

**Element Performance Inspection (EPI) Data Collection Tool
1.1.1 Aircraft Airworthiness (AW)**

ELEMENT SUMMARY INFORMATION

Purpose of This Element (Certificate Holder's responsibility):

- To ensure each aircraft released to service is in airworthy condition and meets the applicable airworthiness requirements of 14 CFR, including those related to identification and equipment.

Objective (FAA oversight responsibility):

- To determine if the Certificate Holder follows its procedures, controls, process measurements and interfaces for the Aircraft Airworthiness process.
- To determine if there were any changes in the personnel identified by the Certificate Holder as having responsibility and/or authority for the Aircraft Airworthiness process.

Specific Instructions:

- To accomplish this EPI, the inspector must inspect the Certificate Holder's aircraft, powerplants, and appliances during in service operation. Further, the inspector will observe overhaul, "heavy maintenance," intermediate level maintenance, periodic service and maintenance, preventive maintenance, and repair/alteration activities. The purpose of the inspection and observation is to determine the airworthiness condition (visual inspection, safe for flight) and airworthiness status include installed powerplants, and appliances at various maintenance and operational locations, to discern the airworthiness condition and status of the Certificate Holder's aircraft.

Related EPI(s):

- 1.1.2 Appropriate Operational Equipment (AW)
- 1.3.3 Maintenance Facility / Main Maintenance Base (AW)
- 5.1.1 Line Stations (AW)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirement(s) (SRRs):

- SRRs:
 - 119.43(b)
 - 119.43(b)(1)
 - 119.43(b)(2)
 - 119.43(c)

119.9(b)
121.135(a)(1)
121.135(b)(1)
121.135(b)(2)
121.135(b)(20)
121.135(b)(3)
121.137(a)
121.141(a)
121.141(b)
121.141(b)(1)
121.141(b)(2)
121.153(a)(1)
121.153(a)(2)
121.211(b)
121.221(f)(5)
121.285
121.289(a)(1)
121.289(a)(2)
121.303(b)
121.303(c)
121.305(b)
121.305(c)
121.305(e)
121.305(f)
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121.309(d)(1)(i)
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121.310(d)(1)(i)
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121.310(d)(1)(iii)
121.310(d)(3)
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121.310(g)
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121.310(h)(1)
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121.310(h)(1)(ii)
121.310(k)(2)
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121.311(a)(2)
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121.318(a)

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121.323(a)
121.323(b)
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121.325(a)
121.333(a)
121.337(a)
121.337(b)
121.337(b)(2)
121.337(b)(9)(i)
121.337(b)(9)(ii)
121.337(b)(9)(iii)
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121.343(b)
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121.343(f)
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121.345(c)(1)(i)
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121.347(a)(1)
121.347(a)(2)
121.347(a)(3)
121.347(b)
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121.356(c)(1)(i)
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121.359(c)(2)(ii)
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121.380(a)(2)(vii)
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121.585(d)(9)
121.589(c)

121.589(f)
21.183(c)
21.183(d)(1)
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25.1301(a)
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25.1303(a)(1)
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25.1557(b)(2)
25.1557(b)(3)
25.1581(b)
25.1583(b)(3)
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25.561(b)(3)(iii)
25.561(b)(3)(iv)
25.561(b)(3)(v)
25.561(c)
25.581(b)(1)
25.581(c)(2)
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25.803(a)
25.807(g)(3)
25.807(g)(4)
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25.807(j)
25.809(a)
25.811(d)(1)
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25.812(f)(2)
25.813(c)(3)
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25.817
25.819(a)
25.819(c)
25.819(g)(3)
25.831(e)
25.841(a)
25.853(a)
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25.853(d)(1)
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25.855(b)
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25.855(g)
25.869(a)(3)(i)
25.869(a)(3)(ii)
25.963(e)(1)
25.963(e)(2)
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45.11(a)
45.11(b)
45.11(d)
45.13(b)
91.171(a)(1)
91.171(a)(2)
91.219(a)
91.413(a)
91.609(a)
91.853
91.9(a)

Related CFR(s) & FAA Policy/Guidance:

- Related CFRs:
119.49(b)(4)
121.135(b)(20)
121.211(e)
121.215(e)
121.217
121.219
121.221(a)(1)

121.221(a)(2)
121.221(a)(3)
121.221(a)(4)
121.221(b)(1)
121.221(b)(2)
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121.305(k)(4)
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121.307(h)
121.310(c)(1)
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121.310(e)(1)
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121.310(f)(1)
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121.310(f)(5)
121.310(f)(6)
121.310(h)(2)(i)
121.310(h)(2)(ii)
121.310(j)
121.310(k)(1)
121.310(m)
121.317(c)
121.318(b)
121.318(c)
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121.325(c)
121.339(a)(1)
121.339(a)(2)

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121.344a(c)
121.353(a)
121.353(b)
121.353(c)
121.360(d)
121.369(b)
121.571(a)(3)
121.578(b)(1)
121.578(b)(2)
121.628(a)(1)
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25.1439(a)
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25.1445(a)(1)
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25.831(b)(2)
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25.832(c)(2)
25.853(d)(2)
25.853(d)(4)
25.855(c)
25.855(h)(1)

