



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

ORDER
FS 1100.1J

Effective Date:
2/11/26

SUBJ: Flight Standards Service Organizational Handbook

This order specifies the Flight Standards Service (FS) mission, functions, and organizational structure. The organizational structure and functions at the Executive Director (AFX-1) level are documented in Federal Aviation Administration (FAA) Order 1100.1, FAA Organization—Policies and Standards.

Revisions to this order are made based on organizational needs, management considerations, and approval. The Office of Business Integration (ABI) Position Management Section (ABI-135) is responsible for maintaining this order through the Office of Foundational Business (AFB).

A handwritten signature in black ink, appearing to read "Hugh Thomas".

Hugh Thomas
Acting Executive Director, Flight Standards Service

Table of Contents

<i>Paragraph</i>	<i>Page</i>
Chapter 1. General Information	1-1
1. Purpose of This Order.....	1-1
2. Audience	1-1
3. Where You Can Find This Order.....	1-1
4. What This Order Cancels.....	1-1
5. Explanation of Changes	1-1
6. Distribution	1-1
7. Authority to Change This Order	1-1
8. Definitions.....	1-1
9. Directive Feedback Information	1-3
Chapter 2. Organizational Structure—Flight Standards Service	2-1
1. Introduction.....	2-1
2. Functional Office	2-1
3. Additional Information	2-1
4. Subdivision Under Functional Offices.....	2-1
5. Subdivision Organizational Offices.....	2-2
Figure 2-1. Flight Standards Service Functional Office Structure	2-4
Chapter 3. Organizational Change.....	3-1
1. Requesting Organizational Change.....	3-1
2. Review and Approval	3-1
3. Position Management Section (ABI-135).....	3-2
4. Approval/Disapproval by the Executive Director (AFX-1).....	3-2
5. Approval/Disapproval by the Associate Administrator (AVS-1).....	3-2
Chapter 4. Mission and Functions	4-1
1. Flight Standards Service (FS).....	4-1
2. FS Functional Offices	4-3

Chapter 1. General Information

1. Purpose of This Order. This order specifies the Flight Standards Service (FS) organizational structure and describes the mission and functions of its organizational elements. It details how FS fulfills the responsibilities defined in Federal Aviation Administration (FAA) Order 1100.1, FAA Organization—Policies and Standards. This order contains information that is administrative in nature.

2. Audience. This order affects all FS employees and stakeholders.

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>.

4. What This Order Cancels. FAA Order FS 1100.1H, Flight Standards Service Organizational Handbook, dated March 27, 2024, is canceled.

5. Explanation of Changes. This revision:

- Updates the FS functional office structure.
- Aligns the description of FS functions in accordance with FAA Order 8260.19, Flight Procedures and Airspace.
- Adds Air Carrier Division F (AFC-600) resulting from authorized organizational change requests (OCR).
- Adds Title 14 of the Code of Federal Regulations (14 CFR) part 125, in addition to the existing identification of 14 CFR part 121, to the Office of Air Carrier Safety Assurance (ACSA).
- Outlines certificate management team (CMT) responsibilities.
- Outlines additional responsibilities for the Office of Foundational Business (AFB).
- Provides a listing of current divisions under each functional office.
- Defines subdivision organizational offices.
- Offers various syntax modifications.

6. Distribution. This order is distributed to all FS managers.

7. Authority to Change This Order. Revisions are made based on organizational needs, management considerations, and approval.

8. Definitions (as they apply to this order).

a. Administrator. The head of the FAA.

b. Assistant Administrator. The title for an official who reports directly to the Administrator and exercises executive direction over a Staff Office. The only exception to this is the Office of the Chief Counsel (AGC), whose title is Chief Counsel.

c. Associate Administrator. The title for an official who reports directly to the Administrator and exercises executive direction over a line of business (LOB). The only exception to this is the head of the Air Traffic Organization (ATO), with the title of Chief Operating Officer (COO).

d. Branch. The first organizational subdivision of a division.

e. Delegate. To commit authority, powers, or functions to another person or organizational element.

f. Deputy Director. The title for an official who reports directly to a director and exercises executive direction over an office representing the director.

g. Deputy Executive Director. The title for an official who reports directly to the Executive Director (AFX-1) and exercises executive direction over FS on behalf of AFX-1.

