VOLUME 10 SAFETY ASSURANCE SYSTEM POLICY AND PROCEDURES

CHAPTER 1 GENERAL

Section 2 Safety Assurance System: Introduction to SAS Business Process and Tools

10-1-2-1 GENERAL.

A. Purpose. The purpose of this section is to introduce the general principles, business process, and tools that support the Safety Assurance System (SAS).

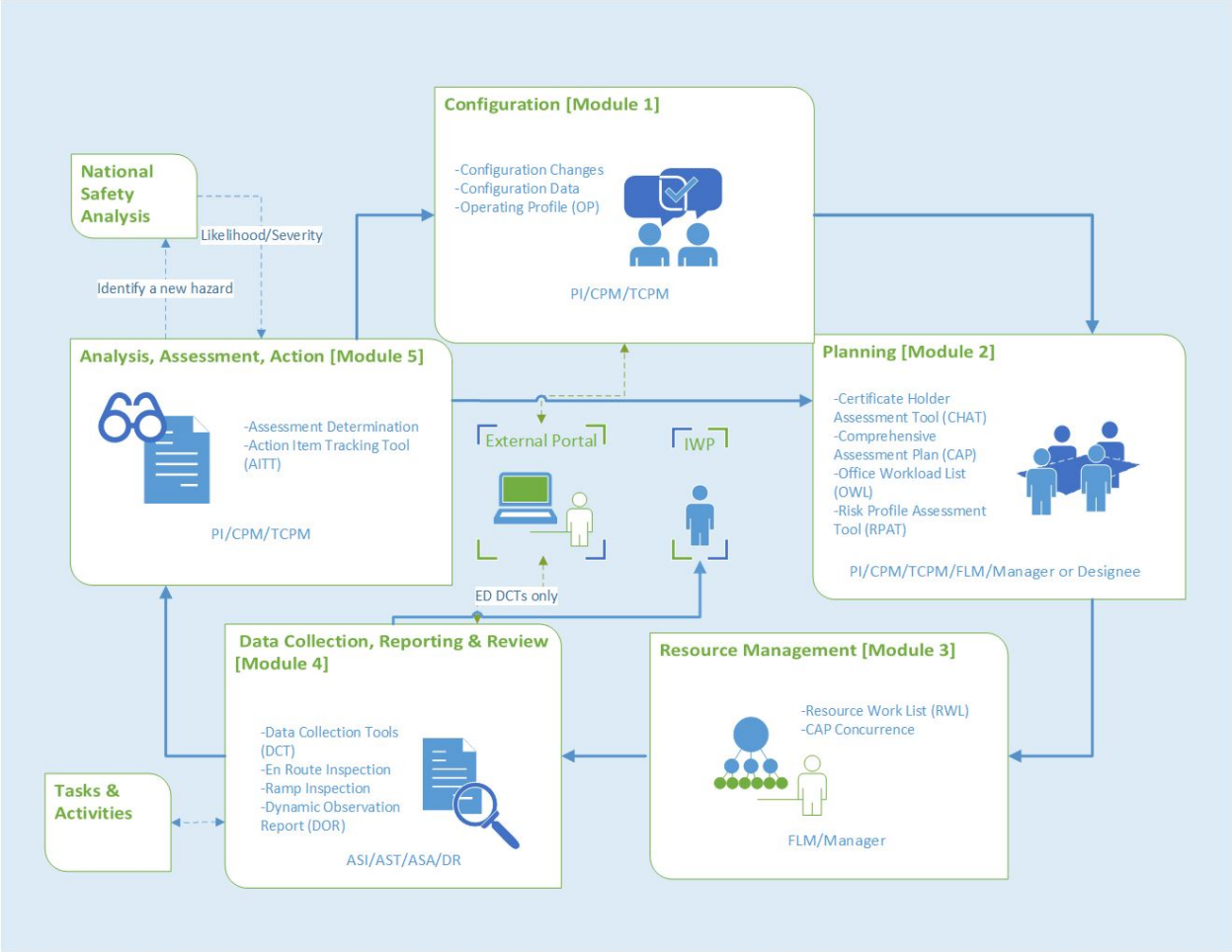
B. Scope. This section applies to all SAS users.

10-1-2-3 RESERVED.

10-1-2-5 BACKGROUND. The Federal Aviation Administration (FAA) oversight process has resulted in the safest aviation system in the world. To continuously improve this safety record, the FAA saw the need to develop a standardized risk-based, data-supported oversight system for commercial operations. SAS is based on system safety principles, safety attributes, and risk management to identify hazards and prevent harm or damage to humans, property, or the environment.

A. SAS Oversight Model. The model in Figure 10-1-2A, SAS Oversight Model, illustrates the relationship of the five business process modules and the functions within those business modules, National Safety Analysis (NSA), and the External Portal.

Figure 10-1-2A. SAS Oversight Model



B. Description of Business Process. SAS incorporates five business process modules that support certification, Continued Operational Safety (COS), and certificate management. The description of each module and the associated functionality is as follows:

1) Configuration [Module 1]. Configuration is used to develop the certificate holder's or applicant's scope of operation based on operations specifications (OpSpecs), vitals, and SAS-only data. The certificate holder or applicant can access Configuration using the External Portal. Configuration includes:

a) Configuration Changes. The principal inspector (PI)/certification project manager (CPM)/Training Center Program Manager (TCPM) uses this functionality to assess a certificate holder's or applicant's request for a new or changed scope of operation.

b) Configuration Data. Configuration data consists of automated Operations Safety System (OPSS) authorizing documents, vitals, and contractors and is used to establish the Operating Profile (OP).

c) Operating Profile (OP). The OP includes Data Collection Tools (DCT) scoped to the certificate holder's or applicant's type of operation.

d) Repair Station Form. FAA Form 8310-3, Application for Repair Station Certificate and/or Rating.