25.855(h)(2)
25.855(h)(3)(i)
25.857(e)(4)
25.857(e)(5)
43.13(a)
43.13(b)
91.705(a)(1)

- FAA Policy/Guidance:
8300.10, Volume 2, Chapter 37
8300.10, Volume 2, Chapter 74
8300.10, Volume 2, Chapter 64
8400.10, Volume 3, Chapter 15
AC 20–131A
AC 25–7A
AC 25–10
AC 25–15
AC 120–28D
AC 120–77
AC 120–73
AC 120–27C
AC 25–1329–1A
AD 90–25–03
AD 92–22–08 R1
AD 94–18–02
FSAW 94–32A
HBAT 99–08

EPI SECTION 1 – PERFORMANCE OBSERVABLES	
Objective: (FAA oversight responsibility): To determine if the Certificate Holder follows its procedures, controls, process measures and interfaces for the Aircraft Airworthiness.	
Tasks	
To meet this objective, the inspector must accomplish the following tasks:	
1	Review the information listed in the Supplemental Information section of this data collection tool.
2	Review the policies, procedures, instructions and information for the Aircraft Airworthiness process contained in the Certificate Holder's manual.
3	Review the associated SAI for this element with emphasis on the controls, process measurements and interface attribute sections.
4	Observe the Aircraft Airworthiness process to gain an understanding of the procedures, instructions and information contained in the Certificate Holder's manual.
5	Discuss the Aircraft Airworthiness process with the personnel (other than management) who perform the duties and responsibilities required by the process.
Questions	
To meet this objective, the inspector must answer the following questions:	
1. Were the following Performance Measures met:	
1.1 Did the Certificate Holder's aircraft meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations? <i>Related Performance JTI's:</i> 1. Check, at the aircraft, that it is has the proper registration certificate. <i>Sources:</i> 121.367; 121.153(a)(1) 2. Check, at the aircraft, that there was a placard or marking stating any limitations on contents, including weight in each baggage and cargo compartment, and each ballast location in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(a) 3. Check, at the aircraft, that there was a placard or marking with the word "fuel" at each fuel filler openings, at or near the filler cover, in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(i) 4. Check, at the reciprocating engine powered aircraft, that there was a placard or marking containing the minimum fuel grade, at or near the filler cover in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(ii) 5. Check, at the turbine engine powered aircraft, that there was a placard or marking containing the permissible fuel designations, at or near the filler cover in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(iii) 6. Check, at the aircraft with a pressure fueling system, that there was a placard or marking containing the maximum permissible fueling supply pressure and the maximum permissible defueling	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

- pressure in accordance with the Certificate Holder's design.
Sources: 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(iv)
7. Check, at the aircraft, that there was a marking or placard containing the word "oil" at or near the oil filler cover in accordance with the Certificate Holder's design.
Sources: 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(2)
 8. Check, at the aircraft, that there was a marking or placard identifying the required fluid at or near augmentation fluid filler openings in accordance with the Certificate Holder's design.
Sources: 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(3)
 9. Check, at the turbine engine powered, transport category aircraft, that all fuel tank covers located in an area where experience or analysis indicates a strike was likely are impact resistant.
Sources: 121.316; 121.367; 25.963(e)(1)
 10. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage, has the means of opening that exit from the outside marked on the outside of the airplane.
Sources: 121.367; 121.310(g)
 11. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there was a 2-inch colored band, readily distinguishable from the surrounding fuselage area by contrast in color, outlining each passenger emergency exit on the side of the fuselage.
Sources: 121.367; 121.310(g)
 12. Check, at the aircraft, that each passenger emergency exit that is not on the side of the fuselage has the external means of opening and applicable instructions marked conspicuously in red or, if red was inconspicuous against the background color, in bright chrome yellow.
Sources: 121.367; 121.310(g)(3)
 13. Check, at the all cargo aircraft with a class E cargo compartment, that required crew emergency exits are accessible under all cargo loading conditions in accordance with the Certificate Holder's design.
Sources: 121.367; 121.221(f)(5)
 14. Check, at the aircraft with a passenger seating configuration of 10 to 19 seats, that there was at least one Type III or larger exit in each side of the fuselage.
Sources: 121.367; 25.807(g)(3)
 15. Check, at the aircraft with a passenger seating configuration of 20 to 40 seats, that there was at least two exits, one of which must be a Type II or larger exit, in each side of the fuselage.
Sources: 121.367; 25.807(g)(4)
 16. Check, at the aircraft with a passenger seating configuration of 41 to 110 seats, that there was at least two exits, one of which must be a Type I or larger exit, in each side of the fuselage.
Sources: 121.367; 25.807(g)(5)