h. Director. The title for an official who reports directly to a Deputy Executive Director (AFX-2A and AFX-2B) and exercises executive direction over an office of FS (Office of Air Carrier Safety Assurance (ACSA), Office of General Aviation Safety Assurance (GASA), the Office of Safety Standards (OSS), and Office of Foundational Business (AFB).

i. Division. The first organizational subdivision of a functional office. For Flight Standards (FS), the four functional offices are the Office of Air Carrier Safety Assurance (ACSA), the Office of General Aviation Safety Assurance (GASA), the Office of Safety Standards (OSS), and the Office of Foundational Business (AFB).

j. Division Manager. The title for an official who reports directly to a deputy director within their functional office (e.g., AFS-2A or AFS-2B) and exercises direction over a division.

k. Executive Director. The title for an official who reports directly to the Associate Administrator of Aviation Safety (AVS-1) and exercises executive direction over FS.

l. Line of Business (LOB). A headquarters organization with the primary function of providing a safe and efficient aerospace system. Aviation Safety (AVS) is an LOB.

m. Office of the Administrator (AOA). Includes the Administrator and Deputy Administrator.

n. Service/Office. A collective term used to refer to the principal organizational element one level below the LOB. FS is a service/office of AVS.

o. Organizational Change. This includes establishing, abolishing/deleting, combining, or renaming an organization within FS.

p. Organizational Change Request (OCR). This must be completed and submitted for all proposals to establish, abolish/delete, combine, or rename organizations within FS.

q. Organizational Change Team (OCT). A cross-functional group with members from the Office of Finance and Management (AFN) and the Office of Human Resource Management (AHR). The OCT manages requests for organizational change.

r. Section. The first organizational subdivision of a branch.

s. Subunit. The first organizational subdivision of a unit.

t. Unit. The first organizational subdivision of a section.

9. Directive Feedback Information. Direct questions or comments to the Flight Standards Publications Branch (AFB-120) at 9-AWA-AFB-120-Directives@faa.gov. For your convenience, Form FAA 1320-19, Directive Feedback Information, is the last page of this order. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order on Form FAA 1320-19.

Chapter 2. Organizational Structure—Flight Standards Service

1. Introduction. This chapter provides a general description of FS’s overall organizational structure.

2. Functional Office. FS consists of four functional offices:

a. Office of Air Carrier Safety Assurance (ACSA). ACSA focuses on the oversight of air carriers conducting operations under 14 CFR parts 121, 121/135, and 125. It ensures aviation safety and compliance by sharing FS Safety Management System (SMS) safety assurance responsibilities with GASA. ACSA oversight responsibility is balanced across divisions through the distribution of workload, technical specialization, program ownership, and regional or operational alignment.

b. Office of General Aviation Safety Assurance (GASA). GASA focuses on the oversight of other certificated entities, ensuring aviation safety and compliance by sharing FS SMS safety assurance responsibilities with ACSA. GASA oversight responsibility is balanced across divisions, aligned with air operator- and air agency-centric functions.

c. Office of Safety Standards (OSS). OSS focuses on establishing standards within FS’s purview for operations, repair, and alteration of aircraft and operations, the use of designees or delegation, flight technologies, safety promotion, analytics, data governance, safety systems, and international operations. This office represents the safety policy component and serves as the primary FS authority for the development of standards, policy, analytics, and systems supporting Safety Risk Management (SRM) and safety promotion components of the FS SMS, while AFB supports enterprise SMS governance and performance oversight, and ACSA/GASA executes operational SMS oversight within their respective oversight responsibilities. These responsibilities are balanced across divisions based on functional specialization.

d. Office of Foundational Business (AFB). AFB ensures the effective execution of FS responsibilities by strengthening internal SMS and supporting our State Safety Program (SSP) obligations. Core functions include aircraft and airmen registration services, workforce and leadership development, FS program management, audits/investigations, and the design and deployment of automation systems tools to enhance oversight and efficiency. The office also provides governance for SRM components within the FS SMS, while enabling consistent application of safety responsibilities throughout all functional offices. The responsibilities in AFB are balanced across divisions through the distribution of workload, technical specialization, program ownership, and regional or operational alignment.

Note: The FS functional office structure is shown in Figure 2-1 below.

3. Additional Information. To learn more about the specifics of each functional office and its subdivisions, select “FS SharePoint Links” at <https://my.faa.gov/org/linebusiness/avs/offices/afx>.

