U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER 1800.56W

Effective Date:
9/27/22

SUBJ: National Flight Standards Work Program Guidelines

1. Purpose of This Order. This order restates current Flight Standards Service (FS) policy for personnel to use as they develop and execute annual surveillance work programs; incorporates organizational changes and policy division changes; and updates previous guidance work activities, National Transportation Safety Board (NTSB) recommendations, Inspector General (IG) recommendations, and congressional mandates.

2. Audience. This order pertains to FS personnel who use annual surveillance work programs. This order excludes surveillance conducted under the Safety Assurance System (SAS).

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

4. What This Order Cancels. FAA Order 1800.56W is the National Flight Standards Work Program Guidelines (NPG) for fiscal year (FY) 2023. When published, it automatically cancels and archives Order 1800.56V, National Flight Standards Work Program Guidelines, dated September 29, 2021. However, Order 1800.56V should continue to be used for the remainder of FY 2022.

5. Explanation of Policy Changes.

a. Editorial Changes.

(1) For clarification, "Effective Date" has been changed to the first day of the FY since the order is based on a specific FY.

(2) Adds an explanation of how SAS auto-populates NPG Activities at the beginning of the FY. This includes where it pulls data from: enhanced Vital Information Database (eVID)/Vital Information Subsystem (VIS)-Environmental Files, eVID/VIS-Operator Files, and the Web-based Operations Safety System (WebOPSS). Depending on the NPG requirement, it can pull from one source or all three.

(3) Adds an explanation of how to generate the "Published NPG Activities Report." NPG Activities populated via SAS automation can be viewed by creating a report in the NPG Activity Rules Utility.

(4) Adds an explanation of how to close a Resources Not Available (RNA) Activity with a Results code. RNA uses a Results code of "X-Cancelled." From the Data Collection Module, NPG Activities can be RNA and closed with the Results code of "X-Cancelled."

(5) Adds instructions on how to use the SAS Feedback process to report errors or recommend changes regarding this order. The "Submit Feedback" link can be found in the upper right corner of SAS in the Welcome bar and at the bottom of the SAS Menu.

b. New Surveillance Requirements.

(1) For Title 14 CFR Part 129 Foreign Air Carriers, Operating U.S.-Registered Aircraft—Airworthiness, the desk audit of each operator's FAA-approved maintenance inspection program now includes supplemental inspections.

(2) For 14 CFR part 91 noncertificated operators; part 91 subpart K (part 91K) operators; § 91.147 air tour operators; part 125 deviation holders; and public aircraft operations (PAO) (as defined in Appendix C, Locally Created Pilot Records Database Surveillance), a surveillance requirement is included for compliance with 14 CFR Part 111, Pilot Records Database (PRD).

6. Summary of Changes.

a. Appendix A, Annual Work Program Activities. Annual work program activities that must be created at the local office, if applicable, are now noted as such in Appendix A for clarification and moved to Appendix B for a list in its entirety.

b. Appendix B, Locally Created NPG Activities. All NPG surveillance activities that have to be created locally have been moved to Appendix B. This allows users to easily determine which NPG Activities are automatically downloaded by SAS automation and those that must be added by the local office, if applicable.

c. Appendix C, Locally Created Pilot Records Database Surveillance. This section now includes surveillance requirements for PRD.

d. Appendix D, **List of Part 91 "Doors Off" Issued SPRS LOAs.** Appendix D now includes information on how to use the Enhanced Dynamic Reporting (EDR) for a listing of Letters of Authorization (LOA) issued for part 91 "Doors-Off" utilizing supplemental passenger restraint systems (SPRS).

e. Appendix E, Acronyms and Abbreviations. This appendix contains the acronyms and abbreviations list.

7. Effective Date. This order becomes effective on October 1, 2022.

8. Background.

a. Statutory Authority. Title 49 of the United States Code (49 U.S.C.) and 14 CFR provide the statutory and regulatory authority for NPG, respectively. Title 49 U.S.C. is broad in scope and contains the codified provisions of the Federal Aviation Act of 1958 (FA Act), which

prescribes the powers and authorities of the FAA. Title 14 CFR is prescriptive in nature and contains specific requirements to obtain a certificate holder (CH) Operating or Air Agency Certificate and standards for conducting related operations. NPG is not a separate safety standard and does not impose additional requirements on CHs. The NPG order provides aviation safety inspectors (ASI) with standardized protocols to evaluate CH programs required by regulations to be approved or accepted.

b. Policy Statement of the FAA as it Pertains to Promoting Aviation Safety for CHs. SAS is a system safety approach to oversight based on FAA policy. The FAA follows regulatory policy, which recognizes the obligation of the CH to maintain the highest possible degree of safety. NPG implements this order by providing safety controls (i.e., regulations and application) of business organizations and individuals who fall under FAA regulations. Under NPG, our primary responsibilities are to:

(1) When the environment changes, conduct assessments to verify and/or validate that the CH/operator's programs continue to meet regulatory requirements.

(2) Validate the performance of a CH/operator's approved and accepted programs for the purpose of Continued Operational Safety (COS).

(3) Identify regulatory noncompliance or safety issues and correct them as effectively, quickly, and efficiently as possible.

(4) Use the most effective means to return an individual or entity that holds an FAA certificate, approval, authorization, or license to full compliance and to prevent recurrence.

c. Validate the National eVID Records Prior to October 1, Start of the New FY. When SAS auto-populates NPG activities at the beginning of the FY, it pulls data from eVID/VIS-Environmental Files, eVID/VIS-Operator Files, and WebOPPS. Depending on the NPG requirement, it can pull from one source or all three. This is why it is critical for all offices to update and/or validate that the information is correct in all eVID/VIS/WebOPSS records prior to the new FY download. SAS relies on eVID data for office and resource assignment of the auto-populated NPG Activities on the Office Workload List (OWL). The accuracy of the SAS-generated NPG Activities relies on current and accurate eVID records at the time of the download on or around October 1, the start of the new FY. If eVID records are not accurate prior to the NPG Activities download, it can cause incorrect records to be generated. Table 1, Common Errors That Occur During NPG Activities Download, below contains a list of common errors that occur during the NPG Activities download if the eVID record is not accurate:

Table 1. Common Errors That Occur During NPG Activities Download

Common Errors	Cause of the Error
Missing NPG Activity	CH/A not entered in eVID
NPG Activity for inactive CH/A	CH/A not removed from eVID
Missing NPG for aircraft M/M	Aircraft M/M not entered in eVID
NPG Activity for incorrect aircraft M/M	Aircraft M/M not correct in eVID
NPG Activity for not applicable M/M	Aircraft M/M not removed from eVID
Missing NPG Activity at airport location	Airport Information not entered in eVID
NPG Activity at incorrect airport	Airport Information incorrect in eVID
NPG Activity for not applicable airport	Airport Information not removed from eVID
NPG Activity for incorrect operation	Kind of operation incorrect in eVID
Missing NPG Activity for operation	Kind of operation incorrect in eVID
Missing NPG Activity for non-certificated entity	Non-certificated entity not entered in eVID
NPG Activity for not applicable non-certificated entity	Non-certificated entity not removed from eVID
NPG Activity missing for maintenance program	Maintenance program not entered in eVID
NPG Activity for not applicable maintenance program	Maintenance program not correct in eVID
NPG Activity for not applicable ASI	ASI information not correct in eVID

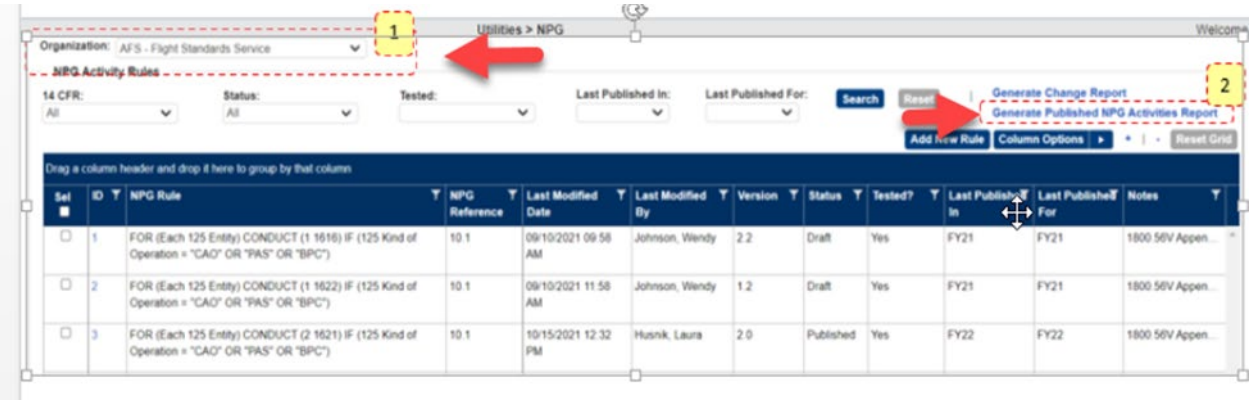
d. SAS Automation. SAS automation is used for NPG planning and surveillance recording. The Safety Analysis and Promotion Division (AFS-900) will create, revise, and annually publish NPG automation rules per the requirements found in this order. SAS automation will add NPG Activities to the appropriate FS OWL. Employees and management review, modify, and add additional NPG Activities to support their NPG work program in the OWL.

