

## VOLUME 10 AIR TRANSPORTATION OVERSIGHT SYSTEM

### CHAPTER 1 GENERAL

#### Section 5 Acronyms, Abbreviations, Terms, and Definitions

**10-78 Acronyms and Abbreviations.** The following acronyms/abbreviations and definitions apply to the Air Transportation Oversight System (ATOS):

**Figure 10-9. Acronyms and Abbreviations**

Acronym/Abbreviation	Definition
AC	Advisory Circular
ACAT	Air Carrier Assessment Tool
ACEP	Air Carrier Evaluation Process
ACOP	Air Carrier Oversight Profile
ADG	Office of Hazardous Materials Safety
ADG-1	Director of the Office of Hazardous Materials Safety
ADI	Assessment Determination and Implementation
AFS	Flight Standards Service
AFS-1	Director of Flight Standards Service
AFS-40	Flight Standards Quality Assurance Division
AFS-500	Flight Standards Training Division
AFS-900	Flight Standards National Field Office
AQP	Advanced Qualification Program
ASA	Aviation Safety Assistant
ASAP	Aviation Safety Action Program
ASIAS	Aviation Safety Information Analysis and Sharing
ASI	Aviation Safety Inspector
ASI-AD	Aviation Safety Inspector – Aircraft Dispatcher
ASI-AV	Aviation Safety Inspector – Avionics
ASI-CS	Aviation Safety Inspector – Cabin Safety
ASI-MX	Aviation Safety Inspector – Maintenance
ASI-OP	Aviation Safety Inspector – Operations
AST	Aviation Safety Technician

<b>Acronym/Abbreviation</b>	<b>Definition</b>
ATOS	Air Transportation Oversight System
AUG	Automation User Guide
AW	Airworthiness
CAD	Continuous ATOS Development
CAP	Comprehensive Assessment Plan
CAR	Civil Aviation Regulation
CAS	Continuing Analysis and Surveillance
CATT	Corrective Action Tracking Tool
CD	Air Carrier Dynamics
CFR	Code of Federal Regulations
CHDO	Certificate-Holding District Office
CMO	Certificate Management Office
CMT	Certificate Management Team
ConDOR	Constructed Dynamic Observation Report
CPD	Certification Process Document
CPM	Certification Project Manager
CPT	Certification Project Team
CSOP	Certification Services Oversight Process
CTL	Certification Team Leader
DA	Design Assessment
DCT	Data Collection Tool
DEPM	Data Evaluation Program Manager
DOD	Department of Defense
DOR	Dynamic Observation Report
DP	Designated Person
DQG	Data Quality Guidelines
EC	Environmental Criticality
EFIS	Electronic Flight Information System
eLMS	electronic Learning Management System
EMP	Essential Maintenance Provider

<b>Acronym/Abbreviation</b>	<b>Definition</b>
EPI	Element Performance Inspection
ETOPS	Extended Operations
eVID	enhanced Vital Information Database
FAA	Federal Aviation Administration
FLM	Front Line Manager
FOIA	Freedom of Information Act
FSAS	Flight Standards Automation System
FSDO	Flight Standards District Office
GPS	Global Positioning System
hazmat	Hazardous Materials
HMDM	Hazardous Materials Division Manager
HM FLM	Hazardous Materials Front Line Manager
HMFO	Hazardous Materials Field Office
HMSP	Hazardous Materials Safety Program
HSI	Hazardous Materials Safety Inspector
ICAO	International Civil Aviation Organization
IEP	Internal Evaluation Program
InFO	Information for Operators
MEL/CDL	Minimum Equipment List/Configuration Deviation List
MIS	Mechanical Interruption Summary
MSL	Mean Sea Level
NAT HLA	North Atlantic High Level Airspace
NCRS	Not an FAA Certificated Repair Station
NTSB	National Transportation Safety Board
OAG	Official Airline Guide
OpSpecs	Operations Specifications
OPT	Oversight Prioritization Tool
ORA	Operations Research Analyst
OS	Operational Stability
OST	Office of the Secretary of Transportation

