



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

ORDER
1800.56Z

9/22/25

SUBJ: National Flight Standards Work Program Guidelines (NPG)

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. This order contains guidance that is pertinent to Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 65, 91, 91 subpart K (part 91K), 105, 107, 125, 129, 133, and 137.

2. Audience. This order pertains to FS personnel who use the annual work program to conduct surveillance oversight for 14 CFR parts 61, 65, 91, 91K, 105, 107, 125, 129, 133, and 137.

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 1800.56Z is the National Flight Standards Work Program Guidelines (NPG) for fiscal year (FY) 2026. When published, it automatically cancels and archives Order 1800.56Y, National Flight Standards Work Program Guidelines (NPG), dated August 27, 2024. However, Order 1800.56Y should continue to be used for the remainder of FY 2025.

5. Explanation of Policy Changes. The following editorial changes have been made:

a. Throughout. Paragraphs have been renumbered based on addition and subtraction of text.

b. Figure 1, Sample NPG Activities Report. A fifth step was added to the instructions below the figure.

c. Paragraph 10, Conducting Surveillance. Information was added to Subparagraph 10b, Appendix Description, providing more clarification.

6. New Surveillance Requirements.

a. Appendix B, Locally Created NPG Activities. Surveillance requirements for an advanced aviation training device (AATD) have been added to Appendix B, Paragraph 1, Title 14 CFR Part 61 Flight Schools—Operations.

b. Appendix D, Surveillance of a 14 CFR Part 61 Certificated Flight Instructor. Surveillance requirements for 14 CFR part 61 certificated flight instructors (CFI) have been added to Appendix D in accordance with NTSB Safety Recommendations A-20-040 and A-20-041 and FAA Order 8900.1, Volume 6, Chapter 1, Section 5, Surveillance of a Part 61 Flight Instructor Certificate Holder. Note that this surveillance requirement is already in Order 8900.1, Volume 6, Chapter 1, Section 5; it is only being reinstated in the NPG.

7. Summary of Changes.

a. Appendix A, Annual Work Program Activities.

(1) Paragraph 4, Title 14 CFR Part 91 “Doors-Off.” This paragraph has been removed.

(2) Paragraphs 5, 5.1, and 5.2, Title 14 CFR Part 91 Civil Aircraft Under Public Operations (CAPO) in Contract with the Armed Forces or Federal or State Government Entities of the United States. Language was added to also include Federal or State Government entities.

(3) Paragraph 7.3, Title 14 CFR Part 91K—Airworthiness (aircraft NOT maintained under a Continuous Airworthiness Maintenance Program (CAMP)). Surveillance NPG Activity for a Maintenance Facility Inspection has been removed. The Aircraft Maintenance Division (AFS-300) has confirmed there is no regulatory basis for this item.

(4) Paragraph 11, Title 14 CFR Part 125 Transition from NPG to 5-Module SAS. Title 14 CFR part 125 is transitioning from NPG to 5-Module Safety Assurance System (SAS). A description of how to handle NPG Activities once an office has transitioned has been added.

(5) Paragraph 16, Title 14 CFR Part 133 Transition from NPG to 5-Module SAS. Title 14 CFR part 133 is transitioning from NPG to 5-Module SAS. A description of how to handle NPG Activities once an office has transitioned has been added.

(6) Paragraph 17, Title 14 CFR Part 183 Organization Designation Authorization (ODA)—Airworthiness. This paragraph has been removed. Title 14 CFR part 183 ODA surveillance transitioned from the NPG to the Revision C Surveillance Application (RCSA).

b. Appendix B, Locally Created NPG Activities.

(1) Paragraphs 2 and 3, Title 14 CFR Part 61 CE-500 Single-Pilot Type Rating and Title 14 CFR Part 91 Charitable Medical Flight (CMF) Exemptions Holders. These paragraphs have been added to include surveillance requirements for exemption holders. A list of applicable exemption holders will be provided to offices by the General Aviation and Commercial Division (AFS-800).

(2) Paragraph 3, Title 14 CFR Part 91 “Doors-Off.” This paragraph has been removed, as the surveillance requirement has been removed. The “Use of Supplemental Restraint Systems” final rule (89 FR 67834) and 14 CFR § 91.108 have been published. LOAs are no longer issued/required for supplemental passenger restraint system (SPRS) operations.

(3) Paragraph 4, Title 14 CFR § 91.147 Air Tour Safety Management System (SMS) Components. The note in this paragraph has been removed as it is no longer needed. The field has a type-ahead feature that will autofill if the entity has been issued the correct Letter of Authorization (LOA) A049, Commercial Air Tour Operations Authorization and Drug and Alcohol Testing Program Registration, authorization.

(4) Paragraphs 6, 6.1, and 6.2, Title 14 CFR Part 91 Civil Aircraft Under Public Operations (CAPO) in Contract with the Armed Forces or Federal or State Government Entities of the United States. Language was added to also include Federal or State Government entities.

(5) Paragraph 12.1, Title 14 CFR Part 129 Transition from NPG to 5-Module SAS. Title 14 CFR part 129 is transitioning from NPG to 5-Module SAS. NPG Activities for this 14 CFR part will no longer be created locally. A description of how to handle NPG Activities once an office has transitioned has been added.

(6) Paragraph 13.3, Title 14 CFR Part 137 Transition from NPG to 5-Module SAS. Title 14 CFR part 137 is transitioning from NPG to 5-Module SAS. A description of how to handle NPG Activities once an office has transitioned has been added.

c. Appendix C, Locally Created Pilot Records Database Surveillance. FAA Order 8000.88A, PRIA and PRD Guidance for FAA Inspectors, was published on March 6, 2024. Duplicative information was removed from Appendix C.

d. Appendix D, Surveillance of a 14 CFR Part 61 Certificated Flight Instructor.

(1) The original title of Appendix D was “List of Part 91 ‘Doors-Off’ Issued SPRS LOAs.” Title 14 CFR part 91 “Doors-Off” SPRS LOAs were removed from this appendix as 89 FR 67834 and 14 CFR § 91.108 have been published. LOAs are no longer issued/required for SPRS operations. The appendix title has been updated accordingly.