e. Accomplishment of Work Activities. The NPG represent system-wide identification of areas that have proven safety risks. This order identifies work activities that personnel must complete. A local analysis of CHs will also identify additional safety risks. Principal inspectors (PI) and Front Line Managers (FLM) must assess risks when developing work programs. Offices should create work programs based on the highest areas of risk and document decisions that may cause them to deviate from the surveillance work activities in Appendix A. In the process of developing an office's annual surveillance plan, office management may see fit to leverage Risk-Based Decision Making (RBDM) and design into that plan targeted and risk appropriate part 91 ramp checks designed to identify suspected illegal charter operations. Refer to FAA Order 8900.1, Volume 7, Chapter 5, Section 1, Background and Procedure, for documenting suspected illegal charter investigations. Refer all questions related to illegal charter

investigations to the Air Transportation Division Operations Group (AFS-220). All offices including International Field Offices (IFO) are to use available resources as they plan and perform these work activities to accomplish the FAA's mission. Offices and IFOs use existing directives and guidance to implement the program. The completion of these work activities are essential to ensure that the aviation community complies with regulations, standards, and safe operating practices.

f. Published NPG Activities Report. NPG Activities populated via SAS automation can be viewed by creating a report in the NPG Activity Rules Utility. This report can be filtered to an office and will display SAS-generated NPG Activities with their associated Record ID Number. The report will also include the NPG rule, order reference, National Use, Office, Activity CFR, Entity, Airport, make and model (M/M), Resource, and Published Activity ID. These items correspond to the record at the time it was published, which will change if the items are transferred. Keep in mind that Specific NPG Activities are populated via SAS automation. From the SAS Menu select "Utilities," "NPG," then select the hyperlink for "NPG Activity Rules."

Figure 1. Sample NPG Activities Report



(1) For Organization select "AFS-Flight Standards Service" in the drop-down.

(2) Select "Generate Published NPG Activities Report."

(3) In the "Published For" field select the FY.

(4) Select "Generate Report."

g. Two Types of NPG Activities.

(1) NPG Activities Generated by SAS Automation at the Beginning of the FY. SAS automation generates NPG Activities that populate the OWL for each office. SAS automation generates applicable NPG Activities based on the surveillance requirements found in Appendix A and data from the eVID. The legacy Required items (R-items) and Planned items (P-items) are now both combined in SAS as NPG Activities either created by automation or locally added.

(2) NPG Activities Locally Added. Offices must locally add the following NPG Activities:

(a) Add NPG Activities When Specified by Appendix A. SAS automation cannot generate all NPG requirements. Appendix A identifies specific NPG Activities that must be locally created.

(b) Add NPG Activities Based On Local Risk Assessments. The NPG Activities included in this order are the minimum, nationally identified requirements. Offices must add additional NPG Activities based on their risk and safety assessments. (Refer to Order 8900.1, Volume 10, Safety Assurance System Policy and Procedures, for NPG Activities Procedures.)

h. How to Add NPG Activities.

(1) NPG Activities can be added to the OWL by selecting "Add Planned Activity." See Figure 2 and Figure 3. When NPG Activities are added to the OWL, the "Planned" check box will automatically be selected; however, the "NPG Required" check box must still be selected.

(2) NPG Activities can also be added from the SAS Menu under "Create DCTs/Activities" and selecting "New Activity." When NPG Activities are added this way, the "Planned" check box and the "NPG Required" check box must both be selected. See Figure 4 and Figure 6 below.

(3) For specific process steps, refer to the Quick Reference Card "Q10-08 Office Workload List NPG Activities and Planning."

Figure 2. Add NPG Activities. Select "Office Workload List (OWL)" under "Planning (Module 2)" from the SAS Menu.

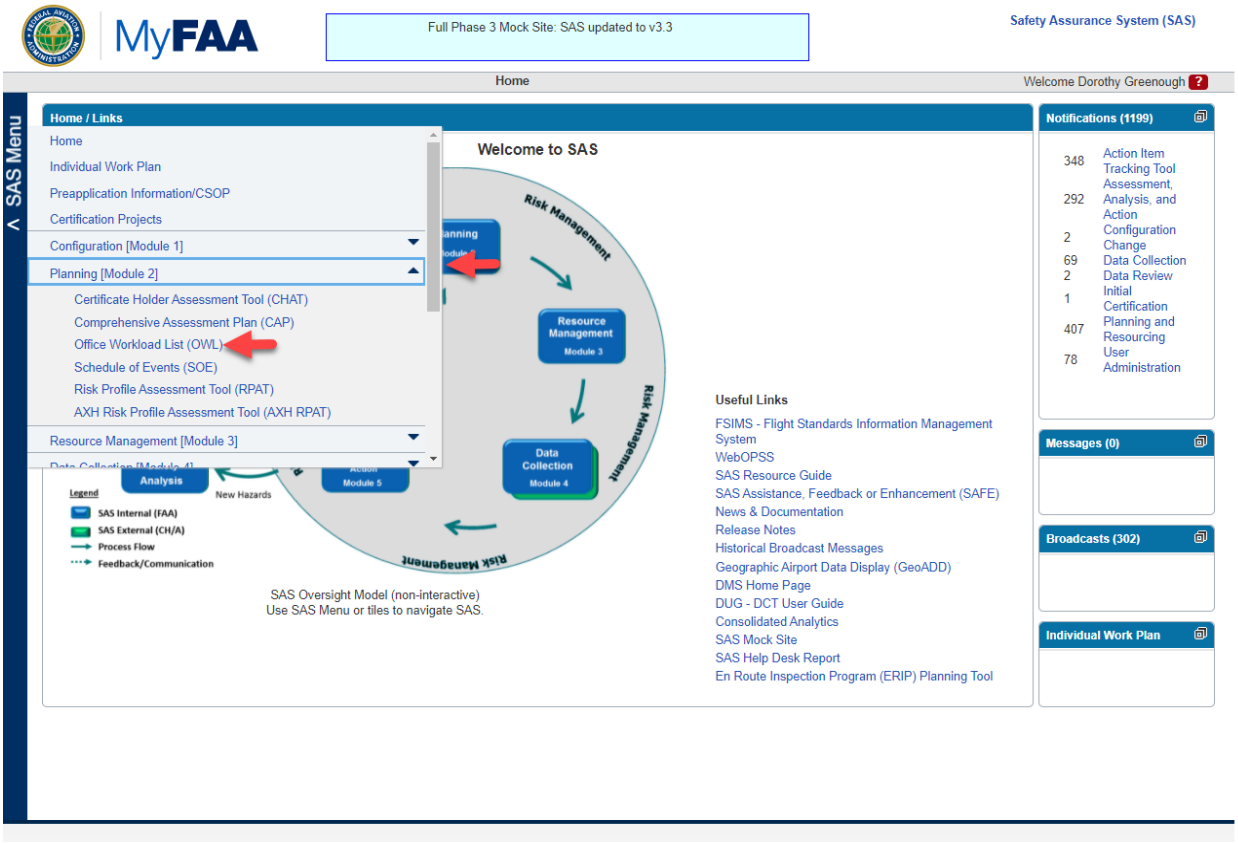


Figure 3. Select "Add Planned Activity" under the "OWL" tab.

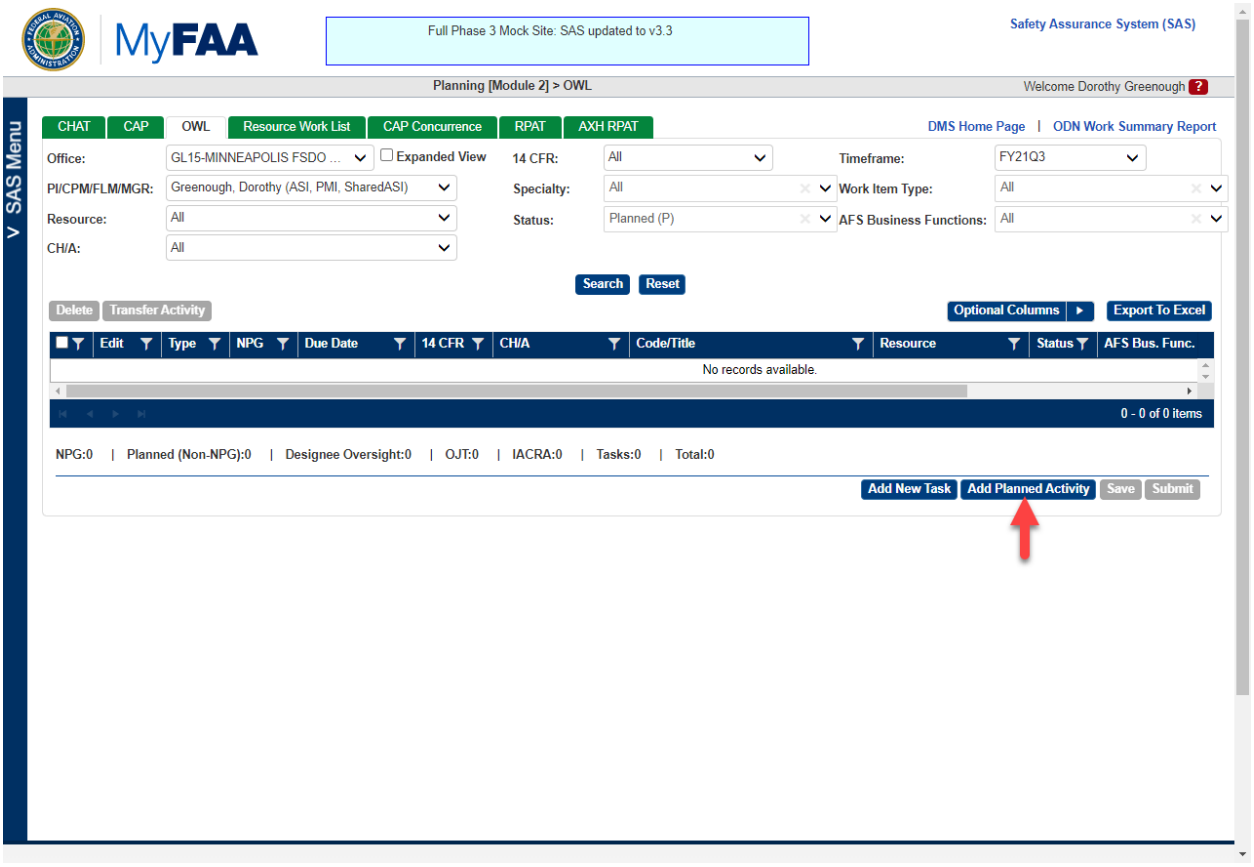


Figure 4. Select "NPG Required" when adding an NPG Activity to the OWL; the "Planned" check box is automatically selected.