17. Check, at the aircraft with a passenger seating configuration of more than 110 seats, that there was at least two Type I or larger exits in each side of the fuselage.
Sources: 121.367; 25.807(g)(6)
18. Check, at the aircraft with all type III exits, that combined maximum number of passenger seats was not more than 70.
Sources: 121.367; 25.807(g)(7)
19. Check, at the aircraft with two type III exits in each side of the fuselage that are separated by fewer than three passenger seat rows, that combined maximum number of passenger seats was not more than 65.
Sources: 121.367; 25.807(g)(7)
20. Check, at the aircraft, that there was a means to lock and safeguard each external door against opening in flight.
Sources: 121.367; 25.783(b)
21. Check, at the aircraft with inward opening doors, that there was a means to prevent occupants from crowding against the door to an extent that would interfere with the opening of the door.
Sources: 121.367; 25.783(b)
22. Check, at the aircraft with external doors including passenger, crew, service, and cargo doors, for which the initial opening movement was not inward, that there was a provision for direct visual inspection of the locking mechanism to determine they are fully closed and locked.
Sources: 121.367; 25.783(e)
23. Check, at the aircraft, that external doors have provisions to prevent the initiation of pressurization of the airplane to an unsafe level if the door was not fully closed and locked.
Sources: 121.367; 25.783(f)
24. Check, at the aircraft electrical/electronics compartments, that each item of installed equipment was labeled as to its identification, function, or operating limitations, or any applicable combination of these factors.
Sources: 121.135(b)(16); 121.367; 25.1301(b)
25. Check, at the aircraft electrical/electronics compartments, that cables are grouped, routed, and spaced so that damage to essential circuits will be minimized if there are faults in heavy current-carrying cables.
Sources: 121.135(b)(16); 121.367; 25.1353(b)
26. Check, at the aircraft electrical/electronics compartments, that main power cables (including generator cables) in the fuselage are isolated from flammable fluid lines or are shrouded by means of electrically insulated, flexible conduit, or equivalent, which was in addition to the normal cable insulation.
Sources: 121.135(b)(16); 121.367; 25.869(a)(3)(i); 25.869(a)(3)(ii)
27. Check, at the aircraft, that there was a means for indicating the adequacy of the power being supplied to required flight instruments.
Sources: 121.367; 121.313(d)

28. Check, at the aircraft, if the proper registration certificate is not on board, a FAA form 8050-1, Application for Certificate of Registration has been completed.
Sources: 121.367; 121.153(a)(1)
29. Check, at the passenger or combination cargo/passenger (combi) airplane, that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats, that it was equipped with an approved traffic alert and collision avoidance system.
Sources: 121.367; 121.356(b)
30. Check, at the aircraft that has TCAS II installed, that the TCAS II meets TSO C-119b, (version 7.0) or later version.
Sources: 121.367; 121.356(d)
31. Check, at the transport category airplane (except c-46 type airplanes), that it was equipped with approved airborne weather radar.
Sources: 121.367; 121.357(a)
32. Check, the nontransport category airplane, certificated after December 31, 1964, that it was equipped with approved airborne weather radar.
Sources: 121.367; 121.357(a)
33. Check, at the turbine-engine powered airplane, manufactured after January 2, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(a)
34. Check, at the A-300-600 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(i)
35. Check, at the A-310 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(ii)
36. Check, at the A-320 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(iii)
37. Check, at the B-737-300, 400, or 500 series airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(iv)

38. Check, at the B-747-400 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(v)
39. Check, at the B-757 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(vi)
40. Check, at the B-767 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(vii)
41. Check, at the F-100 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(viii)
42. Check, at the MD-11 airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(ix)
43. Check, at the MD-80 series airplane, manufactured before January 3, 1991, that it was equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(1)(x)
44. Check, at the turbine-engine powered airplane, manufactured before January 3, 1991, that it was equipped with an approved airborne windshear warning system, an approved airborne windshear detection and avoidance system, or an approved combination of these systems.
Sources: 121.367; 121.358(b)(2)
45. Check, at the turbine-engine powered airplane, that it was equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92.
Sources: 121.367; 121.360(a)
46. Check, at the turbine-powered airplane, that it was equipped with a ground proximity warning/glide slope deviation alerting system that meets the performance and environmental standards contained in TSO-C92a or TSO-C92b or incorporates

- TSO–approved ground proximity warning–glide slope deviation alerting equipment.
Sources: 121.367; 121.360(e)
47. Check, at the turbojet–powered engine powered airplane, that it was equipped with an approved altitude alerting system or device.
Sources: 121.367; 91.219(a)
48. Check, at the turbine engine powered airplane, manufactured after March 29, 2002, that it was equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)–C151 and an approved terrain situational awareness display.
Sources: 121.367; 121.354(a)
49. Check, at the aircraft, that it was equipped with a takeoff warning system that provides to the pilots an aural warning that was automatically activated during the initial portion of the takeoff roll if the wing flaps or leading edge devices are not within the approved range of takeoff positions.
Sources: 121.367; 25.703(a)(1)
50. Check, at the aircraft, that it was equipped with a takeoff warning system that provides to the pilots an aural warning that was automatically activated during the initial portion of the takeoff roll if the wing spoilers (except lateral control spoilers meeting the requirements of Sec. 25.671), speed brakes, or longitudinal trim devices are in a position that would not allow a safe takeoff.
Sources: 121.367; 25.703(a)(2)
51. Check, at the nontransport category airplane manufactured after December 20, 1999, that a takeoff warning system was installed that provides to the pilots an aural warning that was automatically activated during the initial portion of the takeoff roll if the wing flaps or leading edge devices are not within the approved range of takeoff positions.
Sources: 121.367; 121.293; 25.703(a)(1)
52. Check, at the aircraft with an established approach wing–flap position, that the airplane has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual and the landing gear was not fully extended and locked.
Sources: 121.367; 121.289(a)(1)
53. Check, at the aircraft that it was operated with an established approach wing–flap position, that it has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the position at which landing gear extension was normally performed and the landing gear was not fully extended and locked.
Sources: 121.367; 121.289(a)(2)
54. Check, at the aircraft that it was operated in airspace designated as Minimum Navigation Performance Specifications (MNPS) airspace, that it has approved navigation performance capability that complies with the requirements of appendix C of 14 CFR part