(2) In accordance with Order 8900.1, Volume 6, Chapter 1, Section 5, surveillance requirements for 14 CFR part 61 CFIs have been added to this appendix along with a description of how to find CFI information in Consolidated Analytics.

e. Appendix E, Acronyms and Abbreviations. This appendix has been updated with the acronyms and abbreviations currently used in this document.

8. Effective Date. This order becomes effective on October 1, 2025.

9. 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. The NPG order provides aviation safety inspectors (ASI) with standardized protocols to evaluate regulated entity (CH/Operating Certificate/non-certificated) programs required by regulations to be approved or accepted.

b. Policy Statement of the FAA as it Pertains to Promoting Aviation Safety for Regulated Entities. SAS is a system safety approach to oversight based on FAA policy. The FAA follows regulatory policy, which recognizes the obligation of the regulated entity 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 regulated entity programs continue to meet regulatory requirements.

(2) Validate the performance of a regulated entity 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 SAS Vitals Prior to October 1, Start of the New FY. When SAS autopopulates NPG Activities at the beginning of the FY, it pulls data from SAS Vitals, environmental files, and operations specifications (OpSpecs). 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 records prior to the new FY download. SAS relies on Vitals data for office and resource assignment of the autopopulated NPG Activities on the Office Workload List (OWL). The accuracy of the SAS-generated NPG Activities relies on current and accurate Vitals records at the time of the download on or around October 1 (the start of the new FY). If SAS Vitals records are not accurate prior to the NPG Activities download, it can cause incorrect records to be generated. Table 1 below contains a list of common errors that occur during the NPG Activities download if the SAS Vitals records are not accurate:

Table 1. Common Errors That Occur During NPG Activities Download

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

d. SAS Automation. SAS automation is used for NPG planning and surveillance recording. The Safety Management, Analytics, and Systems Integration 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 represents system-wide identification of areas that have proven safety risks. This order identifies work activities that personnel must complete. A local analysis of regulated entities 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.

(1) 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 14 CFR part 91 ramp checks designed to identify suspected illegal charter

operations. Refer to 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’s (AFS-200) Operations Group (AFS-220).

(2) 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. AFS-900 is continually coordinating with policy divisions in FS to update guidance that supports NPG Activities. For enhancements to policy located in Order 8900.1, which support NPG Activities, contact the associated policy division or submit feedback via DRS. The completion of these work activities is 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

Current Functionality Group Mock - Internal Portal - Updated to SAS 3.7.0.1. Please clear your cache

Safety Assurance System (SAS)

Utilities > NPG

Welcome Tara Liller

Organization: AFS - Flight Standards Service

NPG Activity Rules

14 CFR: All Status: All Tested: Last Published In: Last Published For: Search

Generate Change Report Generate Published NPG Activities Report

Column Options

Reset Grid

Sel	ID	NPG Rule	NPG Reference	Last Modified Date	Last Modified By	Version	Status	Tested?	Last Published In	Last Published For	Notes
<input type="checkbox"/>	1	FOR (Each 125 Entity) CONDUCT (1 1616) IF (125 Kind of Operation = "CAO" OR "PAS" OR "BPC")	10.1	09/30/2022 8:53 AM	McElwain, Clara	4.0	Published	Yes	FY22	FY23	1800 56W Append...
<input type="checkbox"/>	2	FOR (Each 125 Entity) CONDUCT (1 1622) IF (125 Kind of Operation = "CAO" OR "PAS" OR "BPC")	10.1	09/30/2022 8:53 AM	McElwain, Clara	3.0	Published	Yes	FY22	FY23	1800 56W Append...
<input type="checkbox"/>	3	FOR (Each 125 Entity) CONDUCT (1 1621) IF (125 Kind of Operation = "CAO" OR "PAS" OR "BPC")	10.1	09/30/2022 8:53 AM	McElwain, Clara	3.0	Published	Yes	FY22	FY23	1800 56W Append...

- (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.”
- (5) Select “Column Options” drop-down and add “Transferred.”

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 SAS Vitals. 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 B. SAS automation cannot generate all NPG requirements. Appendix B 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 Figures 2, 3, and 4 below. 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 Figures 5 and 6 below.

(3) For specific process steps, refer to 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.

The screenshot shows the Safety Assurance System (SAS) interface. At the top, there is a header with the FAA logo, 'MyFAA', a status box 'Full Phase 3 Mock Site: SAS updated to v3.3', and 'Safety Assurance System (SAS)'. Below the header, the user is logged in as 'Welcome Dorothy Greenough'. The left sidebar contains the 'SAS Menu' with a dropdown menu open for 'Planning [Module 2]'. The dropdown menu lists several options, with 'Office Workload List (OWL)' highlighted and a red arrow pointing to it. The main content area features a 'Welcome to SAS' message and a circular diagram titled 'SAS Oversight Model (non-interactive)'. The diagram shows a cycle of four modules: 'Planning Module 2', 'Resource Management Module 3', 'Data Collection Module 4', and 'Analysis Module 5'. A legend indicates that blue boxes represent 'SAS Internal (FAA)', green boxes represent 'SAS External (CH/A)', green arrows represent 'Process Flow', and red arrows represent 'Feedback/Communication'. Below the diagram, there is a 'Useful Links' section with various links like 'FSIMS - Flight Standards Information Management System', 'WebOPSS', 'SAS Resource Guide', etc. On the right side, there are sections for 'Notifications (1199)', 'Messages (0)', 'Broadcasts (302)', and 'Individual Work Plan'.

Figure 3. Select “Add Planned Activity” under the “OWL” tab.

The screenshot displays the MyFAA Safety Assurance System (SAS) interface. At the top, the MyFAA logo and a notification box for 'Full Phase 3 Mock Site: SAS updated to v3.3' are visible. The user is logged in as Dorothy Greenough. The main navigation bar includes tabs for CHAT, CAP, OWL (selected), Resource Work List, CAP Concurrence, RPAT, and AXH RPAT. Below the navigation bar, there are search filters for Office, PI/CPM/FLM/MGR, Resource, CH/A, 14 CFR, Specialty, Status, Timeframe, Work Item Type, and AFS Business Functions. A table below the filters shows 'No records available'. At the bottom of the interface, there are buttons for 'Add New Task' and 'Add Planned Activity', with a red arrow pointing to the latter.