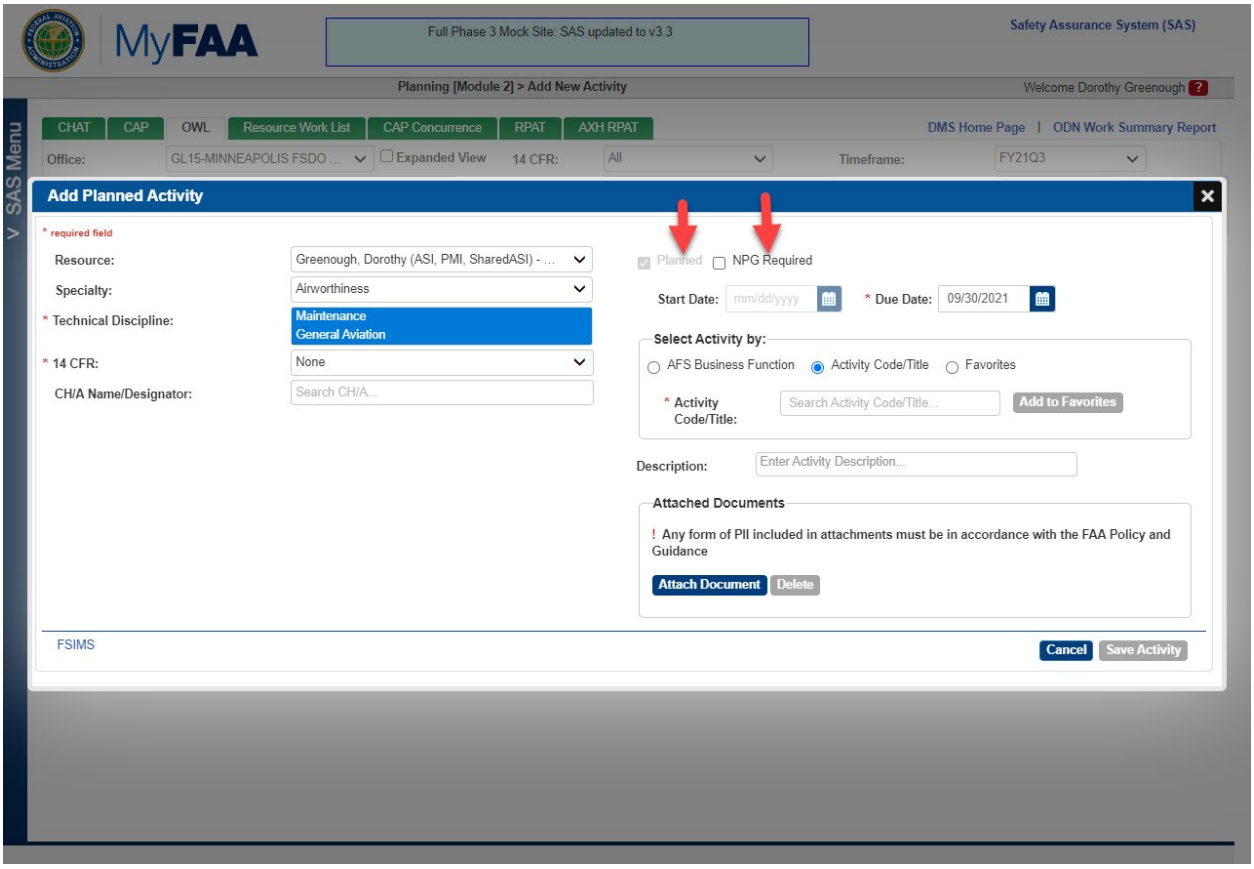


Figure 5. An additional way to add NPG Activities is by selecting "New Activity" under "Create DCTs/Activities" from the SAS Menu.

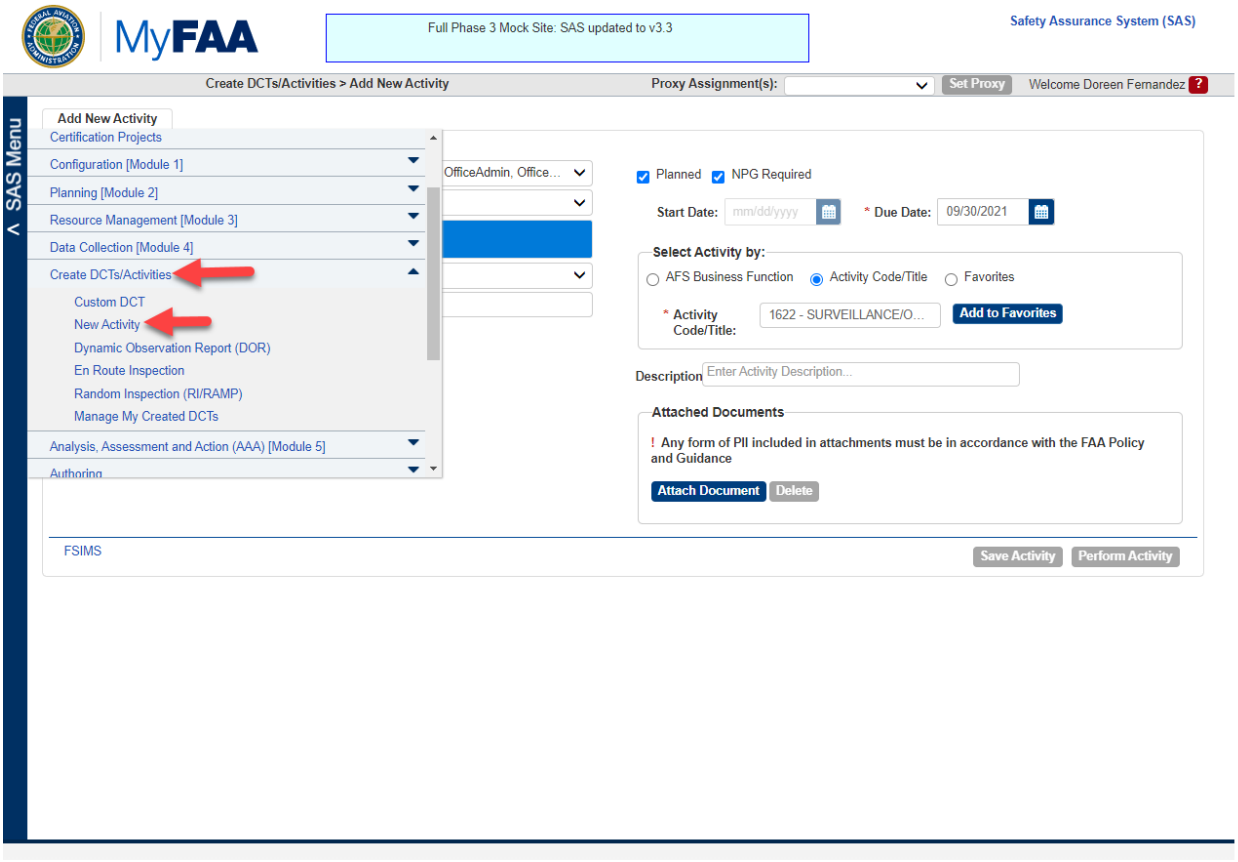
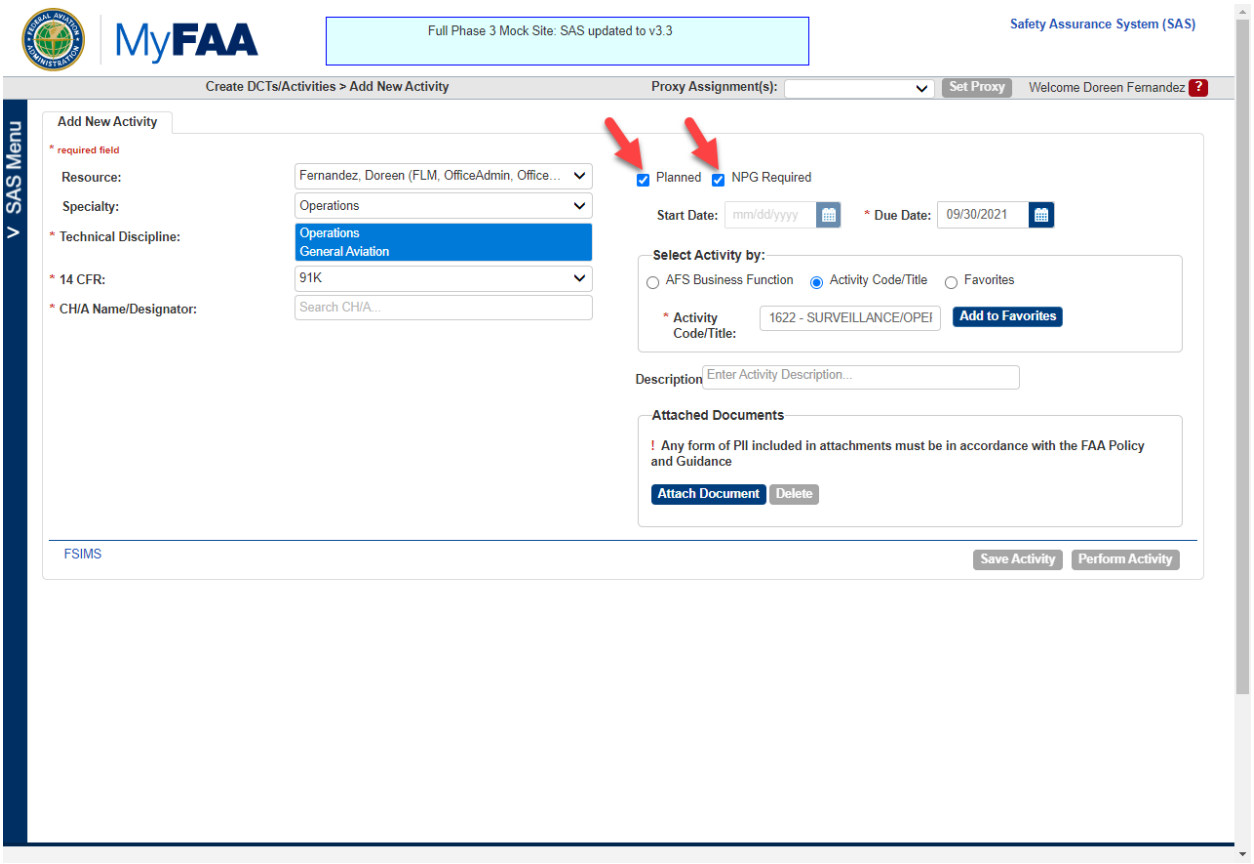