Acronym/Abbreviation	Definition
PA	Performance Assessment
PAC	Preapplication Checklist
PASI	Preapplication Statement of Intent
PH	Performance History
PI	Principal Inspector
PMT	Project Management Tool
PTRS	Program Tracking and Reporting Subsystem
RFSD	Regional Flight Standards Division
RMP	Risk Management Process
RVSM	Reduced Vertical Separation Minimums
SAFO	Safety Alert for Operators
SAI	Safety Attribute Inspection
SASO	System Approach for Safety Oversight
SAT	System Analysis Team
SDR	Service Difficulty Reporting Subsystem
SPAS	Safety Performance Analysis System
SRR	Specific Regulatory Requirement
TC	Team Coordinator (SAI)
U.S.C.	United States Code
VDRP	Voluntary Disclosure Reporting Program

**10-79 Terms and Definitions.** The following terms and definitions apply to ATOS.

**Figure 10-10. Terms and Definitions**

Term	Definition
Acceptable Risk	The level of risk that is allowed to persist after controls are applied. Risk is acceptable when further efforts to reduce it would degrade the probability of success of the operation, or when a point of diminishing returns has been reached.
Aging Aircraft	An aircraft of any make or model that is 15 years old or older.

Term	Definition
All-Cargo Operations	Any operation for compensation or hire that is other than a passenger-carrying operation. If passengers are carried, they are only those specified in Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.583(a).
Air Carrier Assessment Tool (ACAT)	The ACAT documents a systematic review of the air carrier system elements using the risk indicators to identify conditions that may be creating hazards.
Air Carrier Configuration Checklist	A checklist provides the principal inspector (PI) or certification project manager (CPM) with series of questions to answer that pertain to the air carrier's or applicant's type of operation, types of aircraft and equipment, facilities, personnel, and other operations specifications (OpSpecs).
Air Carrier Dynamics	Aspects of the organization and environment that the air carrier directly controls and could enhance system stability and safety.
Air Carrier Maintenance Provider	Any person whom the air carrier has made arrangements with for the accomplishment of any of its maintenance, preventive maintenance, or alterations.
Air Carrier Oversight Profile (ACOP)	A tailored list of elements and Data Collection Tool (DCT) questions that apply to a specific air carrier or applicant.
Air Carrier Programs and Procedures	The subsystem (3.1) by which an air carrier ensures compliance with its programs and procedures for functioning within its operating environment.
Air Carrier System	<p>A group of interrelated processes that are a composite 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 for an air carrier.</p> <p>For the purposes of new certification and continued oversight, seven air carrier systems have been defined, including:</p> <ol style="list-style-type: none"> <li>1.0 Aircraft Configuration Control.</li> <li>2.0 Manuals.</li> <li>3.0 Flight Operations.</li> <li>4.0 Personnel Training and Qualifications.</li> <li>5.0 Route Structures.</li> <li>6.0 Airman and Crewmember Flight, Rest, and Duty Time.</li> <li>7.0 Technical Administration.</li> </ol>

<b>Term</b>	<b>Definition</b>
Aircraft	The subsystem (1.1) by which an air carrier ensures that its aircraft meet airworthiness and operational safety requirements.
Aircraft Configuration Control	The system (1.0) by which an air carrier maintains the physical condition of the aircraft and associated components.
Airman and Crewmember Flight, Rest, and Duty Time	The system (6.0) that prescribes time limitations for air carrier employees.
Airman and Crewmember Limitations	The subsystem (6.1) by which an air carrier ensures that airmen or crewmembers meet the regulatory time limitations.
Air Transportation Oversight System (ATOS)	The system the Federal Aviation Administration (FAA) uses to provide regulatory oversight of part 121 air carriers.
Applicant	An individual, group, or organization seeking new operating authority or, in the case of an existing air carrier, a modification to their operating authority.
Approved Routes/Areas	The subsystem (5.1) by which an air carrier ensures that it maintains the facilities to support its approved routes and areas of operation.
Aviation Safety Information Analysis and Sharing (ASIAS)	A facility for the integration, analysis, and sharing of aviation safety data and information.
Authority Attribute	A clearly identifiable, qualified, and knowledgeable individual with the authority to establish and modify a process.
Automation User Guide	Instructions and information about how to use the ATOS automation.
Baseline Date	The date automatically generated from the Certificate Management Team's (CMT) initial Comprehensive Assessment Plan (CAP). It is updated when the bottom-line assessment, with appropriate action, is documented for Design Assessments (DA) and Performance Assessments (PA).
Certificate Management Team (CMT)	This team is responsible for the oversight functions of a specific air carrier. The CMT develops and executes a CAP tailored to a specific air carrier.
Certification Process Document (CPD)	An electronic document with work instructions to be accomplished during the certification process.