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

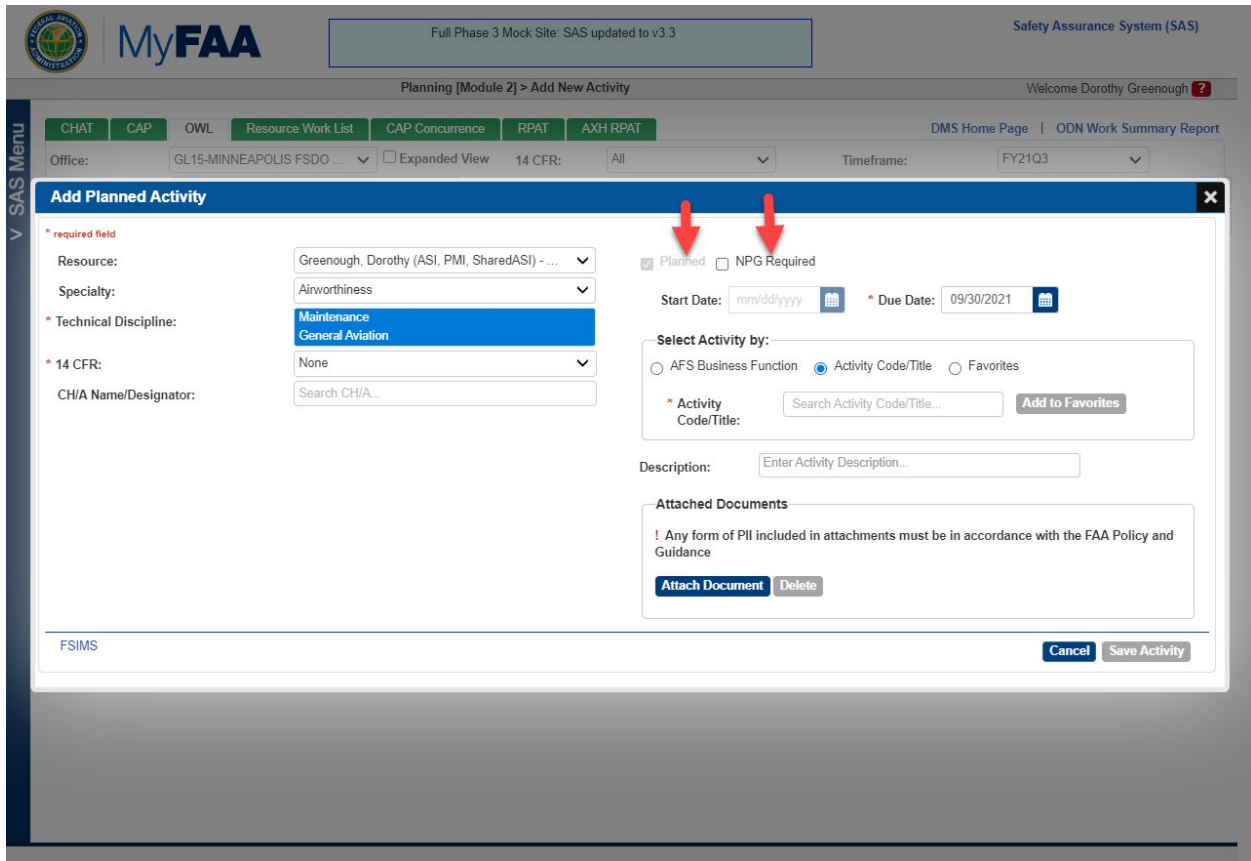


Figure 5. An additional way to add NPG Activities is by selecting “New Activity” under “Create DCTs/Activities” from the SAS Menu.

The screenshot displays the 'Safety Assurance System (SAS)' interface. At the top, there is a header with the FAA logo, 'MyFAA', and a notification 'Full Phase 3 Mock Site: SAS updated to v3.3'. The user is logged in as 'Doreen Fernandez'. The main navigation menu on the left, labeled 'SAS Menu', includes options like 'Add New Activity', 'Certification Projects', 'Configuration [Module 1]', 'Planning [Module 2]', 'Resource Management [Module 3]', 'Data Collection [Module 4]', 'Create DCTs/Activities', 'Custom DCT', 'New Activity', 'Dynamic Observation Report (DOR)', 'En Route Inspection', 'Random Inspection (RI/RAMP)', 'Manage My Created DCTs', 'Analysis, Assessment and Action (AAA) [Module 5]', and 'Authoring'. The 'Create DCTs/Activities' menu is expanded, and 'New Activity' is highlighted with a red arrow. The main content area shows the 'Add New Activity' form. It includes a dropdown for 'OfficeAdmin, Office...', checkboxes for 'Planned' and 'NPG Required', 'Start Date' (mm/dd/yyyy) and 'Due Date' (09/30/2021) fields, a 'Select Activity by' section with radio buttons for 'AFS Business Function', 'Activity Code/Title', and 'Favorites', and an 'Activity Code/Title' field containing '1622 - SURVEILLANCE/O...' with an 'Add to Favorites' button. There is also a 'Description' field and an 'Attached Documents' section with a warning: '! Any form of PII included in attachments must be in accordance with the FAA Policy and Guidance' and 'Attach Document' and 'Delete' buttons. At the bottom of the form are 'Save Activity' and 'Perform Activity' buttons.

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

The screenshot shows the 'Add New Activity' form in the MyFAA Safety Assurance System (SAS). The form is titled 'Create DCTs/Activities > Add New Activity'. The user is logged in as Doreen Fernandez. The form includes the following fields and options:

- Resource:** Fernandez, Doreen (FLM, OfficeAdmin, Office...)
- Specialty:** Operations
- Technical Discipline:** Operations (selected), General Aviation
- 14 CFR:** 91K
- CH/A Name/Designator:** Search CH/A...
- Activity Type:** Planned, NPG Required
- Start Date:** mm/dd/yyyy
- Due Date:** 09/30/2021
- Select Activity by:**
 - AFS Business Function
 - Activity Code/Title
 - Favorites
- Activity Code/Title:** 1622 - SURVEILLANCE/OPEI
- Description:** Enter Activity Description...
- Attached Documents:** Any form of PII included in attachments must be in accordance with the FAA Policy and Guidance. Buttons: Attach Document, Delete.

At the bottom of the form, there are buttons for 'Save Activity' and 'Perform Activity'.