2) Planning [Module 2]. The PI/CPM/TCPM uses Module 2 to develop the plan to assess the certificate holder's systems and operating environment for indications of hazards and to identify areas on which to focus. Planning includes:

a) Certificate Holder Assessment Tool (CHAT). The PI/CPM/TCPM uses the CHAT to identify and monitor risk for each certificate holder.

b) Comprehensive Assessment Plan (CAP). The PI/CPM/TCPM uses the CAP to develop a risk-based oversight plan for a certificate holder or applicant.

c) Office Workload List (OWL). Management or their delegate uses the OWL to plan, track, and view all office Tasks and Activities.

d) Schedule of Events (SOE). The SOE is a list of items, activities, programs, aircraft, and/or facility acquisitions that the applicant must accomplish or make ready for FAA inspection before certification.

e) Risk Profile Assessment Tool (RPAT). The PI/CPM/TCPM uses the RPAT to analyze the Certificate Holder Index (CHI) and the Assessment Priority Index (API) which assist with Risk-Based Decision Making (RBDM) and the prioritization of assessments.

3) Resource Management [Module 3]. The Frontline Manager (FLM) and Office Manager (OM) use Module 3 to manage resources and concur with the CAP. The following functionality is included in this module:

a) Resource Work List (RWL). The FLM and OM use the RWL to assign work, manage resources, and determine reasons when resources are not available.

b) CAP Concurrence. The FLM and OM use the CAP concurrence when the PI makes adjustments to the CAP, which require management review and concurrence.

4) Data Collection, Data Reporting, and Data Review [Module 4]. The aviation safety inspector (ASI), aviation safety technician (AST), aviation safety assistant (ASA), Data Reviewer (DR), and other employees use this module to collect, report, and review data. The following functionality is included in this module:

a) Data Collection. The ASI uses the data collection process to gather information used to assess the certificate holder's or applicant's operating systems.

b) Data Reporting. The ASI, AST, and ASA use the data reporting process to transfer collected data into the automation.

c) Data Review. The DR uses this process to evaluate reported data based on the data quality guidelines (DQG).

d) Tasks and Activity Recording (AR). The employee uses these processes to document work items, assigned by management, as Tasks and Activities.

5) Analysis, Assessment, and Action (AAA) [Module 5]. AAA consists of analysis, assessment, and action. The following functionality is included in this module:

a) Analysis and Assessment. The PI/CPM/TCPM uses the analysis and assessment process to evaluate and make informed decisions about the certificate holder's or applicant's operating systems.

b) Action. The PI/CPM/TCPM uses the action process to make and document decisions and execute a plan based on the analysis and assessment of collected data. These items are tracked in the Action Item Tracking Tool (AITT).

6) External Portal. The External Portal is a secure, web-based interface for the certificate holder or applicant to submit or view the following information:

- Configuration data;
- Preapplication Statement of Intent (PASI);
- FAA Form 8310-3, Application for Repair Station Certificate and/or Rating;
- Scoped Element Design DCTs (ED DCT);
- Changes to scope of operations;
- Change requests to their certificate;
- Submit correspondence;
- Manuals; and
- Minimum equipment list (MEL) revisions.

a) Use of the External Portal is optional for certificate holders and applicants. External users will enter their request for access on the "SAS Registration" page. An automated email containing a registration link will be sent from the FAA to the email address provided. Once the user submits all required information, the request for External Portal access is routed to the user's responsible Flight Standards office that was provided in the registration.

b) Benefits to the certificate holder or applicant to use the External Portal include:

- Ease of submission and expedited processing and tracking of documents/requests;
- Documents/requests are sent directly to the PI/CPM, which eliminates wait time for the entry of information by the PI/CPM; and
- Access to scoped DCTs.

7) National Safety Analysis (NSA). NSA is a national-level function providing analytical support to identify new hazards or safety issues within the extended aviation

community. A new hazard is defined as one where current directives do not adequately control the associated risk, or risk controls do not exist to effectively mitigate risk such as new or emerging technology that did not previously exist in the National Airspace System (NAS). The hazard may be a systemic or potentially systemic safety issue that could impact multiple certificate holders. Within SAS, PIs/CPMs have the ability to identify and record a new hazard by selecting "Request National Level Hazard Analysis."

C. Safety Management System (SMS). An SMS is a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. An SMS includes systematic procedures, practices, and policies for the management of safety risk that are incorporated into every aspect of how the certificate holder/applicant operates (refer to Title 14 of the Code of Federal Regulations (14 CFR) part 5). An SMS consists of four main components: Safety Policy, Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion. An SMS is also necessary to comply with part 5 and for participants in the Safety Management System Voluntary Program (SMSVP); however, an accepted SMS cannot be substituted or used to mitigate compliance requirements with other Federal regulations. It is not the intent or purpose of an SMS to override any existing regulatory standards or alter approval and acceptance processes that already apply to the service provider. See Volume 17, Safety Management System, and Advisory Circular (AC) 120-92, Safety Management Systems for Aviation Service Providers.

D. System Safety Process Design. Figure 10-1-2B, Safety Management Decision-Making Processes, illustrates the system safety process design. The certificate holder performs SRM whenever a change occurs (refer to part 5, § 5.51 SRM triggers) or is introduced into the design of the system. This allows the certificate holder to identify associated hazards, complete a risk analysis, and perform a risk assessment. If risk is found during the SRM process, the certificate holder should implement a risk control action plan. Once the design of the system has been verified and is accepted, approved, or put into operation, the certificate holder should make system assessments by validating system performance. This is done by collecting and analyzing data, and performing corrective action for problem resolution when a non-systemic issue is identified. When a systemic issue is identified, the certificate holder should return to the design in order to address the deficiencies identified.