Figure 6. When added from "Create DCTs/Activities," both "Planned" and "NPG Required" check box must be selected.



9. Conducting Surveillance.

a. NPG Activities. NPG Activities are planned activities added to OWLs through SAS automation or added by an employee per this order. Database and automation errors may prevent generation of NPG Activities through SAS automation. If NPG Activities generation does not occur due to an automation error, the required surveillance and work activities specified in this order still apply. In those cases, add the NPG Activity locally. Refer to Order 8900.1, Volume 10, Chapter 3, Section 2, Safety Assurance System: Office Workload List (OWL). Offices must complete, terminate, or identify RNA for each NPG Activity by September 30 of each year.

b. Appendix Description. Appendix A contains a description of specific, nationally identified NPG Activities an office must accomplish. The number of NPG Activities required in this order is only a minimum. AFS-900 will revise the surveillance requirements in Appendix A as necessary to ensure that FS maintains a dynamic and appropriate surveillance program to address emerging issues across all areas of the aviation environment and community.

c. Inspection Timing. Do not leave required inspections of CHs that have seasonal, irregular, or infrequent operations until the end of the FY when the lack of ASI resources or the business operations of the CH make an inspection impossible.

10. Risk and Safety Assessment. In continuing support of the FAA's overall safety objectives and goal to reduce accidents, FS requires all PIs to target their safety surveillance on risk and/or safety assessment. The baseline NPG Activities represent risk identified by the policy divisions, NTSB recommendations, IG recommendations, congressional mandates, and other sources. These risk assessments represent national risk, which may differ from local risk assessments. Offices must consider these items as a priority. However, if critical risk events occur during the year, offices must address these new risks, including identified local risks, prioritized by RBDM. If resource shortfalls prevent the completion of NPG Activities, managers must capture the resource shortfall and provide justification. Managers and FLMs should identify projections of resource shortfalls as early in the FY as possible and communicate resource needs as they determine appropriate.

11. Reporting Procedures and Data Collection.

a. eVID. The FAA maintains data in the eVID regarding CHs. The FAA frequently uses the eVID to report statistical information about FS to internal and external organizations. The FAA also uses this data for work program planning, for the follow-on analysis of work activities, and for defining the environmental complexity at all levels within FS.

(1) Environmental eVID Records. The responsible Flight Standards office or IFO, as applicable, is responsible for the maintenance of eVID environmental records for their assigned 14 CFR part 121 or 135 air carriers, or part 129 foreign air carriers.

(2) Responsible Flight Standards Office. The office that issues operations specifications (OpSpecs) and/or holders of OpSpecs are responsible for the accurate and timely entry of environmental data into the eVID for all CHs operating at domestic and foreign airports. The office may request that another office maintain an air carrier environmental record. This request and coordination will be at the office manager level.

(3) IFO Responsibilities. IFOs that issue OpSpecs and/or holders of OpSpecs are responsible for maintaining environmental data in the eVID for part 129 air carriers conducting scheduled operations at U.S. airports.

b. Analysis of Data. Analysis and evaluation of the data is necessary to identify trends that may negatively affect aviation safety. In addition, appropriate corrective actions and followup activities are essential to ensure the success of the annual surveillance work program. Quality data facilitates accurate risk assessment, which results from data analysis. Refer to Order 8900.1, Volume 10, Chapter 5, Section 4, Safety Assurance System: Tasks and Activity Recording.

c. Identification of Surveillance Work Functions. The FAA identifies surveillance work functions by four-digit activity numbers and the associated 14 CFR part, to allow data entry into the Activity Recording (AR). Office managers and FLMs must ensure prioritization of surveillance activities based on risk.

d. Followup Action. Inspectors should correctly record followup actions in AR to monitor corrective actions by an aviation organization. ASI opinion codes that require a comment should reflect factual data, and inspectors should accurately record them as "I," information; "P," potential; or "U," unacceptable. Correctly recording U's and P's provides valuable information

about the CH. Refer to Order 8900.1, Volume 10 for more information on AR codes. If an ASI identifies an area of risk that an aviation organization must address, the ASI should initiate corrective actions with the aviation organization. The ASI should then plan surveillance activities within the current work program to ensure that the aviation organization has successfully implemented any corrective actions. The ASI will incorporate additional surveillance activities on that CH into the new FY planning cycle.

e. Annual Work Program Closeout Procedures.

(1) The NPG work program is continuous throughout the year. Offices must complete, terminate, or identify RNA NPG Activities by September 30 each year. NPG Activities are mandatory unless the activity is terminated or identified RNA; justification is necessary.

(2) Close RNA Activities using a Results code of "X-Cancelled." From the Data Collection Module, NPG Activities can be RNA and completed with the Results code of "X-Cancelled." The AR can remain unassigned and the FLM can make required edits to the "Enter Common Data Fields," "Perform Screen," and "Check screen," closing the RNA with a Results code of "X-Cancelled." Once closed, the NPG Activity will display on the "Data collection," "Select," "Activities" screen under the column of "Assigned RNA" as "Yes," and the RNA Justification column will display justification information. SAS interfaces with systems such as the Enhanced Flight Standards Automation System (eFSAS) that require RNA information that can only be transferred from the "National Use" field. When closing RNA Activities, the "National Use" field needs to be populated with the information that coincides with the RNA resource selection. The following for RNA are now included in the "National Use" field drop-down.

- RNA-Other Surveillance.
- RNA-Configuration Change.
- RNA-Other Duties.
- RNA-On Leave.
- RNA-Tvl Funding Unavbl.
- RNA-Not Yet Qualified.
- RNA-Staffing Shortage.
- RNA-Risk Based Deci Making.

(3) If an ASI identifies an area of risk that a CH must address during the fourth quarter, the ASI should initiate corrective actions with the CH. The ASI should then plan surveillance activities to ensure that the CH has successfully implemented any corrective actions. The ASI will incorporate additional surveillance activities on that CH into the new FY planning cycle.

12. Distribution. The FAA will distribute this order to the Executive Director of Flight Standards Service (AFX-1), the program director of the FAA Academy's Regulatory Standards Division (AMA-200) at the Mike Monroney Aeronautical Center (MMAC), and all FS divisions and offices.

13. Directive Feedback Information. Use the SAS Feedback process to report errors or recommend changes regarding this order. The “Submit Feedback” link can be found in the upper right corner of SAS in the welcome bar and at the bottom of the SAS Menu.



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Appendix A. Annual Work Program Activities

Purpose. This appendix provides a structure for the development of annual work programs and requirements for National Flight Standards Work Program Guidelines (NPG) Activities performed each fiscal year (FY). This appendix also contains recommendations for adding NPG Activities that aviation safety inspectors (ASI) should consider when preparing a total surveillance work program. For more information on how to include additional NPG Activities to the Office Workload List (OWL), refer to Federal Aviation Administration (FAA) Order 8900.1, Volume 10, Safety Assurance System Policy and Procedures.

Required Work Activities (listed in order of 14 CFR parts).

1. Title 14 CFR Part 61 Flight Schools—Operations. See Appendix B, Locally Created NPG Activities.

2. Title 14 CFR Part 65 Airmen—Operations. Conduct one onsite surveillance activity (1667) for each approved aircraft dispatcher certification course.

3. Title 14 CFR Part 91 Air Tour. The following requirements apply to any operator conducting air tour operations under § 91.147. Conduct each of the following inspections on 50 percent of the air tour operators that have authorization via a Letter of Authorization (LOA). See Appendices B and C for locally created NPG Activities.

a. Include operators that provide National Park Air Tours (LOA B057, National Parks Air Tour Management Operations Under 14 CFR Part 136) when selecting 50 percent of operators conducting air tour operations.

b. Ensure the following AR entries are used:

- Select “91AIRTOUR” from the “National Use” field drop-down;
- Part 91 LOA identification number in the “Local Use” field; and
- Name of the operator in the “Non-Cert” field.