10. 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 Resources Not Available (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. Appendices B, C, and D contain surveillance requirements that must be added by the responsible Flight Standards office, if applicable.

c. Inspection Timing. Plan ahead to ensure required inspections of regulated entities that have seasonal, irregular, or infrequent operations are not left until the end of the FY when the lack of ASI resources or the business operations of the regulated entity make an inspection impossible.

11. 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.

12. Reporting Procedures and Data Collection.

a. SAS Vitals. The FAA maintains data in SAS Vitals regarding regulated entities. The FAA frequently uses this data 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 Records. The responsible Flight Standards office or IFO, as applicable, is responsible for the maintenance of environmental records for their assigned 14 CFR parts.

(2) Responsible Flight Standards Office. The office that issues OpSpecs and/or holders of OpSpecs are responsible for the accurate and timely entry of environmental data into the SAS Vitals for all regulated entities 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 SAS Vitals for 14 CFR 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 SAS 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 SAS 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,” unsatisfactory. Correctly recording U’s and P’s provides valuable information about the regulated entity. Refer to Order 8900.1, Volume 10 for more information on SAS AR codes. If an ASI identifies an area of risk that a regulated entity must address, the ASI should initiate corrective actions with the regulated entity. The ASI should then plan surveillance activities within the current work program to ensure that the regulated entity has successfully implemented any corrective actions. The ASI will incorporate additional surveillance activities on that regulated entity 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) Use a Results code of “X-Cancelled” for RNA Activities. From the Data Collection Module, NPG Activities can be RNA and completed with the Results code of “X-Cancelled.” The SAS AR can remain unassigned and the FLM can make required edits to the “Enter Common Data Fields,” “Perform Screen,” and “Check screen,” then select “RNA” with a Results code of “X-Cancelled.” Once an Activity has been RNA, 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 FAA Management Information System (FAAMIS) that require RNA information that can only be transferred from the “National Use” field. 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 regulated entity must address during the fourth quarter, the ASI should initiate corrective actions with the regulated entity. The ASI should then plan surveillance activities to ensure that the regulated entity has successfully implemented any corrective actions. The ASI will incorporate additional surveillance activities on that regulated entity into the new FY planning cycle.

13. Distribution. The FAA will distribute this order to the Executive Director of the 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.

14. 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.

A handwritten signature in blue ink, appearing to read 'R. Reckert', with a long horizontal stroke extending to the right.

Robert Reckert for
Lawrence Fields
Executive Director, Flight Standards Service

Appendix A. Annual Work Program Activities

Purpose. This appendix provides a structure for the development of annual work programs and requirements for 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 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 14 CFR § 91.147.

a. Conduct each of the following inspections listed in paragraphs 3.1 and 3.2 on 50 percent of the air tour operators that have authorization via a Letter of Authorization (LOA).

b. Conduct all four Safety Management System (SMS) components on each air tour operator every 24 calendar months. This requirement is listed in Appendix B, Locally Created NPG Activities.

c. See Appendix C, Locally Created Pilot Records Database Surveillance.

d. 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.

e. Ensure the following Safety Assurance System (SAS) Activity Recording (AR) entries are used:

- Select “91AIRTOUR” from the “National Use” field drop-down;
- Title 14 CFR part 91 LOA identification number in the “Local Use” field; and
- Name of the operator exactly as listed in SAS 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 Living History Flight Experience (LHFE) Exemptions Holders. See Appendix B, Locally Created NPG Activities.

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

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

5. Title 14 CFR Part 91 Civil Aircraft Under Public Operations (CAPO) in Contract with the Armed Forces or Federal or State Government Entities of the United States. The following requirements apply to any civil aircraft with an experimental certificate issued under 14 CFR § 21.191(a), (b), (c), (d), or (f) that is contracted with the U.S. Armed Forces or any Federal or State Government entity in the United States. These requirements are specifically relevant when the experimental aircraft is used to support public aircraft operations (PAO) and provide aircraft assets to the U.S. Armed Forces or a Federal or State government agency.

Note: The term “U.S. Armed Forces” refers to the Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard as defined in Title 10 of the United States Code (10 U.S.C.) § 101.

5.1 Title 14 CFR Part 91 CAPO in Contract with the Armed Forces or Federal or State Government Entities of the United States—Operations. See Appendix B, Locally Created NPG Activities.

5.2 Title 14 CFR Part 91 CAPO in Contract with the Armed Forces or Federal or State Government Entities of the United States—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 14 CFR § 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 SAS AR.

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 (3628).

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 14 CFR part 91K may be terminated when the fractional ownership operator is also a 14 CFR part 135 air carrier. Do not terminate 14 CFR part 91K NPG Activities unless all the 14 CFR part 91K aircraft and flightcrews are included in the 14 CFR 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 MSspecs.

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

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

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

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

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

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

7.2 Title 14 CFR Part 91K—Airworthiness. Ramp (3627 or 5627). Conduct one inspection on each make and basic model aircraft for each fractional ownership program manager that has authorization via MSspecs.

7.3 Title 14 CFR 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 two of the following eight inspections (subparagraphs a–d below) on each fractional ownership program manager that is authorized via MSspecs. 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. Ramp (3627 or 5627).

b. Spot (3628 or 5628).

- c. Aircraft Records (3634 or 5634).
- d. Inspection Program (3637 or 5637).
- e. Manual/Procedures (one 3626 and one 5626). Conduct one inspection on each fractional ownership program manager.
- f. Training Program Records (one 3633 and one 5633). Conduct one inspection on each fractional ownership program manager.

7.4 Title 14 CFR 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 Parts 91 and 105 Parachutes and Parachuting Operations. These requirements apply to 14 CFR part 91 parachute operations conducted in accordance with 14 CFR 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 SAS AR 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 selecting “SPORTJUMP” in the “National Use” field drop-down of the SAS AR.

8.1 Title 14 CFR Parts 91 and 105 Parachutes and Parachuting Operations—Operations.

- a.** Ramp (1661).
- b.** Parachute Jumps (1696).

8.2 Title 14 CFR Parts 91 and 105 Parachutes and Parachuting Operations—Airworthiness.

- a.** Ramp (3627 or 5627).
- b.** Spot (3628 or 5628).
- 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 the “National Use” field drop-down.