4. Subdivision Under Functional Offices. The first organizational subdivision of a functional office is typically a division. Divisions are further subdivided into the following sequence: branch, section, unit, and subunit. For data reporting and tracking purposes, AHR will establish

an organizational code for all organizational levels, including subdivisions within the Federal Personnel Payroll System (FPPS).

5. Subdivision Organizational Offices. The following subdivision organizational offices conduct field operations:

a. Flight Standards District Offices (FSDO). FSDOs are field elements of GASA and are responsible for the certification and surveillance of air operators, air agencies, and airmen. FSDO personnel conduct or assist in conducting accident and incident investigations and investigate possible violations of 14 CFR. They ensure the adequacy of flight procedures, operating methods, airmen qualifications and proficiency, and aircraft maintenance. Aviation safety is promoted through accident prevention and other safety-related seminars presented by the FAA Safety Team (FAASTeam) Program Manager(s) assigned to that district.

b. Certificate Management Offices (CMO)/Certificate Management Units (CMU)/Certificate Management Team (CMT). CMUs are individual field elements of ACSA CMOs and serve as focal points for the certification, surveillance, and inspection of air carriers and air agencies, most notably for CMOs with multiple certificates assigned. They specialize in administering those functions of a CMO for the assigned carrier or air agency. A CMT is responsible for overseeing and managing the certification and regulatory compliance of aviation entities, such as airlines, maintenance organizations, or flight schools. This team operates under the guidelines and regulations set by aviation authorities, such as the FAA in the United States. The CMT is crucial for maintaining safety and regulatory compliance within the aviation industry, helping to protect passengers, crew, and assets by ensuring that all aviation operations meet stringent safety standards. The primary responsibilities of a CMT in this context include:

(1) Certification. Assisting aviation entities in obtaining necessary certifications for operation, such as Air Operator Certificates (AOC) or Maintenance Organization Approvals. This involves evaluating compliance with safety and operational standards.

(2) Surveillance and Compliance. Conducting regular inspections and audits to ensure that certified entities adhere to aviation safety regulations and standards. This includes monitoring operations, maintenance, and training programs.

(3) Risk Management. Identifying potential safety risks and ensuring that entities have appropriate mitigation strategies in place. This involves analyzing data and trends to preemptively address safety concerns.

(4) Policy Enforcement. Ensuring that aviation entities comply with established aviation policies, procedures, and regulations. This includes implementing changes in regulations and ensuring industry-wide compliance.