Figure 10-1-2B. Safety Management Decision-Making Processes

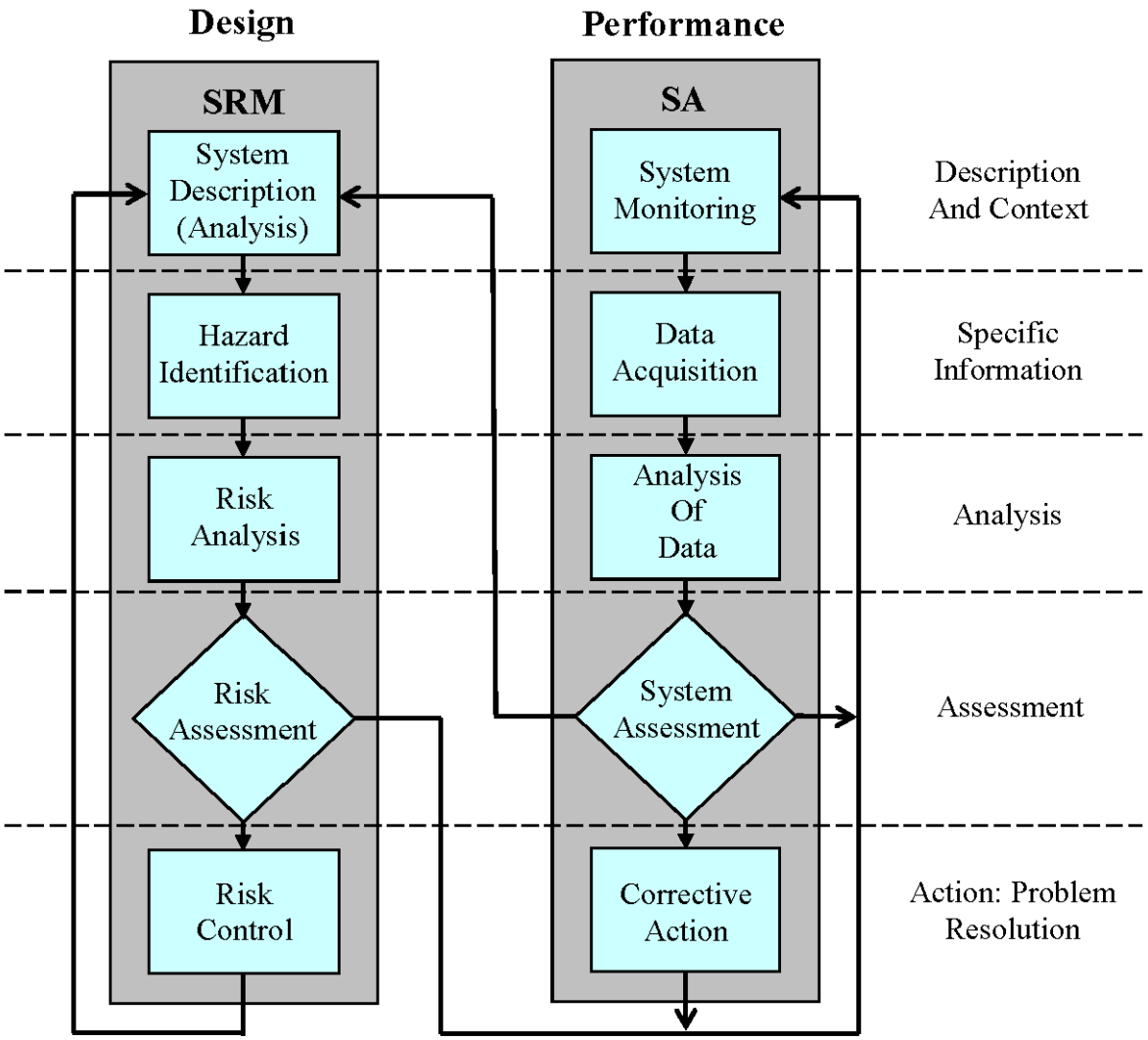


Table 10-1-2A. Comparison of the System Safety Process and SAS Business Process

System Safety Process Step	SAS Business Process
Description and Context. Define the acceptable levels of safety. How does the system work and how do its components interact?	Configuration [Module 1]. Regulations and policy define the acceptable level of safety. System description begins with the Operating Profile (OP).
Specific Information. Where are the hazards in the system? What can go wrong?	[Modules 1–5]. Affirm safety risk related to hazards within system and operational environment is being effectively managed and mitigated.
Analysis. Determine the potential consequences that could result if hazards are not addressed or corrected.	Analysis and Assessment [Module 5]. Principal inspectors (PI) analyze data to identify hazards and determine the level of risk associated with a hazard.
Assessment. What can be done to control the effects of the hazard and/or mitigate the associated levels of risk?	Action [Module 5]. PIs identify a course of action to control the effects of the hazard and/or mitigate unacceptable levels of risk.
Action: Problem Resolution. Did the action work?	Planning [Module 2]. PIs determine if the action eliminated the hazard or lowered the level of risk to acceptable levels. If not, then take additional action.

E. Master List of Functions (MLF). SAS uses a common structured process to analyze how systems/subsystems and elements interface. The MLF forms the basis for the system-based approach in SAS.

1) Each peer group has a defined set of systems, subsystems, and elements. A system is defined as a group of interrelated processes, which are a combination of people, procedures, materials, tools, equipment, facilities, and software operating in a specific environment to perform a specific task or achieve a specific purpose, support, or mission requirement. Elements are programs or actions that the certificate holder or applicant completes to support the systems/subsystems.

2) Title 14 CFR parts 121, 135, 141, 142, 145, and 147 each have their own unique system/subsystem and elements based on peer group and scope of operation. See Table 10-1-2B, Mapping of Program Elements to Master List of Functions (SAS Approved Numbering), for the MLF list by peer group.

F. Peer Groups. Peer groups are categorized by 14 CFR part and operational description. Each certificate holder or applicant is placed into one or more peer groups as determined by their type of operations. See Figure 10-1-2C, Peer Groups and DCT Association, for the peer group list by 14 CFR part.

Figure 10-1-2C. Peer Groups and DCT Association

Part	Peer Group	Certificate Holder Peer Groups	MLF Level for DCTs		
			SP DCTs	EP DCTs	ED DCTs
121	A	Part 121 Certificate Holders	Subsystem	Element	Element
135	B	Part 135 (10 or more seats)	Subsystem	Element	Element
	C	Part 135 (9 or less seats)	System	Element	Element
	D	Part 135 (9 or less seats—single pilot only)	System	Element	Element
	E	Part 135 (HAA)	Subsystem	Element	Element
145	F	Part 145 Within U.S.	System	Element	Element
	G	Part 145 Outside U.S. Without Aviation Safety Agreement	System	Element	Element
	H	Part 145 Outside U.S. With Aviation Safety Agreement	System	Element	Element
141	I	Part 141 Pilot Schools	System	Element	Element
142	J	Part 142 Training Centers	Subsystem	Element	Element
147	K	Part 147 Aviation Maintenance Technician Schools	System	Element	Element

G. SAS Tools. SAS tools are located within the modules of SAS to standardize the process of initial certification, COS, and certificate management. They include:

1) System or Subsystem Performance Assessment (SPA) and Element Performance Assessments (EPA). The Performance Assessment (PA) is used to determine if the certificate holder's or applicant's operating systems are producing the intended results, as well as to confirm the certificate holder's or applicant's risk assessment is occurring through their monitoring process and they are taking appropriate corrective action when needed. This includes mitigation or control of hazards and risks and the ability to detect latent, systemic failures that may occur over time or due to subtle environmental changes. These tools are intended for inspector use only and should not be given to the certificate holder to complete.

a) The SPA consists of System or Subsystem Performance DCTs (SP DCT) that are planned with a baseline of 6 months, 1 year, or 2 years.

b) The EPA consists of Element Performance DCTs (EP DCT) that are planned as a result of risk, previous findings, or as determined by the PI and TCPM.

c) An EPA may be accomplished following the completion of an Element Design Assessment (EDA) to verify the certificate holder's or applicant's system is performing as intended.

2) Element Design Assessment (EDA). The EDA is an important function of SAS because safety is the outcome of a properly designed system. Poor system design compromises SRM. The EDA is used to validate that the certificate holder's or applicant's operating systems are designed to comply with the intent of regulations and system safety. The EDA consists of ED DCTs that are planned or a result of risk, previous findings, or as determined by the PI and TCPM.

a) The EDA is used during certification to validate that the applicant's operating systems are designed to comply with the intent of the regulations. The EDA uses a standardized, systematic approach to determine an applicant's qualification for an Operating Certificate.

b) The EDA is used in certificate management oversight to approve or accept new or changed programs. The EDA validates that the certificate holder's systems are designed to meet the intent of regulatory requirements during new program reviews, performance issues, FAA-initiated changes, or when the PI and TCPM determines the need.

3) SAS Activity Recording (AR). SAS AR provides the means for the collection, storage, retrieval, and data analysis of certain activities performed by employees.

4) Action Item Tracking Tool (AITT). The AITT is located in Module 5, and the PI and TCPM use the AITT to track FAA followup and certificate holder corrective actions that result from Module 5 or other oversight functions. The AITT is a repository that provides access/manages functionality on all the action items created for any given certificate holder. The AITT includes action items created from various modules in the automation, such as the AAA, CHAT, data collection, and AITT itself. The AITT does not replace documentation requirements specified in other guidance.

5) Risk Management Process (RMP)/Identify a New Hazard/System Analysis Team (SAT). The RMP, new hazard, and SAT processes are actions designed to ensure hazards are identified, documented, eliminated, or mitigated within a program.

6) PI Custom Data Collection Tool (C DCT). The C DCT can be used for focused inspections, special emphasis oversight, and to collect data on specific areas of concern.

7) National/Divisional C DCT. A National/Divisional C DCT is a template that consists of questions for focused inspections. The Safety Analysis and Promotion Division's (AFS-900) System Approach for Safety Oversight (SASO) Program Office Technical Support Team (TST) develops a National/Divisional C DCT based on a request from the Office of Air Carrier Safety Assurance (ACSA) or General Aviation Safety Assurance (GASA) or the Office of Safety Standards (OSS). The National/Divisional C DCT can include questions found in existing DCTs and/or custom questions. A custom question is one that is created for the C DCT and is not currently in a DCT. A National/Divisional C DCT created from a template will automatically go through AAA.

8) National/Divisional Instructions for the En Route Inspection and Ramp Inspection Template. This field is used by OSS to provide instructions on special emphasis areas that require data collection. OSS divisions will need to coordinate with the TST to add the instructions in the relevant fields.

9) Requesting a National/Divisional C DCT or National/Divisional Instructions.

a) From the SAS home page, SAS Resources, select the link to "News & Documentation" and locate the "National-Divisional C DCT, En Route or Ramp Instructions Request" form.

b) Email the completed form to 9-AFS-900-SAFE@faa.gov.

c) The request is then routed to the TST for authoring. A representative from the TST will contact the submitter.

10) Ramp Inspection. The Ramp inspection is used to evaluate the certificate holder's operations while the crewmembers and aircraft are on the ground. A Ramp inspection is an effective method to assess the certificate holder's ability to prepare both the aircraft and crew for a flight to be conducted.

11) En Route Inspection. An En Route inspection is categorized as either a flight deck or cabin inspection. The primary objective of the En Route inspection is to observe and evaluate flight deck or cabin operations within the operational environment of the air transportation system. The En Route inspection validates that the certificate holder's procedures adhere to 14 CFR and safe operating practices. These inspections provide information concerning the effectiveness of training programs, operator procedures, and the condition and maintenance of aircraft equipment and furnishings.

12) Dynamic Observation Report (DOR). The DOR is used to record an unfavorable observation of performance outside the scope of an assigned DCT. A DOR has two options: Question-Based or "No Applicable Questions." The Question-Based DOR is used when SP or EP DCT questions exist that are related to the observation. If no SP DCT questions relate to the observation, select "No Applicable Questions." The Flight Standards Service (FS) can use a DOR to notify the Office of Hazardous Materials Safety (AXH) when documenting a hazardous materials (HAZMAT) safety issue for parts 121, 129, and 135 by selecting the "AXH" organization in the automation. AXH has the ability to notify FS of any safety issue by submitting a DOR for parts 121 and 135.

13) Certification Services Oversight Process (CSOP). CSOP is designed to assist FS in the management of certification applications. CSOP provides guidance to offices in accepting, sequencing, tracking, and reporting new certification applicant status. CSOP tracks initial certification projects associated with 14 CFR parts 91 subpart K (part 91K), 121, 125, 133, 135, 137, 141, 142, 145 (including satellites), and 147. CSOP begins upon receipt of the certification application and continues until the project is completed or terminated.

H. SAS Feedback. On each page of the SAS automation, there is a link to provide feedback. Feedback options include:

- Help Desk Ticket. Users should submit a Help Desk Ticket whenever the automation is not functioning as intended. If SAS is unavailable, users may contact MyIT to report their issue.

- Feedback. Users may provide feedback related to automation, policy, and DCTs. Select the desired feedback category and complete all required fields. If SAS is unavailable, users may contact the SASO Program Office at 9-AFS-900-SAFE@faa.gov.
- View My Submitted Issues. Users may view and track the status of their Help Desk Tickets and feedback by selecting “View My Submitted Issues.”