<b>Term</b>	<b>Definition</b>
Certification Project Manager (CPM)	The CPM is the primary FAA spokesperson throughout the ATOS initial certification process. The CPM is responsible for ensuring that all certification job functions are complete.
Certification Project Team (CPT)	This team is responsible for the oversight functions of a specific applicant during initial certification. The CPT develops and executes a CAP (CAP tailored to an applicant's proposed operation).
Comprehensive Assessment Plan (CAP)	The applicant or air carrier-specific assessment plan developed by the CPT or CMT during initial certification or at the annual planning meeting. The CAP documents the planned assessments for the applicant or air carrier at the system element level.
Constructed Dynamic Observation Report (ConDOR)	<p>The ConDOR allows data collection activities to be requested or assigned with instructions to inspect and report on specific areas of immediate concern outside of the normal assessment schedule.</p> <p>There are three types of ConDORs:</p> <ol style="list-style-type: none"> <li>1. ConDOR – PIs select a combination of Element Performance Inspection (EPI) and/or Safety Attribute Inspection (SAI) questions from any element or combination of elements to develop a ConDOR.</li> <li>2. National ConDOR – The Flight Standards National Field Office (AFS-900) develops a National ConDOR based on a request from a regional office, policy division, or AFS-900 management. The National ConDOR can include questions currently found in existing DCTs, and/or custom questions. A custom question is one that is created for the ConDOR and not currently in a DCT. A National ConDOR is available for use by all CMTs.</li> <li>3. Custom ConDOR – Custom ConDORs are created by AFS-900 with questions requested by a CMT. A custom question is one that is created specifically for this ConDOR. The questions may be available in a current DCT or questions developed for a specific purpose. This type of ConDOR will only be available to the originating CMT.</li> </ol>
Contract Maintenance	Any maintenance, preventive maintenance, or alterations accomplished by an "air carrier maintenance provider."
Control Attribute	Checks and restraints that are designed into a process to ensure a desired result.

<b>Term</b>	<b>Definition</b>
Corrective Action Tracking Tool (CATT)	This tool is used to track corrective actions required of the air carrier that result from DAs and PAs, or other oversight functions that are not required to be tracked by another system. The CATT cannot be used to replace documentation requirements specified in other guidance.
Crewmember and Dispatch Qualifications	The subsystem (4.3) by which an air carrier ensures that crewmembers and dispatchers are qualified.
Criticality	The likelihood that a failure of an air carrier system, subsystem, or element could lead to an unsafe condition.
Data Collection Tool (DCT)	DCTs are tools such as EPIs, SAIs, ConDORs, and Dynamic Observation Reports (DOR) that support DAs and PAs.
Data Evaluation Program Manager (DEPM) or Data Reviewer	The CPT or CMT member responsible for reviewing inspection reports and records to ensure they meet data quality guidelines (DQG).
Design Assessment (DA)	The ATOS function that measures an applicant's or air carrier's operating systems at the element level for compliance with the full intent of regulations and safety standards, including the requirement to provide service at the highest level of safety in the public interest.
Due Date	The required or expected completion date for DAs or PAs.
Dynamic Observation Report (DOR)	The DOR allows aviation safety inspectors (ASI) to record certain observations outside the comprehensive assessment planning process. These observations may involve any part 121 air carrier at any location, at any time.
Data Quality Guidelines (DQG)	These guidelines help determine the acceptable levels of data quality during the evaluation of inspection records. See Volume 10, Chapter 2, Section 6, Table 10-1, Data Quality Guidelines—Specific Data Requirements Table, and Table 10-2, Data Quality Guidelines—Data Dimensions Table.
Essential Maintenance	Essential maintenance encompasses any Required Inspection Item (RII) accomplished on wing after any maintenance or alteration. This maintenance, if done improperly or if improper parts or materials were used, would result in a failure effect that would endanger the continued safe flight and landing of the airplane. Essential maintenance is the accomplishment of the air carrier designated inspection item on wing. Essential maintenance does not encompass any off-wing maintenance.