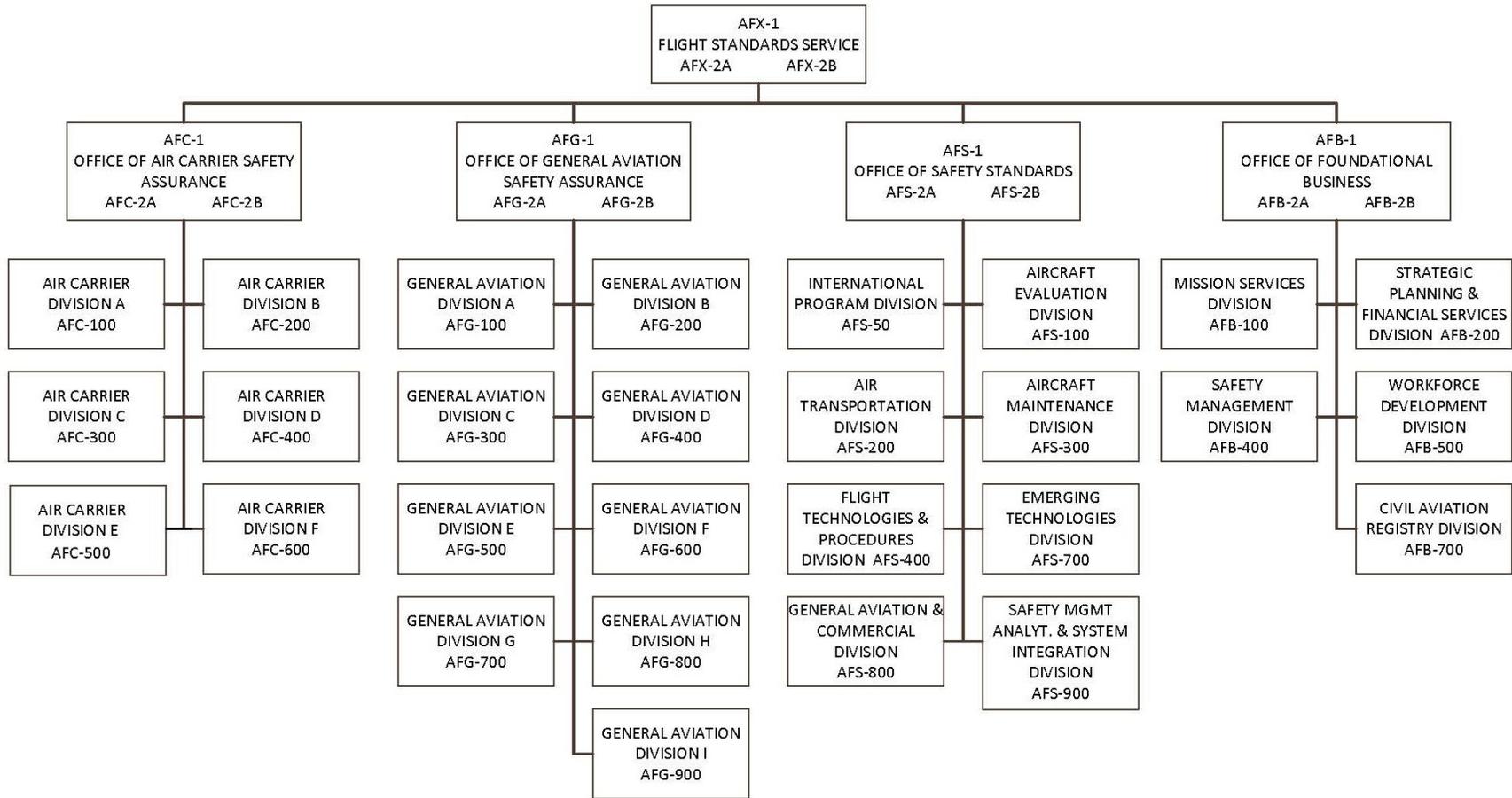
(5) Technical Guidance. Providing expertise and support to certified entities on technical and regulatory issues. This includes interpretation of regulations and guidance on best practices for safety and compliance.

(6) Incident Investigation. Participating in investigations of incidents or accidents to understand root causes and develop preventive measures.

(7) Training and Education. Facilitating training programs for both the CMT members and the personnel of certified entities to promote safety culture and ensure up-to-date knowledge of regulatory changes.

c. International Field Offices (IFO). IFOs authorize operations to the United States by foreign air carriers. They approve maintenance programs and minimum equipment lists (MEL) and authorize certain other operations for U.S.-registered aircraft used by foreign air carriers. These offices conduct surveillance of foreign air carriers operating in the United States and conduct certification and surveillance of U.S. foreign repair stations. IFOs are assigned to a specific geographic area and services.

Figure 2-1. Flight Standards Service Functional Office Structure



Chapter 3. Organizational Change

1. Requesting Organizational Change.

a. Determine the Need for a Change. After a director has determined the need for a reorganization or realignment, a briefing is prepared and presented to AFX-1, AFX-2A, and AFX-2B. The briefing should contain, at a minimum, the following information:

- (1) The general purpose of the reorganization.
- (2) An explanation of how the reorganization will apply resources to FS priorities.
- (3) An explanation of how the reorganization relates to FS, AVS, and FAA strategic initiatives.
- (4) A description of the staffing implications (e.g., increases, decreases, supervisory ratios, etc.). Directors making organizational changes should consult with the appropriate bargaining unit representatives when drafting the proposed reorganization request to ensure union concerns are addressed.
- (5) An explanation of how the reorganization would improve the efficiency and effectiveness of FS.
- (6) Any issues or situations on which the reorganization could have an adverse impact.

b. Coordination and Collaboration/Peer Review. For this order, any changes to an existing FS office should undergo a peer review process to evaluate proposed organizational adjustments and provide recommendations to the division manager. The peer review results will either be a revision of the proposal reflecting the suggested changes or a recommendation to the director or deputy directors to approve or disapprove the proposed change, with or without modifications.

2. Review and Approval. The director and deputy directors will present the organizational change during the briefing to AFX-1 and AFX-2 to answer questions to obtain approval or disapproval of the proposed change, with or without modification.

a. Review of Proposed Change. AFX-1 will review the proposed change based on the criteria in Chapter 3, subparagraph 1a above, using the information provided, any other supplemental information from the manager, and any verbal answers supplied by the director and deputy directors requesting the change.

b. Recommendation. AFX-1 will approve or disapprove the proposed change, with or without modification. If approved to move forward with the organizational change, the requesting manager, OCR point of contact (POC), or division manager will coordinate with the Position Management Section (ABI-135) to prepare the OCR memo and package for AVS-1 approval.