10.4 Title 14 CFR Part 125 Deviation Holder—Operations. Conduct the following inspections on each 14 CFR part 125 Deviation Holder other than an A125 Letter of Deviation Authority (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 14 CFR 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 125 Transition from NPG to 5-Module SAS. Title 14 CFR part 125 is being moved into 5-Module SAS as part of SAS Phase 4. Once this deployment has taken place at your office, the transition will take place as follows:

- a. Inspectors will conduct 14 CFR part 125 NPG surveillance activities for FY 2026 until the transition to 5-Module SAS is complete.

b. Once the transition is complete, inspectors will finish any planned and/or started 14 CFR part 125 NPG Activities in SAS AR.

c. No additional or new SAS ARs will be created for 14 CFR part 125 surveillance and inspectors will begin using 5-Module SAS.

d. If the NPG SAS ARs have been planned but not started, the ARs may be terminated per Paragraph 21, NPG Activity Terminations, of this appendix. To terminate SAS ARs, documentation of concurrence from Front Line Managers (FLM) is required.

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

13. 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, Part 129 Operations, for 14 CFR part 129 work program surveillance planning. Supplemental inspections must be created locally; see Appendix B.

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

15. 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 from 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. Refer to Order 8900.1, Volume 6, Chapter 2, Section 6, Conduct Spot Inspection of a Program Manager/Operator's Aircraft (Including Part 125 and All Operations Under Part 91), for 14 CFR part 133 Spot Inspection guidance in accordance with 14 CFR part 91.

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

- a. Ramp (1622) or Site (1623).
- b. Operator Main Base (1616).

15.2 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).

16. Title 14 CFR Part 133 Transition from NPG to 5-Module SAS. Title 14 CFR part 133 is being moved into 5-Module SAS as part of SAS Phase 4. Once this deployment has taken place at your office, the transition will take place as follows:

- a. Inspectors will conduct 14 CFR part 133 NPG surveillance activities for FY 2026 until the transition to 5-Module SAS is complete.
- b. Once the transition is complete, inspectors will finish any planned and/or started 14 CFR part 133 NPG Activities in SAS AR.
- c. No additional or new SAS ARs will be created for 14 CFR part 133 surveillance and inspectors will begin using 5-Module SAS.
- d. If the NPG SAS ARs have been planned but not started, the ARs may be terminated per paragraph 21 of this appendix. To terminate SAS ARs, documentation of concurrence from FLMs is required.

17. Title 14 CFR Part 137 Agricultural Aircraft. See Appendix B, Locally Created NPG Activities.

Note: The surveillance listed in paragraph 17 was moved to Appendix B. This change is due to 14 CFR part 137 national certification policy changes (refer to Notice N 8900.741, Title 14 CFR Part 137 Unmanned Aircraft Systems (UAS) Certification, dated June 9, 2025). Adjusting this surveillance requirement to be locally created will prevent NPG Activity records from automatically being published for both 14 CFR part 137 agricultural aircraft and 14 CFR part 137 UAS.

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

19. Geographic Program Requirements. For information on the geographic process and coordination, refer to Order 8900.1, Volume 12, Chapter 4 for 14 CFR part 129 work program and surveillance planning.

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

21. NPG Activity Terminations.

a. You may only terminate work program activities using a “T” in the “Results” field of the NPG SAS AR for the following reasons:

Note: Document the reason you terminated work program activity in the comment section of the SAS AR. Document 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. Transferring NPG Activities can be done via the OWL by selecting the check box for the activity, then selecting the “Transfer Activity” tab. More than one activity can be

transferred at a time. If the activity is terminated, 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 regulated entity surrenders or revokes a certificate, or does not renew an approved course, then terminate the NPG Activity. The NPG SAS AR 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 SAS Vitals. If incorrect information in SAS Vitals generates an NPG Activity, the required NPG Activity comment should indicate that the principal inspector (PI) has corrected the SAS Vitals. Use keyword code 971.

(4) Change of Operating Regulation. For regulated entities that change their operating regulation (e.g., from 14 CFR 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 regulated entity 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) Title 14 CFR Part 91K. Title 14 CFR part 91K NPG Activities may be terminated when the fractional ownership operator is also a 14 CFR part 135 air carrier. The comments section of the terminated 14 CFR part 91K NPG Activity must include the 14 CFR part 135 air carrier's name and four-letter designator and state that equivalent surveillance is already included in the 14 CFR part 135 air carrier's SAS oversight. Use keyword code 971. Do not terminate a 14 CFR part 91K NPG Activity unless all the 14 CFR part 91K aircraft and flightcrews are included in the 14 CFR part 135 Air Carrier Certificate.

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

22. 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 12e, Annual Work Program Closeout Procedures, above. This information must be provided to the PIs for future planning.

23. 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 SAS AR. 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) and/or advanced aviation training device (AATD) located at each flight school and satellite school that uses a Level 4 or 5 FTD and/or AATD 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 61 CE-500 Single-Pilot Type Rating Exemptions Holders. This requirement applies to all exemption holders that conduct single-pilot type rating training under 14 CFR part 61. This training allows a pilot to operate certain CE-500 aircraft that are type-certificated for a two-pilot crew to operate with only one pilot. A list of applicable exemption holders will be provided for each Flight Standards office. Operations inspectors will conduct surveillance on the items specified in their conditions and limitations. If noncompliance is discovered, contact the General Aviation and Commercial Division (AFS-800) for potential removal of the exemption authority. Contact AFS-800 at 9-AFS-800-Correspondence@faa.gov for questions.

- a. Reviewing Exemptions Granted (1623).
- b. Trainee Pre-Requisites (1667).
- c. Training Records (1667).
- d. Training Programs (1667).
- e. Verify Operating Part 91 Only (1623).

Note: For all surveillance activities conducted for this item, select “CE500” from the “National Use” field.

3. Title 14 CFR Part 91 Charitable Medical Flight (CMF) Exemptions Holders. This requirement applies to all exemption holders that conduct CMFs under 14 CFR part 91. This exemption allows people to exercise private pilot privileges to receive reimbursement for fuel, oil, and airport fees when conducting a CMF (an operation that would otherwise require an Air Carrier/Operating Certificate). A list of applicable exemption holders will be provided for each Flight Standards office. Operations inspectors will conduct surveillance on the items specified in their conditions and limitations. If noncompliance is discovered, contact AFS-800 for potential removal of the exemption authority. Contact AFS-800 at 9-AFS-800-Correspondence@faa.gov for questions.

