information Management System (FSIMS) for the following reasons:

- RGL and FSIMS are hosted on a Domino-based platform that is no longer supported by IBM.
- Information management is changing in our web-based workplace.
- Strong business need for updated technology and decommissioning of the Domino-based RGL and FSIMS legacy systems.
- Instructions from the Office of Aviation Safety Management Team (AVSMT) were to decommission the legacy systems.

a. Initiation of DRS. The DRS project was initiated on March 10, 2014 as a request to the Office of Information and Technology (AIT) to explore alternatives to replace the aging platforms that support FSIMS and the RGL. The project includes the following milestones:

- (1) The FAA Modernization and Standardization Act of 2014 included the requirement to determine the root-cause of inconsistencies in regulatory interpretation.

(2) Advisory Rulemaking Committee (ARC) 313 recommended the FAA provide “a single source for regulatory research and guidance.” The recommendation was adopted by Congress and became a requirement when added to Public Law (PL) 115-254, FAA Reauthorization Act of 2018.

(3) DRS has undergone significant operational testing, and operational capability was deployed in calendar year 2021.

b. Objective. The end objective is to present information to our workforce in a more meaningful, modern manner and to decommission FSIMS and the RGL. DRS is a document library and information repository, designed to provide a central location for all regulatory and guidance material from AVS. Like RGL, DRS is not an official system of record. The originating office for each document is the sole source for official information.

c. Training. Web-based training is available for DRS through the electronic Learning Management System (eLMS), and users can self-enroll in the following courses: 27000052, *Overview of the Dynamic Regulatory System (DRS)*, and 27100341, *Overview of OPR, Librarian, Feedback Manager, and Administrator User Roles for DRS*.

5. Advantages of DRS. The advantages of DRS include:

- Improvement of the availability and presentation of guidance material
- Creation of a single source repository for AVS regulatory guidance
- Resources that can be found with a few clicks in a matter of minutes
- An enterprise platform that can be expanded to include additional information and document types

6. RGL Decommissioning Process. All documents previously available in RGL are available in DRS. RGL has undergone an iterative decommissioning process, by which document types have been gradually removed from RGL as DRS capabilities have evolved. A banner announcement has been visible in RGL for a year, and directs users to DRS. RGL will be entirely decommissioned on September 30, 2022. Quality Management System (QMS) work instruction AIR-002-023-W4, "Submitting Aircraft Certification Service Documents to the Regulatory and Guidance Library (RGL) for Posting," is canceled by this Notice.

7. Roles and Responsibilities. In the past, the Policy and Innovation Division (AIR-600) had primary responsibility for posting documents to RGL, regardless of whether the document originated from AIR-600 or another division. The accessibility and ease of use of DRS allows organizations with specialized document types to take ownership of the publication and maintenance of their documents within DRS, without relying on a resource from another division.

- a. An AIR-600 Manager is the DRS product owner for AIR. They are responsible for managing changes to the application, resolution of performance issues, and overall

coordination of responsibilities for uploading, publishing and maintaining documents in DRS.

- b. AIR-600, the Compliance and Airworthiness Division (AIR-700) and the System Oversight Division (AIR-800) are responsible for identifying the necessary resources to upload, publish, and maintain documents in DRS which originate from that division. These include one or more “OPR Users” to upload documents, and one or more “Librarians” to publish and maintain documents. The AIR-600 DRS Coordinator will upload, publish, and maintain documents from AIR-40, AIR-300, and AIR-900, unless the volume of activity from these organizations necessitates other arrangements. The AIR-600 DRS Coordinator will also perform “Feedback Manager” functions.
- c. All AIR personnel involved in uploading, publishing, and maintaining documents in DRS must complete eLMS training 27100341, *Overview of OPR, Librarian, Feedback Manager, and Administrator User Roles for DRS* prior to being granted permissions in DRS for the assigned role. Approval of new users and role changes is managed by the AIR-600 DRS Coordinator.
- d. Within 12 months of publication of this notice, AIR-600, AIR-700, and AIR-800 should release new, or update existing formally recognized procedure documentation that covers how they upload, publish, and maintain documents in DRS. They should provide initial and recurrent training to their respective DRS focals.
- e. The AIR-600 DRS Coordinator will establish and lead a Community of Practice for DRS users across AIR to discuss application issues, collect feedback, and document lessons learned.
- f. Table 1 identifies the types of documents that must be uploaded, published, and maintained in DRS, along with the division responsible for each.


Table 1. AIR DRS Document Types and Offices of Responsibility

Document Type	Responsible AIR Division
Advisory Circulars	AIR-600
AIR Policy (Deviation Memoranda, General Memoranda, Policy Memoranda, Policy Statements)	AIR-600
Airworthiness Directives (Notices of Proposed Rulemaking and Final Rules)	AIR-700
Civil Air Regulations (CARs)	AIR-600
Code of Federal Regulations Final Rules	AIR-600
Directives (Notices, Orders)	AIR-600
Emergency Airworthiness Directives	AIR-700
Equivalent Levels of Safety Memoranda	AIR-700, AIR-800 (BASOO Branch)
Exemptions	AIR-600
Notices of Proposed Rulemaking	AIR-600
Parts Manufacturer Approval Supplements	AIR-800

Document Type	Responsible AIR Division
Special Airworthiness Information Bulletins	AIR-700
Special Conditions (Notice, Final)	AIR-600
Special Federal Aviation Regulations	AIR-600
Supplemental Type Certificates	AIR-700
Technical Standard Orders	AIR-600
Technical Standard Order Authorizations, Letters of Design Approval	AIR-700, AIR-800
Type Certificate Data Sheets	AIR-700, AIR-800 (BASOO Branch)

8. Questions and Answers.

- a. **What Do I Need to Do to Get Access to DRS?** Navigate to the [DRS website](#). DRS is mobile-friendly, and users will have the best experience using Chrome, Edge, or Safari. DRS does not support Internet Explorer. FAA users should log in with their credentials to have access to internal-only documents.
- b. **Whom Do I Contact If I Have Questions About DRS?** Submit your question using the DRS feedback button in the application.
- c. **Where Can I Find Additional Information About Using DRS?** Click on the “Help” icon in DRS. There are several short videos and other resources to help guide you through the different components associated with DRS.
- d. **Where Can I Find More Information About DRS?** More information is available at [DRS FAQs](#).


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