Term	Definition
Essential Maintenance Provider (EMP)	An EMP is a maintenance provider who is used by the part 121 air carrier to accomplish the inspection portion of an on-wing RII.
Element	One or more interrelated actions completed to support an air carrier subsystem. Elements are the level that design and performance is assessed for all part 121 carriers.
Element Performance Inspection (EPI) Data Collection Tool (DCT)	The ATOS tool designed to collect data to help the CPM or PI determine if an air carrier adheres to its written procedures and controls for each system element, and that the established performance measures for each system element are met.
En Route Inspection	An inspection of the in-flight operations of an air carrier within the total operational environment of the air transportation system.
Environmental Criticality (EC)	Aspects of the air carrier’s surroundings that could lead to or trigger a failure in one of its systems, subsystems, or elements, and potentially create an unsafe condition.
Flight Operations	The system (3.0) that pertains to aircraft movement.
Front Line Manager (FLM)	FLMs provide first-level supervision to subordinate employees and manage the activities of one operating unit, project, or program area. FLMs report to middle or senior managers.
Gate	A set of prerequisites to proceed to the next step.
Ghost Icon 	This symbol (commonly referred to as a “Ghost Icon”) represents a DA that was scheduled in a previous quarter, but not resourced, and this element should compete for resources in the current quarter. This symbol will appear to the right of the green line and on the due date of the “missed” assessment meaning at the end of the quarter, not 30 days later. The symbol appears only in Draft and Final versions of the CAP and does not appear in history or in reports. When the cursor is placed over the symbol, the date of the missed assessment appears. The ghost icon has no other automation functionality.

Term	Definition
Ghost Icon 	This ghost icon symbol represents a PA that was scheduled in a previous quarter, but not resourced, and this element should compete for resources in the current quarter. This symbol will appear to the right of the green line and on the due date of the “missed” assessment, meaning at the end of the quarter, not 30 days later. The symbol appears only in the Draft and Final versions of the CAP and does not appear in history or in reports. When the cursor is placed over the symbol, the date of the missed assessment appears. The ghost icon has no other automation functionality.
Hazard	A condition, event, or circumstance that could lead or contribute to an unplanned or undesired event.
Hazardous Materials (hazmat)	A substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and is designated as hazardous under Title 49 of the United States Code (49 U.S.C.) § 5103 of the Federal hazmat transportation law. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (refer to Title 49 of the Code of Federal Regulations (49 CFR) part 172, § 172.101), and materials that meet the defining criteria for hazard classes and divisions in 49 CFR part 173.
High Criticality	A high likelihood that a failure in this element could lead to an unsafe condition.
Human Factors	The relationship between people and their operating environment (e.g., people, procedures, materials, tools, equipment, facilities, and software).
Identified Risk	A level of risk that is identified through various analysis techniques.
Information for Operators (InFO)	An InFO message contains valuable information for operators that should help them meet administrative requirements or certain regulatory requirements with relatively low urgency or impact on safety. InFOs contain information or a combination of information and recommended action to be taken by the respective operators identified in each individual InFO.
Interfaces Attribute	The air carrier identifies, documents, and has a method to evaluate the impact of changes on related processes.

<b>Term</b>	<b>Definition</b>
Job Task Item (JTI)	JTIs are bulleted items below many DCT questions to detail the tasks that may be performed to properly answer the question. The ASI is required to answer the higher-level EPI or SAI question and should use the attached JTIs as guidance only.
Key Personnel	The subsystem (7.1) by which an air carrier ensures that qualified management and technical personnel with operational control are in place and conducting operations at the highest level of safety.
Low Criticality	A low likelihood that a failure in this element could lead to an unsafe condition.
Maintenance Organization	The subsystem (1.3) by which an air carrier ensures the continuous airworthiness and servicing of aircraft in accordance with its approved procedures.
Maintenance Personnel Qualifications	The subsystem (4.1) by which an air carrier ensures maintenance personnel are properly certificated and authorized to perform assigned duties.
Manual Management	The subsystem (2.1) by which an air carrier prepares and maintains the manuals for the use of and guidance to its personnel.
Manuals	The system (2.0) for controlling the information and instruction that defines and governs air carrier activities.
May	A guiding term, meaning there is some flexibility. (See Volume 1, Chapter 1, Section 2.)
Medium Criticality	A moderate likelihood that a failure in this element could lead to an unsafe condition.
Mitigate	Action is needed to reduce the level of risk.
Monitor	The risk level is within accepted limits and no action is required beyond the normal planning cycle.
Must	A directive term, meaning action is mandatory. (See Volume 1, Chapter 1, Section 2.)
Not an FAA Certificated Repair Station (NCRS)	NCRS is a designator, that is available for use in the “Repair Station Designator” field located on the EPI, Random Inspection (RI), and element based DOR. NCRS is used when an activity is completed by maintenance providers that are not an FAA certificated repair station (CRS).