- a. Review Exemptions Granted (1623).
- b. Trainee Pre-Requisites (1667).
- c. Training Records (1667).
- d. Training Programs (1667).

- e. Verify Operating Part 91 Only (1623).

Note: For all surveillance activities conducted for this item, select “CMF” from the “National Use” field.

4. Title 14 CFR § 91.147 Air Tour Safety Management System (SMS) Components.

Conduct a minimum of all four SMS components (subparagraphs 4a–d below) on each air tour operator every 24 calendar months. For more information on determining Risk-Based Decision Making (RBDM) for SMS Activities, refer to FAA Order 8900.1, Volume 17, Safety Management System. Direct questions or comments related to SMS surveillance to the Safety Management, Analytics, and Systems Integration Division (AFS-900) at 9-NATL-SMS-ProgramOffice@faa.gov. For the series of SMS Activity Recording (AR) codes, Operations is 26XX, Maintenance is 46XX, and Avionics is 66XX.

- a. Safety Policy (2602, 4602, or 6602).
- b. Safety Risk Management (2603, 4603, or 6603).
- c. Safety Assurance (2604, 4604, or 6604).
- d. Safety Promotion (2605, 4605, or 6605).

5. Title 14 CFR Part 91 Living History Flight Experience (LHFE) Exemptions Holders.

These requirements apply to any operator conducting LHFE operations under 14 CFR part 91. Operations and Airworthiness inspectors will conduct one base inspection on each LHFE exemption holder for which your office is listed as the responsible Flight Standards office. Operations and Airworthiness inspectors will also conduct each of the inspections listed in subparagraphs 5.1b and 5.2b–e 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 Safety Assurance System (SAS) 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.

5.1 Title 14 CFR Part 91 LHFE—Operations.

- a. Base (2696).
- b. Ramp (1661).

5.2 Title 14 CFR Part 91 LHFE—Airworthiness.

- a. Base (4696 or 6696).

- b. Ramp (3627 or 5627).
- c. Spot (3628 or 5628).
- d. Airworthiness Directive (AD) Compliance Inspection (3696 or 5696).
- e. Aircraft Records (3694 or 5694).

6. Title 14 CFR Part 91 Civil Aircraft Under Public Operations (CAPO) in Contract with the Armed Forces or Federal or State Government Entities of the United States. These requirements apply to any civil aircraft issued an experimental certificate under 14 CFR § 21.191(a), (b), (c), (d), or (f) and under contract with the U.S. Armed Forces or any Federal or State Government entity in the United States to provide aircraft that are declared public aircraft operations (PAO). Inspectors will surveil companies with current contracts from the U.S. Armed Forces or any Federal or State Government entity of the United States. The responsible Flight Standards office will conduct these inspections. Operations and Airworthiness inspectors are required to use the inspection requirements listed in subparagraphs 6.1a–b and 6.2a–e for at least 10 percent, or at a minimum of one, whichever is greater, of each make and model (M/M) of aircraft used for these contracts. Operations and Airworthiness CAPO activities must be created locally by the office. Please direct any questions related to this requirement to 9-AFS-800-Correspondence@faa.gov or 9-AWA-AFS-300-Correspondence@faa.gov. Ensure the following SAS AR entries are used:

- Select “CAPO” from the “National Use” field drop-down,
- Record the branch of the Armed Forces or Federal or State Government entity in the “MISC” field under the “Other” panel of the “Enter Common Data Fields” tab, and
- Enter the operator’s name in the “Non-Cert Activity Name/Company” block.

Note: These requirements only apply to the experimental aircraft specified above, which are used in support of contracts providing civil aircraft for the U.S. Armed Forces.

6.1 Title 14 CFR Part 91 CAPO in Contract with the Armed Forces or Federal or State Government Entities of the United States—Operations.

- a. Base (2696).
- b. Ramp (1661).

6.2 Title 14 CFR Part 91 CAPO in Contract with the Armed Forces or Federal or State Government Entities of the United States—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).

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

8. 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 SAS AR to document UAS surveillance, refer to Order 8900.1, Volume 16, Chapter 1, Section 4, Flight Standards Divisions/ASI Interface, Tasks/Flows, and SAS AR.

9. 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 an Operations Safety System (OPSS) file. Therefore, SAS AR code 1683 should be locally generated by the office for this type of 14 CFR part 125 Deviation Holder.

10. Title 14 CFR Part 129 Foreign Air Carriers. The assigned principal inspector (PI) for 14 CFR part 129 operators will determine the number, location, and type of inspections to be conducted each fiscal year (FY), utilizing RBDM. Refer to Order 8900.1, Volume 12, Chapter 4, Part 129 Operations, for 14 CFR part 129 work program and surveillance planning. These NPG Activities will be created locally (see Subparagraph 9h, How to Add NPG Activities, above). This plan is accomplished during a surveillance program review before the beginning of the FY.

11. Title 14 CFR Part 129 Foreign Air Carriers, Operating U.S.-Registered Aircraft—Airworthiness. For 14 CFR part 129 work program and surveillance planning and information on the process to conduct a desk audit of each operator's FAA-approved maintenance inspection program (this includes supplemental inspections), refer to Order 8900.1, Volume 12, Chapter 4. These NPG Activities will be created locally (see subparagraph 9h above).

12. 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 for 14 CFR part 129 HSL surveillance planning. For additional guidance, refer to Order 8900.1, Volume 12, Chapter 4 and the HSL.

12.1 Title 14 CFR Part 129 Transition from NPG to 5-Module SAS. Title 14 CFR part 129 is being moved into 5-Module SAS as part of SAS Phase 4. Once this deployment has taken place at your office, the transition will take place as follows:

a. Inspectors will conduct 14 CFR part 129 NPG surveillance activities for FY 2026 until the transition to 5-Module SAS is complete.

b. Once the transition is complete, inspectors will finish any planned and/or started 14 CFR part 129 NPG Activities in SAS AR.

c. No additional or new SAS ARs will be created for 14 CFR part 129 surveillance and inspectors will begin using 5-Module SAS.

d. If the NPG SAS ARs have been planned but not started, the ARs may be terminated per Appendix A, Paragraph 21, NPG Activity Terminations. To terminate SAS ARs, documentation of concurrence from Front Line Managers (FLM) is required.