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering)

Title 14 CFR Part 121 (Peer Group A)

1.0 Organizational Management	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring (H) 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.3 (AW) CASS 1.1.4 (AW) Reliability Program 1.1.6 (AW) Safety Program **1.2 Operations Management (L)** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals **1.3 Airworthiness Management (L)** 1.3.1 (AW) Required Personnel 1.3.2 (AW) Manual Management 1.3.3 (AW) CASE **1.5 Safety Management (M)** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification (M)** 2.1.1 (OP) Training of Flight Crewmembers 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time **2.2 Aircraft Operations (H)** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.2 (OP) Category II & III Ops 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment (M)** 2.3.1 (OP) Appropriate Operational Equipment	**3.1 Training & Qualification (M)** 3.1.1 (OP) Training and Qualification of Dispatchers and Flight Followers 3.1.2 (OP) Dispatcher Duty/Rest Time **3.2 Flight Operations Engineering (M)** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation 3.2.4 (OP) RVSM Authorization **3.3 Flight Planning & Monitoring (H)** 3.3.1 (OP) Operational Control 3.3.2 (OP) Dispatch/Flight Release 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures 3.3.5 (OP) Extended Operations (ETOPS)	**4.1 Training & Qualification (L)** 4.1.1 (AW) RII Personnel 4.1.2 (AW) Maintenance Certificate Requirements 4.1.3 (AW) Maintenance Training Programs **4.2 Maintenance Planning and Monitoring (H)** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations (H)** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.2 (AW) RII 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations 4.3.5 (AW) ETOPS **4.4 Technical Administration (L)** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.3 (AW) Short-term Escalations 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program **4.5 Maintenance Facilities/Providers (M)** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers **4.6 Maintenance Special Requirements (M)** 4.6.1 (AW) Avionic Systems/Programs 4.6.2 (AW) Continued Airworthiness & Safety Programs **4.7 Maintenance Tools & Parts Control (M)** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control	**5.1 Training & Qualification (M)** 5.1.1 (OP) Training of Flight Attendants 5.1.2 (OP) Flight Attendant Duty/Rest Time **5.2 Cabin Operations (M)** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-on Baggage 5.2.3 (OP) Exit Seating Program 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification (M)** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling (M)** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling (H)** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions (M)** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

Subsystem Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 135 (10 or More) (Peer Group B)

1.0 Organizational Management	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring (H) 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.3 (AW) CASS 1.1.4 (AW) Reliability Program 1.1.6 (AW) Safety Program **1.2 Operations Management (L)** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals **1.3 Airworthiness Management (L)** 1.3.1 (AW) Required Personnel 1.3.2 (AW) Manual Management 1.3.3 (AW) CASE **1.5 Safety Management (M)** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification (M)** 2.1.1 (OP) Training of Flight Crewmembers 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time 2.1.8 (OP) Training of Operations Control Specialists 2.1.9 (OP) Operations Control Specialist Duty/Rest Time **2.2 Aircraft Operations (H)** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.2 (OP) Category II & III Ops 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment (M)** 2.3.1 (OP) Appropriate Operational Equipment	**3.2 Flight Operations Engineering (M)** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation 3.2.4 (OP) RVSM Authorization **3.3 Flight Planning & Monitoring (H)** 3.3.1 (OP) Operational Control 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures 3.3.5 (OP) Extended Operations (ETOPS)	**4.1 Training & Qualification (L)** 4.1.1 (AW) RII Personnel 4.1.2 (AW) Maintenance Certificate Requirements 4.1.3 (AW) Maintenance Training Programs **4.2 Maintenance Planning and Monitoring (H)** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations (H)** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.2 (AW) RII 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations 4.3.5 (AW) ETOPS **4.4 Technical Administration (L)** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.3 (AW) Short-term Escalations 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program **4.5 Maintenance Facilities/Providers (M)** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers 4.5.3 (AW) Line Stations **4.6 Maintenance Special Requirements (M)** 4.6.1 (AW) Avionic Systems/Programs 4.6.2 (AW) Continued Airworthiness & Safety Programs **4.7 Maintenance Tools & Parts Control (M)** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control	**5.1 Training & Qualification (M)** 5.1.1 (OP) Training of Flight Attendants 5.1.2 (OP) Flight Attendant Duty/Rest Time **5.2 Cabin Operations (M)** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-on Baggage 5.2.3 (OP) Exit Seating Program 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification (M)** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling (M)** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling (H)** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions (M)** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

Subsystem Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 135 (9 or Less) (Peer Group C)

1.0 Organizational Management (L)	2.0 Flight Operations (M)	3.0 Operations Management (M)	4.0 Technical Operations (M)	5.0 Onboard Operations (M)	6.0 Ground Operations (M)
1.1 Safety & Performance Monitoring 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.3 (AW) CASS 1.1.4 (AW) Reliability Program 1.1.6 (AW) Safety Program **1.2 Operations Management** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals **1.3 Airworthiness Management** 1.3.1 (AW) Required Personnel 1.3.2 (AW) Manual Management **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification** 2.1.1 (OP) Training of Flight Crewmembers 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time 2.1.8 (OP) Training of Operations Control Specialists 2.1.9 (OP) Operations Control Specialist Duty/Rest Time **2.2 Aircraft Operations** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.2 (OP) Category II & III Ops 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment** 2.3.1 (OP) Appropriate Operational Equipment	**3.2 Flight Operations Engineering** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation 3.2.4 (OP) RVSM Authorization **3.3 Flight Planning & Monitoring** 3.3.1 (OP) Operational Control 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures 3.3.5 (OP) Extended Operations (ETOPS)	**4.1 Training & Qualification** 4.1.1 (AW) RII Personnel 4.1.2 (AW) Maintenance Certificate Requirements 4.1.3 (AW) Maintenance Training Programs **4.2 Maintenance Planning and Monitoring** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.2 (AW) RII 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations 4.3.5 (AW) ETOPS **4.4 Technical Administration** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.3 (AW) Short-term Escalations 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program **4.5 Maintenance Facilities/Providers** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers 4.5.3 (AW) Line Stations **4.6 Maintenance Special Requirements** 4.6.1 (AW) Avionic Systems/Programs 4.6.2 (AW) Continued Airworthiness & Safety Programs **4.7 Maintenance Tools & Parts Control** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control	**5.1 Training & Qualification** 5.1.1 (OP) Training of Flight Attendants 5.1.2 (OP) Flight Attendant Duty/Rest Time **5.2 Cabin Operations** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-on Baggage 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 135 (Single Pilot) (Peer Group D)