3.1 Title 14 CFR Part 91 Air Tour—Operations. Ramp (1661).

3.2 Title 14 CFR Part 91 Air Tour—Airworthiness.

a. Ramp (3627 or 5627).

b. Spot (3628 or 5628).

c. Aircraft Records (3694 or 5694).

d. Airworthiness Directive (AD) Compliance Inspection (3696 or 5696).

4. Title 14 CFR Part 91 “Doors-Off.” See Appendix B, Locally Created NPG Activities.

4.1 Title 14 CFR Part 91 "Doors-Off"—Operations. See Appendix B, Locally Created NPG Activities.

4.2 Title 14 CFR Part 91 "Doors-Off"—Airworthiness. See Appendix B, Locally Created NPG Activities.

5. Title 14 CFR Part 91 Living History Flight Experience (LHFE) Exemptions Holders. See Appendix B, Locally Created NPG Activities.

5.1 Title 14 CFR Part 91 LHFE—Operations. See Appendix B, Locally Created NPG Activities.

5.2 Title 14 CFR Part 91 LHFE—Airworthiness. See Appendix B, Locally Created NPG Activities.

6. Title 14 CFR Part 91 Banner Tow. These requirements apply to any towing operation conducted under § 91.311. Conduct two of the following three inspections per year on each tow operator located within the office's jurisdiction. One inspection must be an Airworthiness inspection and the other must be an Operations inspection.

> **Note:** Inspectors will identify any surveillance associated with this activity by selecting "BannerTow" in the "National Use" field drop-down of the Activity Record.

6.1 Title 14 CFR Part 91 Banner Tow—Operations. Surveillance (1684).

6.2 Title 14 CFR Part 91 Banner Tow—Airworthiness. Ramp (3627) or Spot (3681).

7. Title 14 CFR Part 91 Subpart K (Part 91K)—Fractional Ownership Operations. These requirements apply to fractional ownership program managers designated as such by Management Specification (MSpec) A001, Issuance and Applicability, subparagraph a. See Appendix C, Locally Created Pilot Records Database Surveillance, for compliance with 14 CFR Part 111, Pilot Records Database.

> **Note:** NPG Activities for part 91K may be terminated when the fractional ownership operator is also a 14 CFR part 135 air carrier. Do not terminate part 91K NPG Activities unless all the part 91K aircraft and flightcrews are included in the part 135 Air Carrier Certificate.

7.1 Title 14 CFR Part 91K—Operations.

a. Ramp (1622). Conduct one inspection on each make and basic model aircraft for each fractional ownership program manager authorized via MSpecs.

b. Manual/Procedures (1621). Conduct one inspection on each fractional ownership program manager that has authorization via MSpecs.

c. Crew Records (1627). Conduct one inspection on each fractional ownership program manager that has authorization via MSpecs.

d. Flight Following/Scheduling/Flight Locating (1636). Conduct one inspection on each fractional ownership program manager that has authorization via MSpecs.

e. Training Program (1626). Conduct one pilot ground or pilot flight inspection on each fractional ownership program manager that has authorization via MSpecs.

f. Training Program (1626). Conduct one flight attendant (F/A) inspection on each fractional ownership program manager that has authorization via MSpecs, if applicable.

g. Main Base Inspection (1616). Conduct one inspection on each fractional ownership program manager that has authorization via MSpecs.

7.2 Title 14 CFR Part 91K—Airworthiness.

a. Ramp (3627 or 5627). Conduct one inspection on each make and basic model aircraft for each fractional ownership program manager that has authorization via MSpecs.

b. Maintenance Facility Inspection (one 3619 or one 5619). Conduct one inspection on each fractional ownership program manager that has authorization via MSpecs.

7.3 Title 14 Part 91K—Airworthiness (aircraft NOT maintained under a Continuous Airworthiness Maintenance Program (CAMP)). These requirements apply to any fractional ownership program manager who does not maintain aircraft under a CAMP. Conduct 2 of the following 10 inspections (subparagraphs a–e below) on each fractional ownership program manager that is authorized via MSpecs. One inspection must be a Maintenance inspection and the other must be an Avionics inspection. The inspections may be different types (e.g., one Maintenance ramp inspection and one Avionics spot inspection).

a. Maintenance Facility Inspection (3619 or 5619).

b. Ramp (3627 or 5627).

c. Spot (3628 or 5628).

d. Aircraft Records (3634 or 5634).

e. Inspection Program (3637 or 5637).

f. Manual/Procedures (one 3626 and one 5626). Conduct one inspection on each fractional ownership program manager.

g. Training Program Records (one 3633 and one 5633). Conduct one inspection on each fractional ownership program manager.

7.4 Title 14 Part 91K CAMP—Airworthiness (aircraft maintained under a CAMP). The requirements apply to any fractional ownership program manager that maintains their aircraft under the CAMP.

a. Ramp (3627 or 5627) or Spot (3628 or 5628) Inspections. Conduct two, in any combination, on each make and basic model aircraft for each fractional ownership program manager authorized via MSpecs. Choose these two inspections from any combination of the following NPG Activities: 3627, 5627, 3628, or 5628.

b. Aircraft Records (one 3634 and one 5634). Conduct one inspection on each make and basic model aircraft for each fractional ownership program manager who maintains these records.

c. Continuing Analysis and Surveillance System (CASS) (one 3635 and one 5635). Conduct one inspection on each fractional ownership program manager's CAMP.

d. Inspection Program (one 3637 and one 5637). Conduct one inspection on each make and basic model aircraft for each fractional ownership program manager's CAMP.

e. Structural Spot (3647). Conduct two inspections on each make and basic model aircraft for each fractional ownership program manager who performs structural inspections of that basic make and model (M/M). Termination of this activity is allowed if the structural inspection requirement is not applicable to a basic M/M.

f. AD Compliance Inspection (one 3649 or one 5649). Conduct one inspection on each make and basic model aircraft. Conduct one inspection for each fractional ownership program manager.

g. Manuals—Manual/Procedures (one 3626 and one 5626). Conduct one inspection on each fractional ownership program manager.

h. Personnel Training and Qualifications. Training Program Records (one 3633 and one 5633). Conduct one inspection on each fractional ownership program manager's CAMP.

i. Maintenance Facility Inspection (one 3619 and one 5619). Conduct one of each activity on each fractional ownership program manager's maintenance facilities.

8. Title 14 CFR Part 105 Parachute. These requirements apply to part 91 parachute operations conducted in accordance with part 105. Conduct each of the following inspections per year on each parachute operator.

a. Parachute operations associated with aviation events are excluded from this requirement. Refer to Order 8900.1, Volume 6, Chapter 11, Section 10, Surveillance of an Aviation Event. The activities may be terminated for those parachute operators that are Certificate of Authorization (COA) Holders.

b. Inspector comments in the applicable NPG Activity Record report should cover, as applicable, pilot certification and medical certificate, aircraft maintenance/inspection, aircraft

fueling procedures, and aircraft configuration for sport skydiving operations. When performing parachute harness and reserve pack inspections, verify Technical Standard Order (TSO)-C23f, Personnel Parachute Assemblies and Components, harness and reserve parachute marking compliance.

> **Note:** Inspectors will identify any surveillance associated with this activity by entering "SPORTJUMP" in the "National Use" field drop-down.

8.1 Title 14 CFR Part 105 Parachute—Operations.

a. Ramp (1661).

b. Parachute Jumps (1696).

8.2 Title 14 CFR Part 105 Parachute—Airworthiness.

a. Ramp (3627 or 5627).

b. Spot (3681 or 5681).

c. Aircraft Records (3694 or 5694).

d. Title 14 CFR Part 65 Rigger (senior or master). See Appendix B, Locally Created NPG Activities.

9. Title 14 CFR Parts 91, 107, and 137 Unmanned Aircraft System (UAS). See Appendix B, Locally Created NPG Activities.

10. Title 14 CFR Part 125. Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more.

10.1 Title 14 CFR Part 125—Operations. Conduct one of each of the following inspections on each FAA-certificated operator.

a. Main Base (1616).

b. Ramp (1622).

c. Manual Procedures (1621).

10.2 Title 14 CFR Part 125—Airworthiness. Conduct the following inspections on each make and basic model aircraft for each FAA-certificated operator.

a. Ramp (one 3627 or one 5627).

b. Spot (one 3628 or one 5628).

c. Aircraft Records (one 3634 or one 5634).

d. Inspection Program (one 3637 and one 5637).

e. AD Compliance Inspection (one 3649 and one 5649).

f. Approved Weight and Balance (W&B) (one 3639).

g. Ramp Cargo Check (two 3623).

10.3 Title 14 CFR Part 125 Fuel Tank Flammability Reduction (FTFR) and Aircraft Network Security Program (ANSP)—Airworthiness. Conduct the following inspections on each FAA-certificated operator.

a. FTFR Program Requirements (4635 and 6635), as applicable. Select "FTFR" in the "National Use" field drop-down.

b. Manual Procedure (5626) to Verify Compliance With ANSP, as applicable. Select "ANSP" in "National Use" field drop-down.

10.4 Title 14 CFR Part 125 Deviation Holder—Operations. Conduct the following inspections on each Part 125 Deviation Holder other than an A125 LODA holder: Part 125 Deviation Holder (1683).

> **Note:** Deviation Holders for Parachute, Museum, Airplane Manufacturer/Leasing, or Leasing Company Specific Operations are issued an authorization letter from the responsible Flight Standards office; see Appendices B and C for locally created NPG Activities.