13. Title 14 CFR Part 137 Agricultural Aircraft. Operations and Airworthiness inspectors 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. Refer to Order 8900.1, Volume 6, Chapter 2, Section 6, Conduct Spot Inspection of a Program Manager/Operator's Aircraft (Including Part 125 and All Operations Under Part 91), for 14 CFR part 137 Spot Inspection guidance in accordance with 14 CFR part 91.

Note: The surveillance listed in this paragraph was moved from Appendix A to this appendix. This change is due to 14 CFR part 137 certification national policy changes (refer to Notice N 8900.741, Title 14 CFR Part 137 Unmanned Aircraft Systems (UAS) Certification, dated June 9, 2025). Adjusting this surveillance requirement to be locally created will prevent NPG Activity records from automatically being published for both 14 CFR part 137 agricultural aircraft and 14 CFR part 137 UAS.

13.1 Title 14 CFR Part 137 Agricultural Aircraft—Operations.

a. Main Base (1616).

b. Ramp (1622).

c. Site (1623).

d. Facility (1635).

13.2 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).

13.3 Title 14 CFR Part 137 Transition from NPG to 5-Module SAS. Title 14 CFR part 137 is being moved into 5-Module SAS as part of SAS Phase 4. Once this deployment has taken place at your office, the transition will take place as follows:

- a. Inspectors will conduct 14 CFR part 137 NPG surveillance activities for FY 2026 until the transition to 5-Module SAS is complete.
- b. Once the transition is complete, inspectors will finish any planned and/or started 14 CFR part 137 NPG Activities in SAS AR.
- c. No additional or new SAS ARs will be created for 14 CFR part 137 surveillance and inspectors will begin using 5-Module SAS.
- d. If the NPG SAS ARs have been planned but not started, the ARs may be terminated per Appendix A, Paragraph 21, NPG Activity Terminations. To terminate SAS ARs, documentation of concurrence from FLMs is required.

14. 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 PAO must be included in the office's annual planned surveillance activities to verify that 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).

15. Surveillance of FAA Aircraft. In accordance with FAA Order 4040.9, FAA Flight 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 SAS Vitals 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. Surveillance Requirement. This surveillance requirement pertains to compliance with 14 CFR Part 111, Pilot Records Database. The surveillance requirement is to document that the following 14 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 Non-Certificated Operators. For the purpose of this surveillance, 14 CFR part 91 non-certificated (i.e., “corporate”) operators are defined as those with two or more aircraft that are either standard airworthiness airplanes that require a type rating or turbine-powered rotorcraft. The non-certificated corporate operations must be in furtherance of or incidental to a business, solely pursuant to the general operating and flight.

(1) Responsible offices will conduct surveillance on a minimum of 25 percent of the office’s known 14 CFR part 91 non-certificated corporate operators. Use Risk-Based Decision Making (RBDM) to determine which 25 percent of the office’s 14 CFR part 91 non-certificated operators should be surveilled. Some example criteria include:

- Operators known to not be in compliance with 14 CFR part 111,
- Operators with known high pilot turnover rates,
- Operators that are not associated with some type of air carrier operating certificate, or
- Operators with a 5-year history of accident, incidents, occurrences, or pilot deviations.

(2) In addition to determining compliance with 14 CFR part 111, the results of the surveillance are intended to inform the office’s leadership if it is appropriate to increase the sample size of the surveillance. For example, if the surveillance indicates a high rate of noncompliance (defined as greater than 5 percent), the office should increase the sample size of the surveillance.

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. NPG Surveillance Requirement. Conduct one 1620 NPG Activity for each 14 CFR part defined above in subparagraphs 1a–e; the activities must be created locally.

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

3. Safety Assurance System (SAS) Activity Recording (AR). Refer to FAA Order 8000.88, PRIA and PRD Guidance for FAA Inspectors, for specific information that must be entered in the 1620 AR.

4. No RNA. Due to the critical safety impact, as well as high external stakeholder interest regarding the Pilot Records Database (PRD), do not close any surveillance required by this appendix as “Resources Not Available.”

5. Supporting Policy. Refer to Order 8000.88. The PRD and related resources can be found at https://www.faa.gov/regulations_policies/pilot_records_database.

6. Questions. Direct questions or comments concerning the information in this appendix to the Automation Systems Management Branch (AFS-950) at PRDSupport@faa.gov.

Appendix D. Surveillance of a 14 CFR Part 61 Certificated Flight Instructor

1. This appendix describes the surveillance requirements for a 14 CFR part 61 certificated flight instructor (CFI). In accordance with FAA Order 8900.1, Volume 6, Chapter 1, Section 5, Surveillance of a Part 61 Flight Instructor Certificate Holder, offices should initiate surveillance of a CFI if their students have a failure rate of 30 percent or greater. Offices should routinely monitor CFI pass/fail percentages using the Safety Assurance System (SAS) Consolidated Analytics Report filtered accordingly, as described below.

Note: Direct questions or comments related to CFI surveillance to the General Aviation and Commercial Division (AFS-800) at 9-AFS-800-Correspondence@faa.gov.

2. **NPG Surveillance Requirement.** Conduct one (or more, as appropriate) 1662 NPG Activity for each of the following:

- A flight instructor's students have a failure rate of 30 percent or greater.
- A justifiable public complaint is directed toward a flight instructor.
- A flight instructor is involved in an accident or incident.
- A student pilot instructed by the flight instructor is involved in an accident or incident.
- Observations made during a pilot school inspection.
- The result of a random visit to an airport or Flight Standards District Office (FSDO).

Note: These surveillance activities must be locally created in SAS. See Subparagraph 9h, How to Add NPG Activities, for instructions on how to locally create NPG Activities in SAS.

3. **Steps to Generate the Designee Management System (DMS) CFI Failures Report in Consolidated Analytics.**

a. From the SAS home page, select the "Consolidated Analytics" link under "SAS Resources."

Figure D-1. Consolidated Analytics Link




b. The link will bring you to the Consolidated Analytics main page. Select “Reports by Category.”