1.0 Organizational Management (L)	2.0 Flight Operations (M)	3.0 Operations Management (M)	4.0 Technical Operations (M)	5.0 Onboard Operations (M)	6.0 Ground Operations (M)
1.1 Safety & Performance Monitoring 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.6 (AW) Safety Program **1.2 Operations Management** 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification** 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time **2.2 Aircraft Operations** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment** 2.3.1 (OP) Appropriate Operational Equipment	**3.2 Flight Operations Engineering** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation 3.2.4 (OP) RVSM Authorization **3.3 Flight Planning & Monitoring** 3.3.1 (OP) Operational Control 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures	**4.1 Training & Qualification** 4.1.2 (AW) Maintenance Certificate Requirements **4.2 Maintenance Planning and Monitoring** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations **4.4 Technical Administration** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program **4.5 Maintenance Facilities/Providers** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers 4.5.3 (AW) Line Stations **4.6 Maintenance Special Requirements** 4.6.1 (AW) Avionic Systems/Programs **4.7 Maintenance Tools & Parts Control** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control	**5.2 Cabin Operations** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-on Baggage 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 135 Helicopter Air Ambulance (HAA) (Peer Group E)

1.0 Organizational Management	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring (H) 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.3 (AW) CASS 1.1.4 (AW) Reliability Program 1.1.6 (AW) Safety Program **1.2 Operations Management (L)** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals **1.3 Airworthiness Management (L)** 1.3.1 (AW) Required Personnel 1.3.2 (AW) Manual Management **1.5 Safety Management (M)** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification (M)** 2.1.1 (OP) Training of Flight Crewmembers 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time 2.1.8 (OP) Training of Operations Control Specialists 2.1.9 (OP) Operations Control Specialist Duty/Rest Time **2.2 Aircraft Operations (H)** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.2 (OP) Category II & III Ops 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment (M)** 2.3.1 (OP) Appropriate Operational Equipment	**3.2 Flight Operations Engineering (M)** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation **3.3 Flight Planning & Monitoring (H)** 3.3.1 (OP) Operational Control 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures	**4.1 Training & Qualification (L)** 4.1.1 (AW) RII Personnel 4.1.2 (AW) Maintenance Certificate Requirements 4.1.3 (AW) Maintenance Training Programs **4.2 Maintenance Planning and Monitoring (H)** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations (H)** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.2 (AW) RII 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations **4.4 Technical Administration (L)** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.3 (AW) Short-term Escalations 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program **4.5 Maintenance Facilities/Providers (M)** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers 4.5.3 (AW) Line Stations **4.6 Maintenance Special Requirements (M)** 4.6.1 (AW) Avionic Systems/Programs 4.6.2 (AW) Continued Airworthiness & Safety Programs **4.7 Maintenance Tools & Parts Control (M)** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control	**5.2 Cabin Operations (M)** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-on Baggage 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification (M)** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling (M)** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling (H)** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions (M)** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

Subsystem Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 145 Repair Stations Within U.S. (Peer Group F)

1.0 Organizational Management (L)	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.6 (AW) Safety Program **1.4 Repair Station Management** 1.4.1 Personnel Records 1.4.2 Certificate Requirements 1.4.3 Manuals 1.4.4 Quality Control System **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping			**4.1 Training & Qualification** 4.1.4 Training and Qualifications **4.2 Maintenance Planning and Monitoring** 4.2.6 Technical Data 4.2.7 Air Carrier and Air Operator Requirements 4.2.8 Domestic European Union Aviation Safety Agency (EASA) **4.3 Maintenance Operations** 4.3.6 Maintenance Process 4.3.7 Work Away from Station **4.4 Technical Administration** 4.4.6 Record Systems **4.5 Maintenance Facilities/Providers** 4.5.4 Housing and Facilities 4.5.5 Contract Work–Certificated 4.5.6 Contract Work–Noncertificated **4.7 Maintenance Tools & Parts Control** 4.7.3 Tools and Equipment 4.7.4 Parts and Materials		

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 145 Repair Stations Outside U.S. Without Aviation Safety Agreement (Peer Group G)

1.0 Organizational Management (M)	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.6 (AW) Safety Program **1.4 Repair Station Management** 1.4.1 Personnel Records 1.4.2 Certificate Requirements 1.4.3 Manuals 1.4.4 Quality Control System **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping			**4.1 Training & Qualification** 4.1.4 Training and Qualifications **4.2 Maintenance Planning and Monitoring** 4.2.6 Technical Data 4.2.7 Air Carrier and Air Operator Requirements **4.3 Maintenance Operations** 4.3.6 Maintenance Process 4.3.7 Work Away from Station **4.4 Technical Administration** 4.4.6 Record Systems **4.5 Maintenance Facilities/Providers** 4.5.4 Housing and Facilities 4.5.5 Contract Work–Certificated 4.5.6 Contract Work–Noncertificated **4.7 Maintenance Tools & Parts Control** 4.7.3 Tools and Equipment 4.7.4 Parts and Materials		

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 145 Repair Stations Outside U.S. With Aviation Safety Agreement (Peer Group H)

1.0 Organizational Management (L)	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.6 (AW) Safety Program **1.4 Repair Station Management** 1.4.1 Personnel Records 1.4.2 Certificate Requirements 1.4.3 Manuals 1.4.4 Quality Control System **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping			**4.1 Training & Qualification** 4.1.4 Training and Qualifications **4.2 Maintenance Planning and Monitoring** 4.2.6 Technical Data 4.2.7 Air Carrier and Air Operator Requirements **4.3 Maintenance Operations** 4.3.6 Maintenance Process 4.3.7 Work Away from Station **4.4 Technical Administration** 4.4.6 Record Systems **4.5 Maintenance Facilities/Providers** 4.5.4 Housing and Facilities 4.5.5 Contract Work–Certificated 4.5.6 Contract Work–Noncertificated **4.7 Maintenance Tools & Parts Control** 4.7.3 Tools and Equipment 4.7.4 Parts and Materials		