10.5 Title 14 CFR Part 125 Deviation Holder—Airworthiness. Conduct the following inspections on each Part 125 Deviation Holder other than an A125 LODA holder: FTFR program requirements (4635 and 6635), as applicable. Select "FTFR" in the "National Use" field drop-down.

11. Title 14 CFR Part 129 Foreign Air Carriers. See Appendix B, Locally Created NPG Activities.

12. Title 14 CFR Part 129 Foreign Air Carriers, Operating U.S.-Registered Aircraft—Airworthiness. For information on the process to conduct a desk audit of each operator's FAA-approved maintenance inspection program, FTFR, ANSP, and supplemental inspections, refer to Order 8900.1, Volume 12, Chapter 4, Section 10, Ramp and Other Inspections for Parts 129 and 375 Foreign Operators, for part 129 work program surveillance planning. Supplemental inspections must be created locally; see Appendix B.

13. Title 14 CFR Part 129 Foreign Air Carriers on the Heightened Surveillance List (HSL). See Appendix B, Locally Created NPG Activities.

14. Title 14 CFR Part 133 Rotorcraft External-Load. Conduct the following inspections on each FAA-certificated operator (responsible Flight Standards office), on a minimum of 10 percent of the certificated operators. Rotate surveillance of these operators year-to-year.

Always include operators that perform human external cargo (HEC) when selecting the 10 percent of certificated operators. Include the site (1623) for these selected HEC operators. Select "HEC" from the options in the "National Use" field.

14.1 Title 14 CFR Part 133 Rotorcraft External-Load—Operations.

a. Ramp (1622) or Site (1623).

b. Operator Main Base (1616).

14.2 Title 14 CFR Part 133 Rotorcraft External-Load—Airworthiness.

a. Ramp (3627 or 5627) or Spot (3628 or 5628).

b. Aircraft Records Inspection (one 3634 and one 5634).

15. Title 14 CFR Part 137 Agricultural Aircraft. Operations and Airworthiness will conduct one of the following inspections on at least 20 percent of the certificated operators. Rotate surveillance of these operators from year to year.

15.1 Title 14 CFR Part 137 Agricultural Aircraft—Operations.

a. Main Base (1616).

b. Ramp (1622).

c. Site (1623).

d. Facility (1635).

15.2 Title 14 CFR Part 137 Agricultural Aircraft—Airworthiness.

a. Facility (3619 or 5619).

b. Ramp (3627 or 5627).

c. Spot (3628 or 5628).

d. Site (3631 or 5631).

e. Aircraft Records (3634 or 5634).

16. Title 14 CFR Part 183 Organization Designation Authorization (ODA)—Airworthiness. Conduct one onsite surveillance activity, Airworthiness (4677 or 6677) for each ODA that has an FAA Organization Management Team (OMT) member assigned to an office.

a. ASIs will select "SUPV" in the "National Use" field drop-down of the Activity Record when they comply with annual supervision procedures found in FAA Order 8100.15, Organization Designation Authorization Procedures, chapter 5, paragraph 5-4. ASIs will select

Delegated Organization Inspection Program "DOIP" in the "National Use" field of the Activity Record when they comply with 24-month DOIP procedures found in Order 8100.15, Chapter 6, Delegated Organization Inspection Program.

b. Do not use AR codes 4677 and 6677 for aircraft certification package reviews.

17. Government Aircraft. See Appendix B, Locally Created NPG Activities.

18. Geographic Program Requirements. For information on the geographic process and coordination, refer to Order 8900.1, Volume 12, Chapter 4, Section 10 for part 129 work program and surveillance planning.

19. Surveillance of FAA Aircraft. See Appendix B, Locally Created NPG Activities.

20. NPG Activity Terminations.

a. You may only terminate work program activities using a "T" in the "Results" field of the NPG Activity Record for the following reasons:

> **Note:** Document the reason you terminated work program activity in the comment section of the AR. Document Front Line Manager (FLM) concurrence for the termination.
>
> **Note:** Risk is the basis of all NPG Activities. Continue to generate additional NPG Activities as needed, based on risk.

(1) Changed Certificate. If the subject of the surveillance (e.g., operator or aircraft) has changed or is no longer active, office FLMs will work together to resolve any needed transfer of NPG Activities. Use keyword code 971 to indicate terminated NPG surveillance.

(2) Surrendered or Revoked Certificate, or a Non-Certificated Course that is Not Renewed. If a certificate holder (CH) surrenders or revokes a certificate, or does not renew an approved course, then terminate the NPG Activity. The NPG Activity Record should indicate the date of the surrender, revocation, or expiration date of the non-certificated course not renewed. Use keyword code 971 to indicate terminated NPG surveillance.

(3) Incorrect enhanced Vital Information Database (eVID). If incorrect information in the eVID generates an NPG Activity, the required NPG Activity comment should indicate that the PI has corrected the eVID. Use keyword code 971.

(4) Change of Operating Regulation. For CHs that change their operating regulation (e.g., from part 91K to part 125), terminate the NPG Activities generated under the existing 14 CFR part. The required NPG Activity comment should include the change of operating 14 CFR part and the date the change occurred. Use keyword code 971. The office must locally add applicable surveillance NPG Activities for the CH operating under the new 14 CFR part.

(5) NPG Activity Created in Error. If an NPG Activity is created in error (e.g., duplicate Activities), the NPG Activity required comment should describe the error and reference the correct NPG Activity identification (if applicable). Use keyword code 971.

(6) Part 91K. Part 91K NPG Activities may be terminated when the fractional ownership operator is also a part 135 air carrier. The comments section of the terminated part 91K NPG Activity must include the part 135 air carrier's name and four-letter designator and state that equivalent surveillance is already included in the part 135 air carrier's Safety Assurance System (SAS) oversight. Use keyword code 971. Do not terminate part 91K NPG Activity unless all the part 91K aircraft and flight crews are included in the part 135 Air Carrier Certificate.

b. Office managers must monitor NPG Activity Records for appropriate termination activity and provide their division managers termination reports upon request.

21. Resource Shortfalls. All NPG Activities must either be resourced or, if resources are not available, captured with a shortfall reason and justification. If resources are not available, the FLM must select a reason in the SAS automation, and provide justification for the shortfall per Subparagraph 11e, Annual Work Program Closeout Procedures, above. This information must be provided to the PIs for future planning.

22. After Normal Duty Hours and Weekend Surveillance. Offices should accomplish at least 10 percent of the surveillance after normal duty hours, to include weekends. This surveillance would include both required and planned surveillance activities. Inspectors must select "OFFHOUR" in the "National Use" field drop-down of the Activity Record. If other guidance requires the use of the "National Use" field, place "OFFHOUR" (without quotation marks) in the "Misc" field.

> **Note:** Off-hour activities are activities that occur outside of normal FAA duty hours, which includes weekends. The responsible Flight Standards office and national guidance determine off-hour activities and the hours that comprise off hours.

Appendix B. Locally Created NPG Activities

1. Title 14 CFR Part 61 Flight Schools—Operations. Conduct one inspection for each flight training device (FTD) located at each flight school and satellite school that uses a Level 4 or 5 FTD in its flight training. The office creates this activity locally: FTD (Level 4 or 5) (1630) if approved for use.

2. Title 14 CFR Part 91 "Doors-Off." These requirements apply to any operator conducting "Doors-Off" operations under part 91 and in accordance with FAA Order 8900.4, Emergency Order of Prohibition Pertaining to "Doors-Off" Flight Operations for Compensation or Hire. Conduct each of the following inspections on 50 percent of the operators that have been given authorization to conduct flight operations for compensation or hire using a supplemental passenger restraint system (SPRS) via an SPRS LOA issued in accordance with Order 8900.4.

a. Issued SPRS LOAs and a list of office assignments can be found by using Enhanced Dynamic Reporting (EDR). Refer to Appendix D, List of Part 91 "Doors-Off" Issued SPRS LOAs, for step-by-step instructions on how to create an SPRS report. Please direct any questions related to SPRS LOAs to SPRS@faa.gov.

b. The office must create part 91 "Doors-Off" Operations and Airworthiness Activities locally. Ensure the following AR entries are used:

- Select "SPRSLOA" from the "National Use" field drop-down;
- Part 91 LOA tracking number in the "Local Use" field (bottom left of LOA); and
- Name of the operator (LOA holder) in the "Non-Cert" field.

Note: In the eFSAS Non-Certificated file, ensure the recently added SPRS check box is selected for an SPRS Authorization Holder (AH).

2.1 Title 14 CFR Part 91 "Doors-Off"—Operations.

a. Ramp (1661).

b. Request to view/verify the operator's SPRS LOA.

c. Review that the operator is following and complying with the Airplane Flight Manual (AFM) or pilot's operating handbook (POH) as required by part 91.

2.2 Title 14 CFR Part 91 "Doors-Off"—Airworthiness.

a. Ramp (3627 or 5627).

b. Spot (3628 or 5628).

c. Aircraft Records (3694 or 5694).

d. Airworthiness Directive (AD) Compliance Inspection (3696 or 5696).

3. Title 14 CFR Part 91 Living History Flight Experience (LHFE) Exemptions Holders. These requirements apply to any operator conducting LHFE operations under part 91. Operations and Airworthiness will conduct one base inspection on each LHFE exemption holder and each of the following Operations (subparagraphs 3.1a–b) and Airworthiness (subparagraphs 3.2a–e) inspections on 30 percent or one (whichever is greater) of the aircraft listed on the LHFE exemptions for which your office is listed as the responsible Flight Standards office. Operations and Airworthiness LHFE activities must be created locally by the office. Please direct any questions related to this requirement to 9-AFS-800-Correspondence@faa.gov. Ensure the following AR entries are used:

- Select "LHFE" from the "National Use" field drop-down;
- Record the Exemption number in the "MISC" field under the "Other" panel of the "Enter Common Data Fields" tab; and
- Enter the name of the operator in the "Non-Cert Activity Name/Company" block.