<b>Term</b>	<b>Definition</b>
Off Hour	Activities that occur outside of normal FAA duty hours, including weekends.
Operations Research Analyst (ORA)	The ORA is responsible for assisting the CMT in collecting and analyzing air carrier data.
Operational Control	The exercise of authority over initiating, conducting, or terminating a flight.
Operational Release	The subsystem (3.2) by which an air carrier ensures all activities required for safe dispatch and continuation of a flight to its destination.
Operational Risk	An identified risk that has the potential to affect the operations of the air carrier.
Operational Stability	Aspects of the air carrier's organization and environment that they do not directly control and when managed effectively, could enhance system stability and safety.
Operations Specifications (OpSpecs)	Legal and binding contract between an air carrier and the FAA that documents specifically how the air carrier operation is conducted.
Other Programs	This subsystem (7.2) is used to determine if the air carrier's Safety Program (Ground and Flight) meets all applicable requirements of 14 CFR, incorporates the safety attributes, and identifies any shortfalls in the air carrier's procedures (Ground and Flight).
Outsourcing	The practice of contracting out internal air carrier programs, processes, and traditional air carrier functions, such as maintenance, training, and ground handling to external, independent vendors, suppliers, and contractors. Oversight for the quality of the overall process remains with the air carrier.
Oversight Prioritization Tool (OPT)	Use of the OPT is optional. Only one OPT is required for each air carrier when the PI chooses to use the OPT. It is advisable that the PI utilize the OPT or their normal risk-based prioritization methodology. When the PI utilizes the OPT for planning surveillance, it can assist in: <ul style="list-style-type: none"> <li>1) Prioritization of air carrier maintenance providers to determine specific data collection requirements,</li> <li>2) Identifying areas of concern or criticality, and</li> <li>3) Providing data that allows the PI to target resources toward maintenance providers with the highest risk.</li> </ul>

<b>Term</b>	<b>Definition</b>
Passenger-Carrying Operation	Any aircraft operation carrying any person, unless the only persons on the aircraft are those identified in § 121.583(a). An aircraft used in a passenger-carrying operation may also carry cargo or mail in addition to passengers.
Preapplication Statement of Intent (PASI)	The completed PASI is a document used in initial certification that denotes an intent by the applicant to initiate the certification process and which allows the FAA to plan activities and prepare to commit resources.
Performance Assessment (PA)	The ATOS function that measures an applicant's or air carrier's operating systems at the element level to confirm that the air carrier is following its procedures and that they are producing the intended result.
Performance History	The results of the air carrier's operations over time.
Performance Measure	A description of the desired outcome of an air carrier element process. It is used to determine whether the desired results of that process were achieved.
Personnel Training and Qualifications	The system (4.0) by which air carrier personnel are trained and qualified.
Principal Inspector (PI)	The PI is the primary FAA spokesperson and decision maker for his or her specialty in all applications of ATOS.
Procedures Attribute	Documented methods for accomplishing a process.
Process	Policies and procedures designed to produce a desired result or end product for an air carrier.
Process Measurement Attribute	The air carrier measures and assesses its processes to identify and correct problems or potential problems.
Ramp Inspection	An inspection of an air carrier's operation while the crewmembers and aircraft are on the ground. A ramp inspection is an effective method for evaluating an air carrier's ability to prepare both the aircraft and crew for a flight to be conducted.
Random Inspections	Random inspections are unplanned cockpit en route inspections, cabin en route inspections, ramp inspections, or spot inspections. With management authorization, ATOS 1.2-trained part 121 air carrier ASIs may perform these inspections on any part 121 air carrier at any location, at any time.