91.
Sources: 121.367; 91.705(a)(1)
55. Check, at the aircraft, that it was operated in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two independent inertial navigation systems (INS), that the navigation system was installed and operational.
Sources: 121.367; B.036Class II Navigation
56. Check, at the aircraft, that it was operated in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two flight management system/navigation sensor combinations (or equivalent) that the navigation system was installed and operational.
Sources: 121.367; B.036Class II Navigation
57. Check, at the aircraft, that it was operated in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using two independent approved GPS navigation systems acceptable for primary means of Class II navigation in oceanic and remote areas, that the navigation system was installed and operational.
Sources: 121.367; B.036Class II Navigation
58. Check, at the aircraft, that it was operated in airspace designated as Required Navigation Performance 10 (RNP-10) airspace using inertial navigation systems that use a mixed position solution (e.g., triple mix) that the navigation system was installed and operational.
Sources: 121.367; B.036Class II Navigation
59. Check, at the aircraft, that the cockpit seat cushions meet the applicable flammability requirements under which the airplane was type certificated.
Sources: 121.367; 121.312(d)
60. Check, at the aircraft that the proximity of passenger emergency exits to the flightcrew area does not offer a convenient and readily accessible means of evacuation of the flightcrew, that exits of sufficient size, are located in the flightcrew area so as to permit rapid evacuation by the crew.
Sources: 121.367; 25.807(j)
61. Check, at the aircraft having a passenger seating capacity greater than 20, that exit of sufficient size, are located in the flightcrew area so as to permit rapid evacuation by the crew.
Sources: 121.367; 25.807(j)
62. Check, at the aircraft, that a movable door on each side of the fuselage or top hatch in the external walls of the fuselage was provided allowing unobstructed opening to the outside for flightcrew emergency exit.
Sources: 121.367; 25.807(j); 25.809(a)
63. Check, at the aircraft, that a seat was available on the flight deck for occupancy by the Administrator while conducting en route inspections.
Sources: 121.135(a)(1); 121.581(a)
64. Check, at the aircraft, that it carries an appropriate current airworthiness certificate.
Sources: 121.367; 121.153(a)(1)

65. Check, at the aircraft, that specified markings and placards are displayed in conspicuous places that may not be easily erased, disfigured, or obscured.
Sources: 121.367; 25.1541(a)(1); 25.1541(b)(2); 25.1541(b)(1)
66. Check, at the aircraft, that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that each compartment used by the crew or passengers was at least flash resistant.
Sources: 121.215(a); 121.215(b); 121.211(b); 121.367
67. Check, at the aircraft, that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946 that the wall and ceiling linings and the covering of upholstery, floors, and furnishings of each compartment used by the crew or passengers was flame resistant.
Sources: 121.215(c); 121.211(b); 121.367
68. Check, at a transport category airplane with passenger seating capacity of 20 or more manufactured after August 19, 1988, that all interior materials in each compartment used by the crewmembers and passengers, has met the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.
Sources: 121.312(a)(1)(i); 121.367; 25.853(d)
69. Check, at a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1988, with passenger seating capacity of 20 or more, that all interior materials in each compartment used by the crewmembers and passengers, has met the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.
Sources: 121.312(a)(1)(i); 121.367; 25.853(d)
70. Check, at a transport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more, that all interior materials in each compartment used by the crewmembers and passengers has met the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.
Sources: 121.312(a)(1)(ii); 121.367; 25.853(d)
71. Check, at a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more that all interior materials in each compartment used by the crewmembers and passengers has met the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.
Sources: 121.312(a)(1)(ii); 121.367; 25.853(d)
72. Check, at a transport category airplane for which application for type certificate was filed prior to May 1, 1972, that, if there was a substantially complete replacement of the cabin interior on or after May 1, 1972, that all interior materials in each compartment continues to comply with the provisions of Sec. 25.853.
Sources: 121.312(a)(2)(i); 121.367
73. Check, at a nontransport category airplane for which application for type certificate was filed prior to May 1, 1972, that, if there was a