3. Position Management Section (ABI-135). ABI-135 processes the OCR under the FAA's directives management system (refer to Order 1100.1) and coordinates changes to this order, as applicable.

4. Approval/Disapproval by the Executive Director (AFX-1).

a. Approval. AFX-1 approves the request for an organizational change by signing the "From" block of the OCR memorandum addressed to AVS-1 requesting approval/disapproval of the OCR.

b. Disapproval. If AFX-1 disapproves of the proposed organizational change, the Office of AFX-1 returns the package with an explanation of the action to the requesting director.

5. Approval/Disapproval by the Associate Administrator (AVS-1).

a. Approval. AVS-1 approves the request for an organizational change.

(1) AVS-1 signs the "Approved" signature block of the recommendation memorandum.

(2) ABI enters the signed approval memo and documents in the OCR tracking system for OCT review and establishes an effective date.

(3) ABI-135 processes the organizational change under the FAA's directives management system (refer to Order 1100.1) and coordinates changes to this order, as applicable.

b. Disapproval. If AVS-1 disapproves of the proposed organizational change, the package and an explanation of the action are returned to AFX-1.

c. Publication. After approval by AVS-1, the publication of a change to this order implements AVS-1's decision.

Chapter 4. Mission and Functions

1. Flight Standards Service (FS).

a. Mission.

(1) FS's mission is to provide the safest, most efficient aerospace system in the world by setting standards, providing certification, and conducting oversight of airmen, air operators, air agencies, and designees.

(2) FS promotes safe air transportation by setting the standards for certification and oversight of airmen, air operators, air agencies, and designees. We also promote the safety of flight of civil aircraft and air commerce by:

- Accomplishing certification, inspection, surveillance, investigation, and enforcement;
- Setting regulations and standards; and
- Managing the system for registration of civil aircraft and all airmen records.

b. Major Functions. Concerning the foregoing, FS:

(1) Develops, makes recommendations for, and issues regulations and minimum standards.

(2) Develops and recommends national policies for issuance by the Administrator.

(3) Develops and issues guidance, procedures, practices, and program plans consistent with national policies.

(4) Develops and recommends specific program goals and areas of emphasis to guide safety assurance program planning and performance.

(5) Evaluates the adequacy of existing regulations, policies, procedures, practices, and program performance in meeting broad FAA goals as well as specific program goals.

(6) Develops plans and technical guidance on behalf of AVS for the protection and use of civil aviation resources (except airports) in the event of a national emergency.

(7) Provides the substantive content of rules within its purview, as distinguished from the responsibility of AGC for the legal adequacy of the rules. In developing regulations and policy, FS collaborates closely with the Aircraft Certification Service (AIR) on certification basis, engineering standards interface, and continued operational safety determinations, and with AGC on legal sufficiency, statutory authority, and administrative procedure compliance, particularly in support of SMS, 14 CFR part 5, and emerging technology rulemaking.

(8) Develops maintenance standards for U.S.-registered aircraft, as distinguished from AIR's responsibility for the engineering standards and practices, and the manufacturing aspects applied to ensure the airworthiness of aircraft and aeronautical products.

(9) Advises and assists AVS-1 in providing support in the justification of budget estimates, administration of executive decisions, and development and maintenance of productive relationships with the public, the aviation community, and other government agencies.

(10) Provides for the development, coordination, and execution of the following and is accountable to AVS-1 for the adequacy of the FAA:

- Policies, standards, systems, and procedures;
- Public rules, regulations, and standards; and
- Program plans issued by, or on behalf of, the Administrator.

(11) Provides the effective evaluation of program performance and ensures the adequacy of follow up to secure correction of deficiencies.

(12) Ensures that all elements of FS participate constructively in the FAA Equal Employment Opportunity (EEO) Action Plan and EEO planning for the future.

(13) Provides leadership and direction in the planning, management, and control of office activities.

(14) Manages the Aviation Safety Inspector (ASI) Credentials Program.

(15) Recommends budget levels for the formulation of decision packages on national programs and recommends allocations of appropriated resources.

(16) Develops and recommends programs and practices to ensure the professional competency and development of employees.