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 141 Pilot Schools (Peer Group I)

1.0 Organizational Management (L)	2.0 Flight Operations (M)	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.6 (AW) Safety Program **1.2 Operations Management** 1.2.1 (OP) Required Personnel 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals 1.2.4 (OP) Training Center/Provisional/Pilot School Requirements	**2.1 Training & Qualification** 2.1.2 (OP) Training of Check Pilots/Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.10 (OP) Training of Pilots/Trainees **2.3 Aircraft Equipment** 2.3.1 (OP) Appropriate Operational Equipment		**4.1 Training & Qualification** 4.1.2 (AW) Maintenance Certificate Requirements **4.2 Maintenance Planning and Monitoring** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions **4.3 Maintenance Operations** 4.3.1 (AW) Airworthiness Release/Maintenance Log Requirements 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations **4.4 Technical Administration** 4.4.4 (AW) Aircraft Requirements/Acceptance Process **4.7 Maintenance Tools & Parts Control** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control		

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Title 14 CFR Part 142 Training Centers (Peer Group J)

1.0 Organizational Management (L)	2.0 Flight Operations (M)	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring (M) 1.1.2 (OP) Safety Program (Ground and Flight) **1.2 Operations Management (L)** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals 1.2.4 (OP) Training Center/Provisional/Pilot School Requirements	**2.1 Training & Qualification (M)** 2.1.3 (OP) Simulators/ Training Devices 2.1.6 (OP) Advanced Qualification Program (AQP) 2.1.10 Training of Pilots/Trainees **2.4 Training Center Instructors/Evaluators (M)** 2.4.1 (OP) Instructor Qualification/Training/ Testing 2.4.2 (OP) Evaluator Qualification/Training/ Testing		**4.2 Maintenance Planning and Monitoring (M)** 4.2.1 (AW) Maintenance/ Inspection Requirements		

System Criticality: High–(H), Medium–(M), Low–(L)

Title 14 CFR Part 147 Aviation Maintenance Technician Schools (AMTS) (Peer Group K)

1.0 Organizational Management (L)	2.0 Flight Operations (M)	3.0 Operations Management	4.0 Technical Operations (M)	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.6 (AW) Safety Program **1.3 Airworthiness Management** 1.3.1 (AW) Required Personnel 1.3.4 (AW) Electronic Signatures, Recordkeeping and/or Manuals 1.3.5 (AW) AMTS Certificate Requirements			**4.1 Training & Qualification** 4.1.5 (AW) AMTS Training of Mechanics **4.5 Maintenance Facilities/Providers** 4.5.4 (AW) Housing and Facilities		

System Criticality: High–(H), Medium–(M), Low–(L)