3.1 Title 14 CFR Part 91 LHFE—Operations.

a. Base (2696).

b. Ramp (1661).

3.2 Title 14 CFR Part 91 LHFE—Airworthiness.

a. Base (4696 or 6696).

b. Ramp (3627 or 5627).

c. Spot (3628 or 5628).

d. AD Compliance Inspection (3696 or 5696).

e. Aircraft Records (3694 or 5694).

4. Title 14 CFR Part 65 Rigger (Senior or Master). AR code 3678 must be generated locally by the office. Part 65 Rigger (3678) activities may be terminated when a part 65 parachute rigger is not working with the operator.

5. Title 14 CFR Parts 91, 107, and 137 Unmanned Aircraft System (UAS). Offices are required to perform UAS surveillance using specific conditions and targeting mechanisms in order to determine the best risk-based approach. The ongoing surveillance is unique to each office and based on predetermined risk-based metrics and generated quarterly reports of UAS sightings, UAS investigation(s), and FAA Order 2150.3, FAA Compliance and Enforcement Program.

a. In order to determine the amount and type of UAS surveillance to be conducted by each office, refer to Order 8900.1, Volume 16, Chapter 5, Section 2, Surveillance of Unmanned Aircraft System Operations. All UAS surveillance activities must be added locally by each office.

b. For information on how to use AR to document UAS surveillance, refer to Order 8900.1, Volume 16, Chapter 1, Section 4, Flight Standards Divisions/ASI Interface, Tasks/Flows, and PTRS.

6. Title 14 CFR Part 125 Deviation Holder—Operations. Deviation Holders for Parachute, Museum, Airplane Manufacturer/Leasing, or Leasing Company Specific Operations are issued an authorization letter from the responsible Flight Standards office. This type of deviation authority does not require a Web-based Operations Safety System (WebOPSS) file. Therefore, AR code 1683 should be locally generated by the office for this type of Part 125 Deviation Holder.

7. Title 14 CFR Part 129 Foreign Air Carriers. The assigned PI for part 129 operators will determine the number, location, and type of inspections to be conducted each FY, utilizing Risk-Based Decision Making (RBDM). Refer to Order 8900.1, Volume 12, Chapter 4, Section 10, Ramp and Other Inspections for Parts 129 and 375 Foreign Operators, for part 129 work program and surveillance planning. These NPG Activities will be created locally; see subparagraph 8h, How to Add NPG Activities. This plan is accomplished during a surveillance program review before the beginning of the FY.

8. Title 14 CFR Part 129 Foreign Air Carriers, Operating U.S.-Registered Aircraft—Airworthiness. For information on the process to conduct a desk audit of each operator's FAA-approved maintenance inspection program this includes supplemental inspections. These NPG Activities will be created locally; see subparagraph 8h. Refer to Order 8900.1, Volume 12, Chapter 4, Section 10 for part 129 work program and surveillance planning.

9. Title 14 CFR Part 129 Foreign Air Carriers on the Heightened Surveillance List (HSL). These surveillance activities must be created locally. Refer to Order 8900.1, Volume 12, Chapter 4, Section 10 for part 129 HSL surveillance planning. For additional guidance, refer to Order 8900.1, Volume 12, Chapter 4, Section 13, International Safety—Heightened Surveillance List; and the HSL.

10. Government Aircraft. Government aircraft operators that hold any type of FAA certification are included in the normal surveillance activities, such as spot inspections of the aircraft and aircraft records. This includes any aircraft exclusively leased to the Federal Government. Any aircraft or operation certificated by the FAA is subject to this surveillance, regardless of whether they are operating as public or civil. Government-owned aircraft operators who are conducting public aircraft operations (PAO) must be included in the office's annual planned surveillance activities to verify their PAO status remains unchanged. For more information, refer to Order 8900.1, Volume 3, Chapter 14, Section 2, Public Aircraft Operations and Surveillance Government Aircraft Operations Versus Civil Aircraft Operations. See Appendix C, Locally Created Pilot Records Database Surveillance, for compliance with 14 CFR Part 111, Pilot Records Database.

> **Note:** These oversight (surveillance) activities must be created locally and are recorded under activity codes 1470, 3470, and 5470. The X6XX series activity codes are not to be used (refer to Order 8900.1, Volume 3, Chapter 14, Section 2).

11. Surveillance of FAA Aircraft. In accordance with FAA Order 4040.9, FAA Aircraft Management Program, the FAA must provide regulatory oversight, to include a surveillance and inspection program, for all FAA flight program operations conducted in FAA aircraft (owned, leased, and rented). The FAA has assigned a flight program certificate management unit (CMU) to provide regulatory oversight of FAA flight programs and FAA flight program participants. The CMU will maintain accurate information in the enhanced Vital Information Database (eVID) for the development of a required annual work program. The surveillance and inspection program must be consistent with applicable regulatory requirements and agency directives that set forth standards for FAA flight programs. The surveillance and inspection program should also be equal in scope and detail to an operator of similar size, scope, and complexity. These activities must be created locally.

Appendix C. Locally Created Pilot Records Database Surveillance

1. This surveillance requirement pertains to compliance with 14 CFR Part 111, Pilot Records Database (PRD). The surveillance requirement is to document that the following CFR parts have complied with this database requirement. This requirement applies to the following 14 CFR parts:

a. Title 14 CFR § 91.147 Air Tour Operators. The inclusion of this surveillance can be accomplished in conjunction with and on the same interval as the air tour surveillance as defined in Appendix A, Annual Work Program Activities.

b. Title 14 CFR Part 91 Noncertificated Operators. For the purpose of this surveillance, part 91 noncertificated operators are defined as those who have two or more aircraft that are either standard airworthiness airplanes that require a type rating or turbine-powered rotorcraft.

c. Title 14 CFR Part 125 Deviation Holder. The inclusion of this surveillance can be accomplished in conjunction with and on the same interval as defined in Appendix A, Annual Work Program Activities.

d. Public Aircraft Operations (PAO). The inclusion of this surveillance can be accomplished in conjunction with and on the same interval as defined in Appendix A, Annual Work Program Activities.

e. Title 14 CFR Part 91 Subpart K (Part 91K). The inclusion of this surveillance can be accomplished in conjunction with and on the same interval as defined in Appendix A, Annual Work Program Activities.

2. Conduct one 1620 NPG Activity for each 14 CFR part defined above in subparagraphs a-e, the activities must be created locally.

> **Note:** If a certificate is held by a part 135 air carrier who also operates under part 91K, this surveillance requirement can be accomplished under part 135 if all the part 91K flightcrews operate under both 14 CFR parts.

a. Enter the following information in each respective field:

(1) National Use: Select “N8900.PRDCO” from the drop-down menu.

(2) “Non-Cert” Part 91: Enter the name of the company exactly as it is listed in the enhanced Vital Information Database (eVID).

(3) Activity Summary: Add New Comment:

(a) Primary Area: “B-General Aviation Operations (parts 91 and 125).”

(b) Keyword: “635 Public Safety.”

(c) Opinion Code: As applicable, "I-Information," "P-Potential," or "U-Unacceptable."

(d) Comment: If any of the three required questions below are answered "No," use Opinion Code "U – Unacceptable" and refer to Notice N 8900.PRDCO, Pilot Records Database Compliance Oversight, for documentation details.

1. Are historical records, as specified in Title 49 of the United States Code (49 U.S.C.) § 44703(i)(4)(B), being maintained for the appropriate period for reporting to the Pilot Records Database (PRD)?

- For part 91K and 125 operators, records dating from August 1, 2010 through June 10, 2022.
- For § 91.147 air tour and applicable corporate and public aircraft operators, records created beginning June 10, 2022.

2. Did the operator register an Authorized Responsible Person (RP) in the PRD as required by 14 CFR § 111.15(a)?

3. Beginning December 7, 2021, has the part 91K, part 125, or § 91.147 air tour operator used the PRD to retrieve and review FAA pilot records before permitting the individual to begin service as a pilot?

3. No RNA. Due to the critical safety impact, as well as high external stakeholder interest regarding PRD, do not close any surveillance required by this section as "Resources Not Available."

4. Supporting Policy. Refer to FAA Notice N 8900.PRDCO which will be incorporated into FAA Order 8000.88, PRIA Guidance for FAA Inspectors. The PRD and related resources can be found at https://www.faa.gov/regulations_policies/pilot_records_database.

> **Note:** The publication of N 8900.PRDCO may not directly coincide with the publication of this order; direct any questions to the Regulatory Support Division Aviation Data Systems Branch (AFS-620).

5. Questions. Direct questions or comments concerning the information in this appendix to AFS-620 at 9-amc-avs-PRDSupport@faa.gov.