(17) Determines the need for and recommends research and development (R&D) projects, establishing relative priority.

(18) Works closely with ATO regarding air shows and other sport aviation matters and facilitates the consideration of the concerns of the General Aviation (GA) community in air traffic rules and aviation safety regulatory actions.

(19) Develops national concepts, policies, standards, systems, procedures, oversight, and programs relating to operational and flight technical aspects of instrument flight and low visibility operations, along with the rulemaking process and flight inspection policy oversight. This includes the establishment of airspace, Instrument Flight Procedures (IFP), and flight data center (FDC) Notices to Airmen (NOTAM). This excludes associated air traffic control (ATC) policies or controller phraseology. FS also serves as the primary interface for industry on matters relating to instrument procedure design, documentation, and charting criteria. These functions are distinguished from the responsibilities of the ATO to establish flight inspection policy and implement agency policy, standards, and criteria for the design, documentation, and charting of IFPs.

(20) Develops policy, procedures, practices, and standardization related to operational and maintenance acceptability of new and modified manned and Unmanned Aircraft Systems (UAS). FS accomplishes this through Flight Operations Evaluation Boards (FOEB), Flight Standardization Boards (FSB), and Maintenance Review Boards (MRB).

(21) Provides safety determinations on a foreign Civil Aviation Authority's (CAA) ability to meet international aviation standards before the issuance of the Department of Transportation (DOT) economic authority to a foreign 14 CFR part 129 operator and continuously monitors the ability of foreign CAAs to comply with the International Aviation Safety Assessment (IASA) Program.

c. Special Delegations.

(1) Final authority is delegated to FS's AFX-1 to make, issue, amend, and terminate rules and regulations promulgated under Title 49 of the United States Code (49 U.S.C.) Subtitles III and VII relating to the following subject matters:

- (a) Applicable parts of 14 CFR within the purview of FS.
- (b) Standard Instrument Approach Procedures (SIAP).
- (c) Minimum en route altitudes.
- (d) Flight procedures policy, operational weather minimums, and minimum equipment requirements.

(2) Concerning the functions of Chapter 4, subparagraph 1b, final authority is delegated to AFX-1:

- (a) To grant or deny exemptions from rules and regulations;
- (b) To issue, amend, withdraw, or extend Notices of Proposed Rulemaking (NPRM);
- (c) To take final action on any petition for reconsideration of an amendment or a refusal to amend operations specifications (OpSpecs) and to take final action on any request for reconsideration of original issuance, amendment, or refusal to issue or amend an airman certificate, Air Carrier Certificate, or Air Agency Certificate; and
- (d) To grant or deny exemptions under 49 U.S.C. to foreign airmen who are directly in charge of inspection, maintenance, overhaul, or repair of aircraft, aircraft engines, propellers, appliances, or components.

Note: The authority of subparagraphs 1c (1) and (2) above may be redelegated.

2. FS Functional Offices.

a. Office of Air Carrier Safety Assurance (ACSA). ACSA is comprised of air carrier divisions that share responsibilities and balance the level of work identified below:

(1) Provides all certification and oversight activities for aviation entities conducting operations under, or integrally related to, 14 CFR parts 121, 121/135, and 125.

(2) Ensures consistency and standardization in the application of oversight activities, applies Risk-Based Decision Making (RBDM) for enhanced and focused utilization of certification and surveillance resources, and works across FS to ensure stakeholder and public needs are proactively and expeditiously met.

(3) Investigates accidents, incidents, and possible violations of 14 CFR and ensures compliance with operators' flight procedures, operating methods, airmen qualifications and proficiency, and aircraft maintenance conducted under, or integrally related to, 14 CFR parts 121, 121/135, and 125.

(4) The office comprises the following divisions:

- Air Carrier Division A (AFC-100).
- Air Carrier Division B (AFC-200).
- Air Carrier Division C (AFC-300).
- Air Carrier Division D (AFC-400).
- Air Carrier Division E (AFC-500).
- Air Carrier Division F (AFC-600).

b. Office of General Aviation Safety Assurance (GASA).

(1) The office comprises FSDOs, which are functionally aligned under divisions. These FSDOs are responsible for the certification, surveillance, and certificate management of all non-14 CFR part 121 and 125 air carriers, air operators, airmen, and air agencies. Division I incorporates specialty units to support GASA.