- substantially complete replacement of the cabin interior on or after May 1, 1972, that all interior materials in each compartment continues to comply with the provisions of Sec. 25.853.
Sources: 121.312(a)(2)(i); 121.367
74. Check, at a transport category airplane for which the application for type certificate was filed on or after May 1, 1972 that, if there was a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment continues to comply with the material requirements under which the airplane was type certificated, regardless of passenger capacity.
Sources: 121.312(a)(2)(ii); 121.367
75. Check, at a nontransport category airplane for which the application for type certificate was filed on or after May 1, 1972, that, if there was a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment continues to comply with the material requirements under which the airplane was type certificated, regardless of passenger capacity.
Sources: 121.312(a)(2)(ii); 121.367
76. Check, at a transport category airplane, type certificated after January 1, 1958 with a seating capacity of 20 or more, that, if there was a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment continues to comply with the heat release rate testing provisions of Sec. 25.853(d).
Sources: 121.312(a)(3)(i); 121.367
77. Check, at a nontransport category airplane, type certificated after January 1, 1958 with a seating capacity of 20 or more that, if there was a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment continues to comply with the heat release rate testing provisions of Sec. 25.853(d).
Sources: 121.312(a)(3)(i); 121.367
78. Check, at a transport category airplane type certificated before January 1, 1965, with a seating capacity of 20 or more that, if there was a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment continues to comply with the heat release rate and smoke testing provisions of Sec. 25.853(d).
Sources: 121.312(a)(3)(ii); 121.367; 25.853(d)
79. Check, at a nontransport category airplane type certificated before January 1, 1965, with a seating capacity of 20 or more, that, if there was a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment continues to comply with the heat release rate and smoke testing provisions of Sec. 25.853(d).
Sources: 121.312(a)(3)(ii); 121.367; 25.853(d)

80. Check, at a transport category airplane type certificated after January 1, 1958, that seat cushions, except those on flight crewmember seats, in each compartment occupied by crew or passengers, continues to meet the test requirements of part II of FAR 25, Appendix F or other equivalent methods.
Sources: 121.312(b)(1); 121.367; 25.853(c)
81. Check at the aircraft that, printed cards supplementing the oral briefing pertinent only to that type and model airplane, are in convenient locations for each passengers use, containing diagrams of, and methods of operating, the emergency exits.
Sources: 121.135(b)(10); 121.571(b)(1); 121.571(b)(2)
82. Check at the aircraft that, printed cards supplementing the oral briefing pertinent only to that type and model airplane, are in convenient locations for each passengers use, containing instructions necessary for use of emergency equipment.
Sources: 121.135(b)(10); 121.571(b)(1); 121.571(b)(2)
83. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given to locate the emergency exit, are presented.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(1)
84. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given, to recognize the emergency exit opening mechanism at each exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(2)
85. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given, to comprehend the instructions for operating the emergency exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(3)
86. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given, to operate the emergency exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(4)
87. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given, to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(5)
88. Check at the aircraft that, in the event of an emergency, information cards at each exit seat includes information in the language in which the crew briefings and oral commands are given, to follow oral directions and hand signals given by a crewmember.
Sources: 121.135(a)(1); 121.585(d)(6); 121.571(b)

89. Check at the aircraft that, information cards are made available which include information, in the event of an emergency, to stow or secure the emergency exit door so that it will not impede use of the exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(7)
90. Check at the aircraft that, information cards are made available which include information, in the event of an emergency, to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(8)
91. Check at the aircraft that, information cards are made available which include information, in the event of an emergency, to pass expeditiously through the emergency exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(9)
92. Check at the aircraft that, information cards are made available which include information, in the event of an emergency, for passengers to assess, select, and follow a safe path away from the emergency exit.
Sources: 121.135(a)(1); 121.571(b); 121.585(d)(10)
93. Check at the aircraft that, there was a sign or placard installed in each lavatory that reads: "Federal law provides for a penalty of up to \$2,000 for tampering with the smoke detector installed in this lavatory".
Sources: 121.367; 121.317(e)
94. Check at the aircraft that, all floor surface areas, which are likely to become wet in service, have slip resistant properties.
Sources: 121.367; 25.793
95. Check at the aircraft that, was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that each compartment where smoking was to be allowed it was equipped with self-contained ash trays that are completely removable.
Sources: 121.215(d); 121.211(b); 121.367
96. Check at the aircraft that, lavatories have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served.
Sources: 121.367; 25.853(g)
97. Check at the aircraft that, was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that each receptacle used for towels, papers, and waste was of fire-resistant material.
Sources: 121.215(e); 121.211(b); 121.367
98. Check at the aircraft that, was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that each receptacle used for towels, papers, and waste has a cover or other means of containing possible fires started in the receptacles.
Sources: 121.215(e); 121.211(b); 121.367

99. Check at the aircraft that, a placard was located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., was prohibited.
Sources: 121.367; 25.791(c)
100. Check at the aircraft that, there was a door between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission.
Sources: 121.367; 121.313(f)
101. Check at the aircraft that was equipped with a crew rest area having separate entries from the flightdeck and the passenger compartment that there was a door between the crew rest area and the passenger compartment, with a locking means to prevent passengers from opening it without the pilot's permission.
Sources: 121.367; 121.313(f)
102. Check at the aircraft that, the flight deck door will resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle.
Sources: 121.367; 121.313(j)(1); 25.795(a)(1)
103. Check at the aircraft that, the flight deck door will resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice Standard (NIJ) 0101.04.
Sources: 121.367; 121.313(j)(1); 25.795(a)(2)
104. Check at the aircraft, with a lockable door installed between the pilot compartment and the passenger compartment, and a maximum passenger seating configuration of more than 20 seats, that the emergency exit configuration was designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them.
Sources: 121.367; 25.772(a)
105. Check at the aircraft, that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that where internal doors are equipped with louvers or other ventilating means, there was a means, convenient to the crew, for closing the flow of air through the door when necessary.
Sources: 121.217; 121.211(b); 121.367
106. Check at the aircraft, that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, that there was suitable ventilation in each passenger or crew compartment.
Sources: 121.219; 121.211(b); 121.367
107. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that was not installed in a position that restricts access to or use of any required emergency exit, or of the aisle in the passenger compartment.
Sources: 121.367; 121.285(b)(5)

