The circular representation in Figure 2.1 conveys the principles of seamless management and continuous improvement in service delivery over time. Application of the process is flexible and may be tailored appropriately.

The basis for analyzing and assessing a system differs for each organization. The level at which SRM is conducted also varies by organization, change proponent, and the type of change. SRM is carried out at the national level for major system acquisitions. It may also be performed at the regional or local level to address proposed changes to equipment or Air Traffic Control procedures.

Figure 2.2 augments Figure 2.1 by showing the safety deliverables required during the FAA lifecycle management process.

See Section 2.4 for information about Technology Refreshment (TR) portfolio safety requirements.

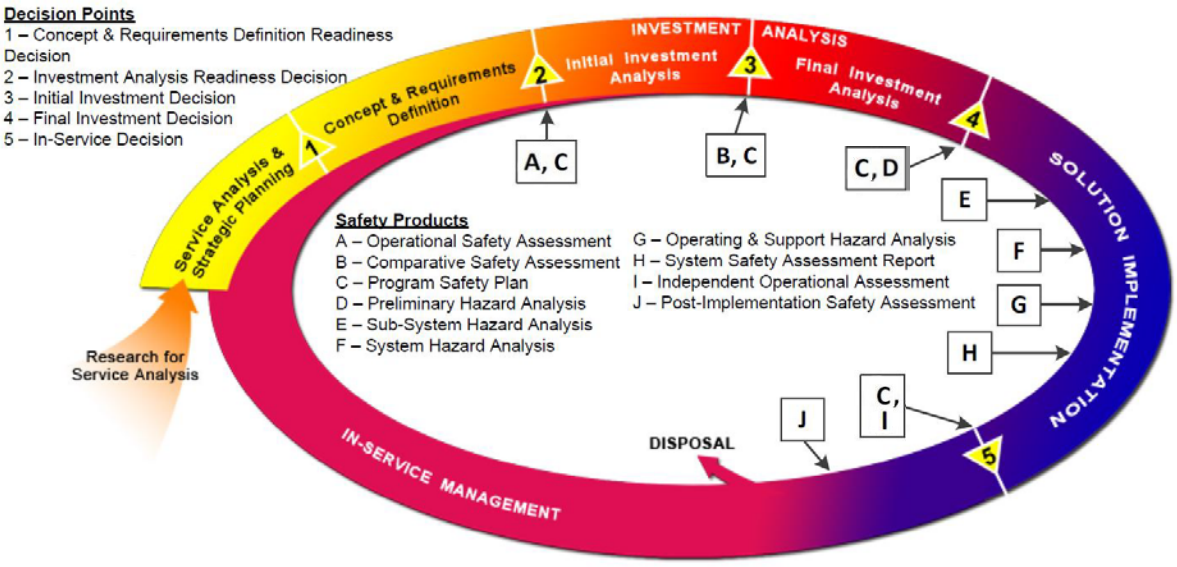

Figure 2.2: FAA Lifecycle Management Process (with Safety Deliverables)

2.2.1 System Safety Deliverables

Table 2.1 summarizes the system safety deliverables that are part of the AMS / SRM processes. Each deliverable is listed in the acquisition phase during which it must be completed.

2.2.2 Approval Authority

No one FAA organization has total approval authority. The PO is responsible for product approval (i.e., deciding whether the developer has complied with the contract). The JRC has funding approval (i.e., deciding whether to fund a project). The safety risk acceptor has performance approval (i.e., deciding if the system's performance is adequate (regardless of whether the developer has complied with the contract)). Safety and Technical Training (AJI) maintains the safety approval role (i.e., ensuring all system safety requirements are met). Each approver has the authority to prevent the deployment of a system. This separation of approval authority guarantees that checks and balances exist among lines of business that each have