Figure D-2. Consolidated Analytics Report Main Page

Reports by Organization	Links to Other Reporting Sites <div style="background-color: #0056b3; color: white; padding: 5px; margin: 5px;">SPAS</div> <div style="background-color: #0056b3; color: white; padding: 5px; margin: 5px;">SAS Standard Reports</div> <div style="background-color: #0056b3; color: white; padding: 5px; margin: 5px;">FSAS / TAP</div> <div style="background-color: #0056b3; color: white; padding: 5px; margin: 5px;">AVS Applications</div> <div style="background-color: #0056b3; color: white; padding: 5px; margin: 5px;">Integrated Certificate Priority Index (ICPI)</div>
Reports by FAR	
Reports by Designator (Future Enhancement)	
<div style="border: 2px solid red; padding: 2px; display: inline-block;">Reports by Category</div>	
Reports by System / Database	
Users' Guide and Site Navigation	AFS-900 Operations Research Analyst (ORA) List
Report Issues, Feedback or Recommendations	

c. From the “Reports by Category” page, select “FAASTeam.”


Figure D-3. Consolidated Analytics Reports by Category



Consolidated Analytics

[Consolidated](#)
 [General Doc Library](#)
 [Report List](#) ▼
 [Help](#) ▼
 [Office \(AL,CE,EA,GL,FS\)](#) ▼
 [Office \(NM,SO,SW,WP\)](#) ▼

Reports by Category



Report Category
Administrative/Human Resources
Certification
Compliance Program
FAASTeam
Financial
Investigation / Events
Mandated Carrier Reporting
Miscellaneous/Other
Off Hour
Guidance/Notice/Regulatory Tracking
Risk/Hazard Analysis
Surveillance
UAS
Voluntary Programs

d. From the FAASite Consolidated Analytics Report List, select “DMS CFI Failures.”

Figure D-4. FAASite Consolidated Analytics Report List

FAASite Consolidated Analytics Report List

<input type="checkbox"/> Title with Link	Short Description	Subject Category	System-Database	SAS Module
AFG-900 Dashboard	Displays data for completed work by FAASite (AFG-930), EIR (AFG-950), FSIRP (AFG-970), Designee Management (AFG-970), and Flight Standards Certificate Team	Certification, FAASite, Miscellaneous/Other, Administrative/Human Resources		
Check Pilot/FE & APD Authorizations & Surveillance	This workbook provides tracking of Check Pilots/Flight Engineers (FE) and Aircrew Program Designees (APD) authorization and surveillance activities.	Certification, FAASite, Surveillance, Guidance/Notice/Regulatory Tracking	DMS, PTRS, SAS	
DMS CFI Failures	Tableau visualization with insights into why student pilots(private, commercial, instrument...) fail exams. Data is grouped by CFI and FSDO.	Surveillance, Risk/Hazard Analysis, Miscellaneous/Other, Certification, FAASite	DMS, Other	
DMS CFI Tool	Provides quick and actionable analytical insights enabling Aviation Safety Inspectors (ASIs) to exercise Risk Based Decision Making (RBDM) in their role as Managing Specialists, including in identifying CFIs where extra surveillance may be beneficial	Miscellaneous/Other, Risk/Hazard Analysis, FAASite, Surveillance	DMS, Other	

e. From the “DMS CFI Failures” page, select the tab “Failure Yearly Totals” and filter for FSDO office.

Figure D-5. “Failure Yearly Totals” Report

CFI Yearly Totals (Total only has Unsats and Sats). (Filters apply to this page only).															
Activity Year	FSDO	CFI Name Cert #	F1	F2	F3	F4	F5	F6	F7	F8	F9	Total	Pass	Fail %_Pass	
2022	AL01		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%	
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%
			1.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	9.0	8.0	1.0 89%
			1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	1.0 67%
			0.0	1.0	1.0	0.0	1.0	0.0	2.0	1.0	1.0	6.0	4.0	2.0 67%	
			0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	1.0 50%	
			1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	1.0 50%	
		2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	1.0	2.0 33%		
	AL03		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0 100%
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	12.0	0.0 100%
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%
			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0 100%
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0 100%		
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0 100%		
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0 100%		

Appendix E. Acronyms and Abbreviations

Acronym	Meaning
AATD	Advanced Aviation Training Device
AD	Airworthiness Directive
ANSP	Aircraft Network Security Program
AR	Activity Recording
ASI	Aviation Safety Inspector
CAMP	Continuous Airworthiness Maintenance Program
CAPO	Civil Aircraft Under Public Operations
CASS	Continuing Analysis and Surveillance System
CFI	Certificated Flight Instructor
CFR	Code of Federal Regulations
CH	Certificate Holder
CMF	Charitable Medical Flight
CMU	Certificate Management Unit
COA	Certificate of Authorization
COS	Continued Operational Safety
DCT	Data Collection Tool
DMS	Designee Management System
DRS	Dynamic Regulatory System
F/A	Flight Attendant
FA Act	Federal Aviation Act of 1958
FAA	Federal Aviation Administration
FAAMIS	FAA Management Information System
FLM	Front Line Manager
FS	Flight Standards Service
FSDO	Flight Standards District Office
FTD	Flight Training Device
FTFR	Fuel Tank Flammability Reduction
FY	Fiscal Year
HEC	Human External Cargo
HSL	Heightened Surveillance List
IFO	International Field Office

Acronym	Meaning
IG	Inspector General
LHFE	Living History Flight Experience
LOA	Letter of Authorization
LODA	Letter of Deviation Authority
M/M	Make and Model
MMAC	Mike Monroney Aeronautical Center
MSpec	Management Specification
NPG	National Flight Standards Work Program Guidelines
NTSB	National Transportation Safety Board
ODA	Organization Designation Authorization
OpSpec	Operations Specification
OPSS	Operations Safety System
OWL	Office Workload List
PAO	Public Aircraft Operations
Part 91K	Title 14 CFR Part 91 Subpart K
PI	Principal Inspector
PRD	Pilot Records Database
RBDM	Risk-Based Decision Making
RCSA	Revision C Surveillance Application
RNA	Resources Not Available
SAS	Safety Assurance System
SMS	Safety Management System
SPRS	Supplemental Passenger Restraint System
TSO	Technical Standard Order
UAS	Unmanned Aircraft System
U.S.C.	United States Code
W&B	Weight and Balance