<b>Term</b>	<b>Definition</b>
Records and Reporting Systems	The subsystem (1.2) by which an air carrier manages the records used to show that the aircraft are Airworthy, reflect the air carrier's use of its procedures, and ensure the issuance of required reports.
Responsibility Attribute	A clearly identifiable, qualified, and knowledgeable individual who is accountable for the quality of a process.
Risk	An expression of the severity of potential consequences and the likelihood of their occurrence that could result if a hazard is not addressed or corrected.
Risk Analysis	The injury and damage potential of the events related to the hazards in terms of the likelihood of occurrence and the severity of resulting consequences.
Risk Assessment	The process by which the results of risk analysis is used to make decisions.
Risk Factors	The risk factors identify what must be fixed or controlled in order to reduce the level of risk.
Risk Indicator	A grouping of safety- and/or performance-related data that reflects an area of potential risk that is expected to have sufficient data or justification to calculate a representative value for a particular air carrier system, subsystem, or element.
Risk Likelihood Values	Frequent—Continuously experienced. Probable—Will occur often. Occasional—Will occur several times. Remote—Unlikely, but can reasonably be expected to occur.
Risk Management (RM)	An interactive management activity dedicated to ensuring that risk is identified, documented, eliminated, or controlled within defined program risk parameters.
Risk Management Process (RMP)	This process is the ATOS function that identifies hazards and ensures that the air carrier either eliminates the hazards or controls the associated risk at acceptable levels. This process also allows the FAA to manage resources in accordance with risk-based priorities.

<b>Term</b>	<b>Definition</b>
Risk Severity Values	High—Loss (or breakdown) of an entire system or subsystem, accident, or serious incident. Medium—Potential moderate damage to an aircraft, partial breakdown of an air carrier system, or violation of regulations or company rules. Low—Potential poor air carrier performance or disruption of the carrier’s operations.
Route Structures	The system (5.0) by which an air carrier maintains facilities on approved routes.
Safety	The state in which the risk of harm to persons or property damage is reduced to, and maintained at or below, an acceptable level through a continuing process of hazard identification and RM. The quality of a system that allows the system to function under predetermined conditions with an acceptable level of risk.
Safety Alert for Operators (SAFO)	A SAFO is an information tool that alerts, educates, and makes recommendations to the aviation community. This community includes air carrier certificate holders, fractional ownership program managers, and 14 CFR part 142 training centers.
Safety Attributes	The qualities of a system (e.g., authority, responsibility, procedures, controls, process measurements, and interfaces) that should be present in well-designed air carrier systems and processes.
Safety Attribute Inspection (SAI) Data Collection Tool (DCT)	The ATOS tool used to collect data about regulatory compliance in order to assess the adequacy of the design of the processes associated with each system element for an air carrier. The tool is organized in accordance with six safety attributes.
SAI Team	The team of ASI(s) or a single ASI assigned to accomplish an SAI for a specific CPT or CMT.
Scope of Operation	Description of an applicant or air carrier’s activities in air commerce.
Shall	A directive term, meaning action is mandatory. (See Volume 1, Chapter 1, Section 2.)
Should	A guiding term, meaning there is some flexibility. (See Volume 1, Chapter 1, Section 2.)

Term	Definition
Show Cause Order	In determining the “fitness” of an applicant for air carrier authority, the Office of the Secretary of Transportation (OST) examines four areas of the applicant’s business: managerial competence, operating and financial plans, the compliance record, and ownership structure.
Spot Inspection	An in-progress inspection of an air carrier’s maintenance operations for compliance with specific methods, techniques, and practices in the air carrier’s inspection and maintenance programs.
System	A group of interrelated processes which are a composite 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 for an air carrier.
System Analysis Team (SAT)	A team that includes participants from the CMT, the air carrier, other FAA organizations, and other non-FAA entities (e.g., the manufacturer) to accomplish further analysis and determine root causes of system deficiencies.
System Approach	The structured, safety-driven means by which the FAA certifies and conducts oversight activities on elements that are designed to interact predictably within the air carrier’s systems and subsystems.
System Reconfiguration	The air carrier may be required to modify its system, or the FAA may modify its authorizations.
System Safety	The application of special technical and managerial skills to identify, analyze, assess, and control hazards and risks associated with a complete system. System safety is applied throughout a system’s entire life cycle to achieve an acceptable level of risk within the constraints of operational effectiveness, time, and cost.
System Stability	The state of balanced constancy and safety that results when an air carrier is able to effectively manage both the aspects of their organization and their environment—those that they control directly and those over which they have no direct control.
Technical Administration	The system (7.0) for addressing all other aspects of air carrier certification and operations.

Term	Definition
Training Program	The subsystem (4.2) by which an air carrier ensures that personnel are trained to perform assigned duties in accordance with the air carrier's approved programs.
Transfer	To reassign the risk to another entity that has the authority to address the risk.
Unacceptable Risk	Risk that cannot be tolerated by the managing activity. It is a subset of identified risk that must be eliminated or controlled.

**RESERVED.** Paragraphs 10-80 through 10-94.