108. Check at the aircraft, that a cargo stowage compartment was placarded for its maximum weight and providing proper restraint for all baggage or cargo stowed within, and in a manner that does not hinder the possible use of any emergency equipment was provided for each article of baggage to be stowed.
Sources: 121.367; 121.589(c)(1)
109. Check, at the aircraft, (if required by procedures) for a current and approved Flight Manual for that type of aircraft being operated.
Sources: 121.135(b)(1); 121.141(a)
110. Check at the aircraft, that each passenger seat, under which baggage was to be stowed, was fitted with a means to prevent articles of baggage stowed under it from sliding forward.
Sources: 121.367; 121.589(f)
111. Check at the aircraft, that each aisle seat was fitted with a means to prevent articles of baggage stowed under it from sliding sideward into the aisle.
Sources: 121.367; 121.589(f)
112. Check, at the Technical Publications Library for a current and approved Flight Manual for each type of aircraft being operated.
Sources: 121.135(b)(1); 121.141(a)
113. Check that the Certificate Holder has a current, approved flight manual for that aircraft in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.141(b)
114. Check that the Certificate Holder who has prepared a manual that contains the information required from the applicable flight manual, that this information is clearly identified as flight manual requirements in accordance with the Certificate Holder's design.
Sources: 121.133(a); 121.135(a)(1); 121.141(b)
115. Check that the Certificate Holder's approved Minimum Equipment list is specific for that airplane.
Sources: 121.135(a)(1); 121.628(a)(1)
116. Check at an aircraft that each crew and passenger area has an emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the airplane being on fire.
Sources: 121.367; 25.803(a)
117. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that there was at least two emergency evacuation routes, one at each end of each lower deck service compartment or two having sufficient separation within each compartment, which could be used by each occupant of the lower deck service compartment and to rapidly evacuate to the main deck under normal and emergency lighting conditions.
Sources: 121.367; 25.819(a)
118. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that there are at least two emergency evacuation routes that provide for the evacuation of incapacitated

- persons, with assistance.
Sources: 121.367; 25.819(a)
119. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that there are at least two emergency evacuation routes that are not dependent on any powered device.
Sources: 121.367; 25.819(a)
120. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that in the event the airplane's main power system or compartment main lighting system should fail, emergency illumination for each lower deck service compartment was automatically provided.
Sources: 121.367; 25.819(a)
121. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that there was an aural emergency alarm system, audible during normal and emergency conditions, to enable crewmembers on the flight deck and at each required floor level emergency exit to alert occupants of each lower deck service compartment of an emergency situation.
Sources: 121.367; 25.819(c)
122. Check that the Certificate Holder's MEL actually reflects the aircraft being operated.
Sources: 8300.10, Vol.2, Chapter 37, Section 1, Paragraph 7A
123. Check that the Certificate Holder's approved Weight and Balance manual was appropriate for the make model and series of the aircraft concerned.
Sources: 8300.10 Vol. 2, Chapter 74, Section 1 Paragraph 5B
124. Check, at the technical publications library, that the Certificate Holders manual, who was required by 14 CFR Part 121.391 to provide flight attendants, contains descriptions or diagrams, specific to each type/model of aircraft for Flight Attendants to perform their duties and responsibilities with a high degree of safety.
Sources: 8400.10 volume 3 Chapter 15 Section 6 Figure 3.15.6.1
125. Check at the aircraft, that when oxygen is supplied to both crew and passengers, the distribution system is designed for either a source of supply for the flight crew on duty and a separate source for the passengers and other crewmembers; or a common source of supply with means to separately reserve the minimum supply required by the flight crew on duty.
Sources: 121.367; 25.1445(a)(1); 25.1445(a)(2)
126. Check at the aircraft,, if oxygen dispensing units are installed, there was an individual dispensing unit for each occupant for whom supplemental oxygen is to be supplied, designed to cover the nose and mouth and was equipped with a suitable means to retain the unit in position on the face.
Sources: 121.367; 25.1447(a)
- 127.