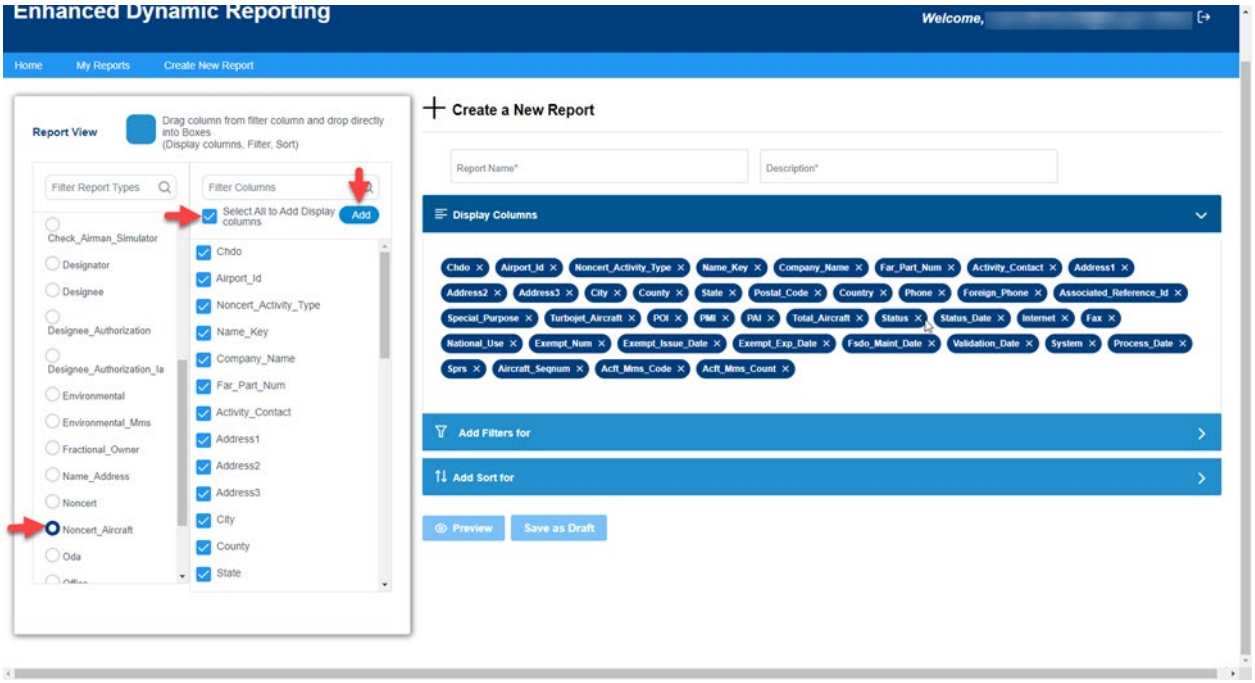
Appendix D. List of Part 91 "Doors-Off" Issued SPRS LOAs

1. This section describes how to use Enhanced Dynamic Reporting (EDR) for a listing of SPRS LOAs issued for 14 CFR part 91 "Doors-Off" flight operations conducted for compensation or hire. Offices can use the list to view assignments and create local surveillance activities required in Appendix B.

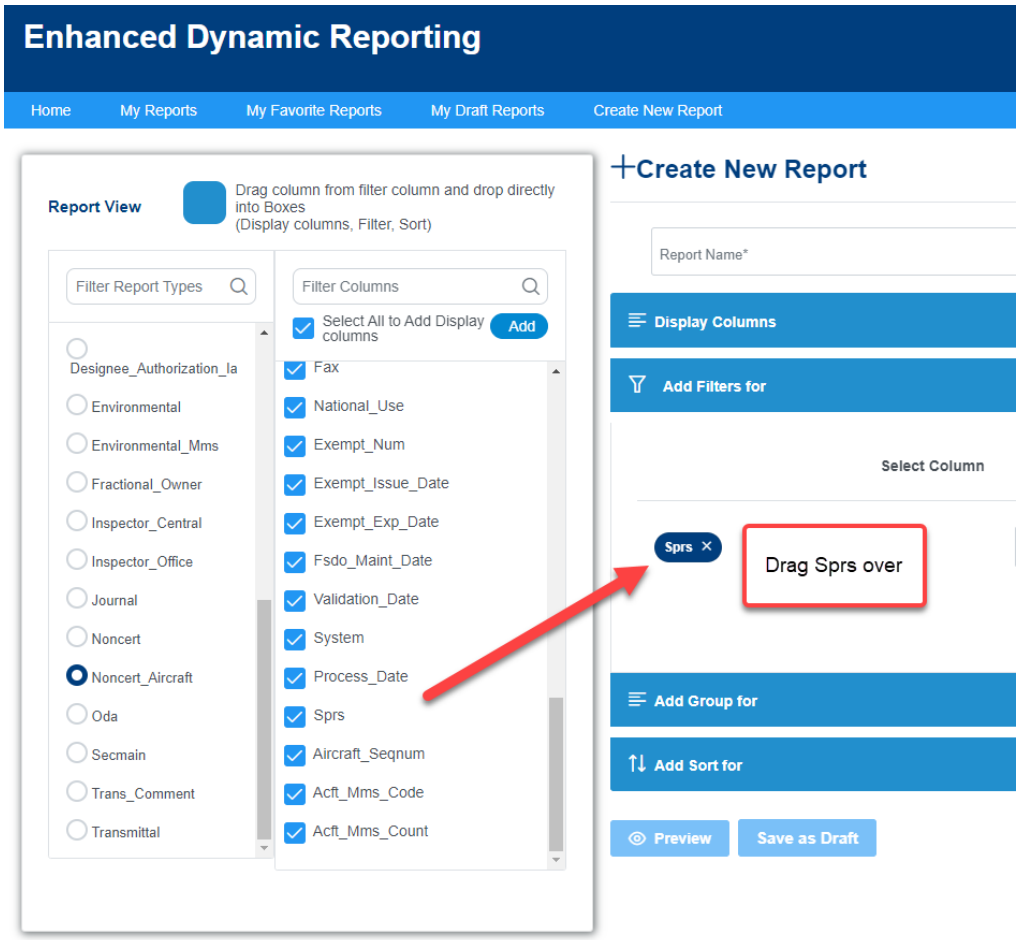
2. Steps to Generate a Report.

a. Access the EDR dashboard. The link can be found in the eFSAS Reports at https://edr.faa.gov/dashboard. Use Google Chrome and log into the site. Choose to "Create a New Report." Once the report is created, it can be saved.

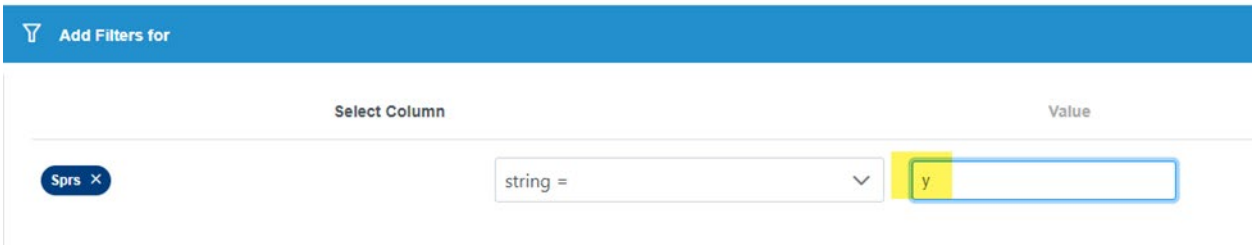
b. Check the radial button for "Noncert_Aircraft" Then select the check box next to "Select All to Add Display columns." Select "Add." This will check the Sprs box.



c. Scroll down on the filter columns and drag "Sprs" under "Add Filters for."



d. From the drop-down select "String= Y." Next, the report can be viewed and saved by selecting the buttons "Preview" and "Save as Draft."



3. Accuracy of the data on this report relies on the "Sprs" box being checked in eFSAS vitals for the LOA holders. Please direct any questions related to SPRS LOAs to SPRS@faa.gov.

Appendix E. Acronyms and Abbreviations

Acronym	Meaning
AD	Airworthiness Directive
AFM	Airplane Flight Manual
AH	Authorization Holder
ANSP	Aircraft Network Security Program
AR	Activity Recording
ASI	Aviation Safety Inspector
CAMP	Continuous Airworthiness Maintenance Program
CASS	Continuing Analysis and Surveillance System
CFR	Code of Federal Regulations
CH	Certificate Holder
CMU	Certificate Management Unit
COA	Certificate of Authorization
COS	Continued Operational Safety
EDR	Enhanced Dynamic Reporting
eFSAS	Enhanced Flight Standards Automation System
eVID	Enhanced Vital Information Database
F/A	Flight Attendant
FA Act	Federal Aviation Act of 1958
FAA	Federal Aviation Administration
FLM	Front Line Manager
FS	Flight Standards Service
FTD	Flight Training Device
FTFR	Fuel Tank Flammability Reduction
FY	Fiscal Year
HEC	Human External Cargo
HSL	Heightened Surveillance List
IFO	International Field Office
IG	Inspector General
LHFE	Living History Flight Experience
LOA	Letter of Authorization
LODA	Letter of Deviation Authority
M/M	Make and Model

Acronym	Meaning
MMAC	Mike Monroney Aeronautical Center
MSpecs	Management Specifications
NPG	National Flight Standards Work Program Guidelines
NTSB	National Transportation Safety Board
ODA	Organization Designation Authorization
OMT	Organization Management Team
OpSpecs	Operations Specifications
OWL	Office Workload List
PAO	Public Aircraft Operations
Part 91K	Part 91 Subpart K
PI	Principal Inspector
POH	Pilot's Operating Handbook
PRD	Pilot Records Database
RNA	Resources Not Available
SAFE	SAS Assistance, Feedback, or Enhancement
SAS	Safety Assurance System
SPRS	Supplemental Passenger Restraint System
TSO	Technical Standard Order
UAS	Unmanned Aircraft System
U.S.C.	United States Code
WebOPSS	Web-based Operations Safety System
W&B	Weight and Balance