(2) The office is responsible for effectively utilizing RBDM processes to ensure consistent outcomes for internal and external stakeholders. These outcomes are rooted in Federal regulations, FAA policies, and organizational standards to attain the highest levels of aviation safety.

(3) The office also provides the following aviation safety functions:

- Oversight of 14 CFR part 91 operations,
- Airman education,
- Compliance and enforcement,
- Oversight of designee management, and
- Aircraft accident and incident investigation.

(4) The office comprises the following divisions:

- General Aviation Division A (AFG-100).
- General Aviation Division B (AFG-200).
- General Aviation Division C (AFG-300).

- General Aviation Division D (AFG-400).
- General Aviation Division E (AFG-500).
- General Aviation Division F (AFG-600).
- General Aviation Division G (AFG-700).
- General Aviation Division H (AFG-800).
- General Aviation Division I (AFG-900).

c. Office of Safety Standards (OSS).

(1) OSS focuses on establishing standards within FS's purview for operations, repair, and alteration of aircraft and operations, the use of designees or delegation, flight technologies, safety promotion, analytics, data governance, safety systems, and international operations. This office represents the safety policy component and shares in the representation of SRM and safety promotion components of FS SMS. These responsibilities are balanced across divisions through the distribution of workload, technical specialization, program ownership, and regional or operational alignment.

(2) The divisions of OSS focus on the following:

- (a) Air carrier and air taxi operations and the maintenance and alteration of aircraft.
- (b) International agreements and certification and oversight for foreign entities, and determining the operational suitability of aircraft.
- (c) Operating airmen, general flight operations, UAS, and flight technologies associated with air traffic management, airspace requirements, and IFPs.
- (d) Analytics; data governance; development, sustainment, and integration of safety data systems; and use of data/information to support RBDM.

(3) The office is responsible for the following:

- (a) Develops, implements, and tracks regulations, guidance, and directives.
- (b) Works collaboratively and interdependently with other FS offices, divisions, and internal and external stakeholders to identify and create awareness of trends impacting aviation safety.
- (c) Develops and implements SMS-related rulemaking and policy development efforts related to certificate holder (CH) SMS and related FAA oversight activities.

(4) The office comprises the following divisions:

- International Program Division (AFS-50).
- Aircraft Evaluation Division (AFS-100).
- Air Transportation Division (AFS-200).
- Aircraft Maintenance Division (AFS-300).

- Flight Technologies and Procedures Division (AFS-400).
- Emerging Technologies Division (AFS-700).
- General Aviation and Commercial Division (AFS-800).
- Safety Management, Analytics, and System Integration Division (AFS-900).

d. Office of Foundational Business (AFB).

(1) AFB ensures the effective execution of FS responsibilities by strengthening internal SMS and supporting our SSP obligations.

(2) The office is responsible for the following:

(a) Manages and directs all matters associated with the planning, programming, and implementation of the Aircraft Registration and Airmen Certification Programs.

(b) Represents the quality control and assurance arm of FS SMS responsible for the application of safety management and quality management within FS and for identifying risks that transcend individual regulated entities, straddle multiple sectors of the industry, and/or rise to the level at which they require national or governmental attention.

(c) Production and publication services for all FS inspector guidance, management of the release of public safety information, and occupational safety and health program administration.

(d) Designs, sustains, sources, and implements specialized leadership and technical training programs for:

- Newly hired and experienced AVS ASIs.
- AVS Flight Test Engineers.
- Other FAA aviation professionals.
- Department of Defense (DOD) personnel.
- Private industry experts.

Note: These courses are offered in-person, virtually, and through contract vendors to ensure mission-ready employees.

(3) The office comprises the following five divisions, which share responsibilities and balance the level of work between them:

- Mission Services Division (AFB-100).
- Strategic Planning and Financial Services Division (AFB-200).
- Safety Management Division (AFB-400).
- Workforce Development Division (AFB-500).
- Civil Aviation Registry Division (AFB-700).

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order FS 1100.1J, Flight Standards Service Organizational Handbook

To: Directive Management Officer, AFB-120 Directives Mailbox
(9-AWA-AFB-120-Directives@faa.gov)

(Please mark all appropriate line items)

An error (procedural or typographical) has been noted in paragraph _____ on page _____ .

Recommend paragraph _____ on page _____ be changed as follows:
(attached separate sheet if necessary)

In a future change to this order, please include coverage on the following subject:
(briefly describe what you want added)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____