- Check at an aircraft, that operates up to and including 25,000 feet, that an oxygen supply terminal and unit of oxygen dispensing equipment for the immediate use of oxygen by each crewmember was within easy reach of that crewmember.
Sources: 121.367; 25.1447(b)
128. Check at an aircraft that operates above 25,000 feet that there is an oxygen–dispensing unit connected to oxygen supply terminals immediately available to each occupant, wherever seated.
Sources: 121.367; 25.1447(c)(1)
129. Check at an aircraft that operates above 25,000 feet, that there was at least two oxygen dispensing units connected to oxygen terminals in each lavatory.
Sources: 121.367; 25.1447(c)(1)
130. Check at an aircraft that operates above 25,000 feet, that the total number of dispensing units and outlets in the cabin exceeds the number of seats by at least 10 percent and the extra units are as uniformly distributed throughout the cabin as practicable.
Sources: 121.367; 25.1447(c)(1)
131. Check at an aircraft that operates above 25,000 feet, that the total number of dispensing units and outlets in the cabin exceeds the number of seats by at least 10 percent and the extra units are as uniformly distributed throughout the cabin as practicable.
Sources: 121.367; 25.1447(c)(1)
132. Check at an aircraft that operates above 30,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the crew is provided with a manual means of making the dispensing units immediately available in the event of failure of the automatic system.
Sources: 121.367; 25.1447(c)(1)
133. Check at the aircraft, that there is a means to allow the crew to determine whether oxygen is being delivered to the dispensing equipment.
Sources: 121.367; 25.1449
134. Check at the aircraft, that oxygen pressure tanks, and lines between tanks and the shutoff means, are protected from unsafe temperatures; and located where the probability and hazards of rupture in a crash landing are minimized.
Sources: 121.367; 25.1453(a); 25.1453(b)
135. Check at the aircraft, that each projecting object that would injure persons seated or moving about the airplane in normal flight must be padded.
Sources: 121.367; 25.785(k)
136. Check at an aircraft that operates on a flight on which smoking is prohibited that there is at least one placard so stating that is legible to each person seated in the cabin.
Sources: 121.367; 25.791(a)
137. Check at an aircraft that operates on a flight on which smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, that there was at least one sign, operable

- by a member of the flightcrew, legible under all probable conditions of cabin illumination to each person seated in the cabin, notifying when smoking is prohibited.
Sources: 121.367; 25.791(a)
138. Check at the aircraft, that there is a placard, located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials, to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited.
Sources: 121.367; 25.791(c)
139. Check at the aircraft, that lavatories have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door.
Sources: 121.367; 25.791(d)
140. Check at an aircraft that operates with a maximum passenger–seating configuration of more than 20 seats, that the emergency exit configuration was designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them.
Sources: 121.367; 25.772(a)
141. Check at the aircraft, that a means is provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.
Sources: 121.367; 25.772(b)
142. Check at the aircraft, that there is an emergency means to enable a flight attendant to enter the pilot compartment in the event that the flightcrew becomes incapacitated.
Sources: 121.367; 25.772(c)
143. Check at the aircraft, that each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors.
Sources: 121.367; 25.1301(b)
144. Check at the aircraft, that each baggage and cargo compartment, except underseat compartments designed for the storage of carry–on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.
Sources: 121.367; 25.1557(a)
145. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the airplane is equipped with exterior lighting that is operable manually from a point in the passenger compartment that is readily accessible to a normal flight attendant seat.
Sources: 121.367; 121.310(h)(1)(i); 25.812(f)(1)
146. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, the aircraft is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed.
Sources: 121.367; 121.310(h)(1)(i); 25.812(f)(2)

147. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the aircraft is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle (measured normal to the direction of the incident light) on a 2-square-foot area where an evacuee is likely to make his first step outside the cabin.
Sources: 121.367; 121.310(h)(1)(i); 25.812(g)(1)(i)
148. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the aircraft is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.05 foot-candle (measured normal to the direction of incident light) along the 30 percent of the slip-resistant portion of the escape route required in ^a5.810(c) that is farthest from the exit for the minimum required width of the escape route.
Sources: 121.367; 121.310(h)(1)(i); 25.812(g)(1)(ii)
149. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle on the ground surface with the landing gear extended (measured normal to the direction of the incident light) where an evacuee using the established escape route would normally make first contact with the ground.
Sources: 121.367; 121.310(h)(1)(i); 25.812(g)(1)(iii)
150. Check at a transport category aircraft, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is designed so that no unused, unstowed microphone will render the system inoperative.
Sources: 121.367; 121.318(b); 121.318(g); 25.1423(d)
151. Check at the aircraft, that the airplane contains the specified markings and placards.
Sources: 121.367; 25.1541(a)(1)
152. Check at the aircraft, that each marking and placard may not be easily erased, disfigured, or obscured.
Sources: 121.367; 25.1541(b)(2)
153. Check at the aircraft, that each baggage and cargo compartment, except underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.
Sources: 121.367; 25.1557(a)
154. Check at the aircraft, that where internal doors are equipped with louvers or other ventilating means, there must be a means convenient to the crew for closing the flow of air through the door when necessary.

- Sources:* 121.367
155. Check at the aircraft, that each passenger or crew compartment is suitably ventilated. Carbon monoxide concentration may not be more than one part in 20,000 parts of air, and fuel fumes may not be present.
Sources: 121.367
156. Check at an aircraft, with a passenger capacity of 20 or more, that each compartment occupied by the crew or passengers, interior ceiling and wall panels, other than lighting lenses and windows meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.
Sources: 121.367; 25.853(d)(1)
157. Check at the aircraft, that if smoking is to be allowed in any other compartment occupied by the crew or passengers, an adequate number of self-contained, removable ashtrays are provided for all seated occupants.
Sources: 121.367; 25.853(f)
158. Check at the aircraft, that lavatories have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served.
Sources: 121.367; 25.853(g)
159. Check at the aircraft, that each receptacle used for the disposal of flammable waste material was fully enclosed, constructed of at least fire resistant materials, and will contain fires likely to occur in it under normal use.
Sources: 121.367; 121.215(e)
160. Check at the aircraft, that for each cargo and baggage compartment not occupied by crew or passengers, no compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that they cannot be damaged by the movement of cargo in the compartment.
Sources: 121.367; 121.221(a)(1)
161. Check at the aircraft, that for each cargo and baggage compartment not occupied by crew or passengers, no compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard.
Sources: 121.367; 121.221(a)(1)
162. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, there was a means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment.
Sources: 121.367; 121.221(a)(2)
- 163.