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

All Peer Groups

1.0 Organizational Management	2.0 Flight Operations	3.0 Operations Management	4.0 Technical Operations	5.0 Onboard Operations	6.0 Ground Operations
1.1 Safety & Performance Monitoring 1.1.2 (OP) Safety Program (Ground and Flight) 1.1.3 (AW) CASS 1.1.4 (AW) Reliability Program 1.1.6 (AW) Safety Program **1.2 Operations Management** 1.2.1 (OP) Required Personnel 1.2.2 (OP) Manual Management 1.2.3 (OP) Electronic Signatures, Recordkeeping and/or Manuals 1.2.4 (OP) Training Center/Provisional/Pilot School Requirements **1.3 Airworthiness Management** 1.3.1 (AW) Required Personnel 1.3.2 (AW) Manual Management 1.3.3 (AW) CASE 1.3.4 (AW) Electronic Signatures, Recordkeeping and/or Manuals 1.3.5 (AW) AMTS Certificate Requirements **1.4 Repair Station Management** 1.4.1 (AW) Personnel Records 1.4.2 (AW) Certificate Requirements 1.4.3 (AW) Manuals 1.4.4 (AW) Quality Control System **1.5 Safety Management** 1.5.1 (OP/AW) Accountable Executive 1.5.2 (OP/AW) Emergency Response 1.5.3 (OP/AW) SMS Recordkeeping	**2.1 Training & Qualification** 2.1.1 (OP) Training of Flight Crewmembers 2.1.2 (OP) Training of Check Pilots/ Instructors 2.1.3 (OP) Simulators/ Training Devices 2.1.4 (OP) Outsource Crewmember Training 2.1.5 (OP) Appropriate Airmen/Crewmember Checks & Quals 2.1.6 (OP) Advanced Qualification Program (AQP) 2.1.7 (OP) Flight Crewmember Flight/Duty/Rest Time 2.1.8 (OP) Training of Operations Control Specialists 2.1.9 (OP) Operations Control Specialist Duty/Rest Time 2.1.10 (OP) Training of Pilots/Trainees **2.2 Aircraft Operations** 2.2.1 (OP) Airmen Duties/Flight Deck Procedures 2.2.2 (OP) Category II & III Ops 2.2.3 (OP) Flightcrew Member Operating Limitations/Recent Experience **2.3 Aircraft Equipment** 2.3.1 (OP) Appropriate Operational Equipment **2.4 Training Center Instructors/Evaluators** 2.4.1 (OP) Instructor Qualification/Training/ Testing 2.4.2 (OP) Evaluator Qualification/Training/ Testing	**3.1 Training & Qualification** 3.1.1 (OP) Training and Qualification of Dispatchers and Flight Followers 3.1.2 (OP) Dispatcher Duty/Rest Time **3.2 Flight Operations Engineering** 3.2.1 (OP) Aircraft Performance Operating Limitations 3.2.2 (OP) Use of Approved Areas, Routes, and Airports 3.2.3 (OP) Special Navigation Areas of Operation 3.2.4 (OP) RVSM Authorization **3.3 Flight Planning & Monitoring** 3.3.1 (OP) Operational Control 3.3.2 (OP) Dispatch/Flight Release 3.3.3 (OP) Flight/Load Manifest/Weight & Balance Control 3.3.4 (OP) MEL/CDL/NEF Procedures 3.3.5 (OP) Extended Operations (ETOPS)	**4.1 Training & Qualification** 4.1.1 (AW) RII Personnel 4.1.2 (AW) Maintenance Certificate Requirements 4.1.3 (AW) Maintenance Training Programs 4.1.4 (AW) Training and Qualifications 4.1.5 (AW) AMTS Training of Mechanics **4.2 Maintenance Planning and Monitoring** 4.2.1 (AW) Maintenance/ Inspection Requirements 4.2.2 (AW) Maintenance/ Inspection Schedule 4.2.3 (AW) AD Management 4.2.4 (AW) Recordkeeping 4.2.5 (AW) Maintenance Control Functions 4.2.6 (AW) Technical Data 4.2.7 (AW) Air Carrier and Air Operator Requirements 4.2.8 (AW) Domestic European Union Aviation Safety Agency (EASA) **4.3 Maintenance Operations** 4.3.1 (AW) Airworthiness Release/ Maintenance Log Requirements 4.3.2 (AW) RII 4.3.3 (AW) MEL/CDL/NEF and Other Deferred Maintenance 4.3.4 (AW) Major Repairs & Alterations 4.3.5 (AW) ETOPS 4.3.6 (AW) Maintenance Process 4.3.7 (AW) Work Away from Station **4.4 Technical Administration** 4.4.1 (AW) Special Flight Permits 4.4.2 (AW) MIS/SDR 4.4.3 (AW) Short-term Escalations 4.4.4 (AW) Aircraft Requirements/Acceptance Process 4.4.5 (AW) Weight & Balance Program 4.4.6 (AW) Record Systems **4.5 Maintenance Facilities/Providers** 4.5.1 (AW) Maintenance Facility/Main Maintenance Base 4.5.2 (AW) Maintenance Providers 4.5.3 (AW) Line Stations 4.5.4 (AW) Housing and Facilities 4.5.5 (AW) Contract Work–Certificated 4.5.6 (AW) Contract Work–Noncertificated **4.6 Maintenance Special Requirements** 4.6.1 (AW) Avionic Systems/Programs 4.6.2 (AW) Continued Airworthiness & Safety Programs **4.7 Maintenance Tools & Parts Control** 4.7.1 (AW) Control of Calibrated Tools & Test Equipment 4.7.2 (AW) Aircraft Parts/Material Control 4.7.3 (AW) Tools and Equipment 4.7.4 (AW) Parts and Materials	**5.1 Training & Qualification** 5.1.1 (OP) Training of Flight Attendants 5.1.2 (OP) Flight Attendant Duty/Rest Time **5.2 Cabin Operations** 5.2.1 (OP) Crewmember Duties/Cabin Procedures 5.2.2 (OP) Carry-On Baggage 5.2.3 (OP) Exit Seating Program 5.2.4 (OP) Passenger Handling	**6.1 Training & Qualification** 6.1.1 (OP) Training of Station Personnel 6.1.2 (OP) Hazardous Material Training Program **6.2 Ground Handling** 6.2.1 (AW) Fueling 6.2.4 (OP) Line Station Operations/Ground Personnel Duties **6.3 Cargo Acceptance & Handling** 6.3.1 (OP) Carriage of Cargo 6.3.2 (OP) Hazardous Materials 6.3.3 (AW) Cargo Handling Equipment Systems & Appliances 6.3.4 (AW) Carriage of Cargo **6.4 Operations in Ground Icing Conditions** 6.4.1 (AW) Operations in Ground Icing 6.4.2 (OP) Operations in Ground Icing

Table 10-1-2B. Mapping of Program Elements to Master List of Functions (SAS Approved Numbering) (Continued)

Office of Hazardous Materials Safety (AXH)

1.0 Organizational Management	2.0 Flight Operations	3.0 Operational Control	4.0 Technical Operations	5.0 Onboard Operations	6.0 Ground and Station Operations
1.1 Safety Programs (L) 1.1.1 (AXH) HM Voluntary Reporting Programs **1.2 Operations Management (L)** 1.2.1 (AXH) HM Manual Management	**2.1 Training Requirements (L)** 2.1.1 (AXH) HM Training of Flight Crew **2.2 Aircraft Operations (M)** 2.2.1 (AXH) HM Pilot Notifications/Emergency Procedures 2.2.2 (AXH) Special Aircraft Operations	**3.1 Training Requirements (L)** 3.1.1 (AXH) HM Training of Flight Operations Support Personnel **3.2 Flight Planning & Monitoring (M)** 3.2.1 (AXH) Flight Operations Support Personnel HM Responsibilities	**4.1 Training Requirements (L)** 4.1.1 (AXH) HM Training of Maintenance Providers/ Stores **4.2 Maintenance Planning and Monitoring (H)** 4.2.1 (AXH) HM COMAT Shipping **4.3 ORE Responsibilities** 4.3.1 Shipper HM Functions 4.3.2 Repair Station HM Functions 4.3.3 F.F. HM Functions 4.3.4 Ground Handlers Functions 4.3.5 ORE SP/CA New 4.3.6 ORE SP/CA Renewal 4.3.7 ORE Incident Investigation 4.3.8 ORE Reserved	**5.1 Training Requirements (L)** 5.1.1 (AXH) HM Training of Flight Attendants **5.2 Cabin Operations (M)** 5.2.1 (AXH) Cabin HM Procedures and Handling	**6.1 Training Requirements (L)** 6.1.1 (AXH) HM Training of Cargo and Station Personnel **6.2 Hazardous Materials Acceptance/ Rejection (H)** 6.2.1 (AXH) A/R On Airport Cargo 6.2.2 (AXH) A/R Off Airport Cargo 6.2.3 (AXH) A/R Small Packages 6.2.4 (AXH) A/R Ticket Counter/PAX Baggage 6.2.5 (AXH) A/R Inbound International Shipments **6.3 Hazardous Materials Handling/Loading/ Storage (H)** 6.3.1 (AXH) H/L/S Cargo Facilities 6.3.2 (AXH) H/L/S Onboard Aircraft 6.3.3 (AXH) H/L/S Interline Shipments

System Criticality: High–(H), Medium–(M), Low–(L)

10-1-2-7 through 10-1-2-29 RESERVED.