- Check at the aircraft, that for each cargo and baggage compartment not occupied by crew or passengers, sources of heat within the compartment are shielded and insulated to prevent igniting the cargo or baggage.
Sources: 121.367; 25.855(g)
164. Check at the aircraft, that each emergency exit, including a flight crew emergency exit, is a movable door or hatch in the external walls of the fuselage, allowing unobstructed opening to the outside, capable of being opened from the inside and the outside with the airplane in the normal ground attitude.
Sources: 121.367; 25.809(a); 25.809(b)(1)
165. Check at an aircraft, with a class E cargo compartment that the required crew emergency exits are accessible under any cargo loading condition.
Sources: 121.367; 25.857(e)(5)
166. Check at the aircraft, that a means is provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of 14 CFR 25.561(b).
Sources: 121.367; 25.789(a)
167. Check at the aircraft, that in the event of any probable failure conditions of any system which would adversely affect the ventilating air, the ventilation system is designed to provide each occupant with an airflow containing at least 0.55 pounds of fresh air per minute to enable the crewmembers to perform their duties without undue discomfort or fatigue and to provide reasonable passenger comfort.
Sources: 121.367; 25.831(a)
168. Check at the aircraft, that a means was provided to enable the occupants of the flight crew compartment to control the temperature and quantity of ventilating air supplied to their compartment independently of the temperature and quantity of air supplied to other compartments and areas.
Sources: 121.367; 25.831(e)(1)
169. Check at the aircraft, that a means was provided to enable the occupants of the crewmember compartments and areas, other than the flight crew compartment, to control the temperature and quantity of ventilating air supplied to their compartment independently of the temperature and quantity of air supplied to other compartments and areas.
Sources: 121.367; 25.831(e)(2)
170. Check at the aircraft, that each lamp is installed so as to prevent contact between lamp bulb and cargo.
Sources: 121.367; 25.787(c)
171. Check at the aircraft, that each hand fire extinguisher for use in each Class B cargo compartment was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.221(c)(2); 121.309(b)(1)

172. Check at the aircraft, that in each cargo and baggage compartment not occupied by crew or passengers, sources of heat within the compartment must be shielded and insulated to prevent igniting the cargo or baggage.
Sources: 121.367; 25.855(g)
173. Check at an aircraft that was converted from a passenger to a Class E cargo compartment that an Airplane Flight Manual was furnished, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual, including condition of the airplane and the items included in the empty weight.
Sources: 121.135(b)(24); 25.1581(a)(1); 25.1583(c)(1)
174. Check at an aircraft that was converted from a passenger to a Class E cargo compartment that an Airplane Flight Manual was furnished, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual, including loading instructions necessary to ensure loading of the airplane within the weight and center of gravity limits, and to maintain the loading within these limits in flight.
Sources: 121.135(b)(24); 25.1583(c)(2)
175. Check at an aircraft that was converted from a passenger to a Class E cargo compartment that an Airplane Flight Manual was furnished, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual including, if certification for more than one center of gravity range is requested, the appropriate limitations, with regard to weight and loading procedures, for each separate center of gravity range.
Sources: 121.135(b)(24); 25.1583(c)(3)
176. Check at an aircraft that was converted from a passenger to a Class E cargo compartment that an Airplane Flight Manual was furnished, containing other information that is necessary for safe operation because of design, operating, or handling characteristics.
Sources: 121.135(b)(24); 25.1581(a)(2)
177. Check, at the certificate holding district office, that the operator who conducts domestic, flag or commuter operations, sent a copy of the record (current list of each aircraft that it operates) and each change to the certificate–holding district office in accordance with its design.
Sources: 121.135(a)(1); 121.685

<p>1.2 Did the Certificate Holder's engines and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the aircraft engines, that no signs of loose/missing equipment, improper installation, leakage or other indications of defect exist. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) 2. Check, at the aircraft APU, that no signs of loose/missing equipment, improper installation, leakage or other indications of defect exist. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) 3. Check, at the aircraft engine nacelles and APU compartments, that no signs of loose/missing equipment, corrosion and other indications of defect exist. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) 4. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching, stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (3) Builder's serial number. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6) 5. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching, stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (4) Type certificate number, if any. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6) 6. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching, stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (5) Production certificate number, if any. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6) 7. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching, stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (6) For aircraft engines, the established rating. 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
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<p><i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6)</p> <p>8. Check, at the aircraft, that it was in compliance Stage 3 noise level requirements in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.853</p>	
<p>1.3 Did the Certificate Holder's propellers and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <p>1. Check, at the aircraft, that propellers, propeller blades, or propeller hubs produced under the terms of a type or production certificate are identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a non-critical surface, that will not be likely to be defaced or removed during normal service or lost or destroyed in an accident that has (1) Builder's name. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p>2. Check, at the aircraft, that propellers, propeller blades, or propeller hubs produced under the terms of a type or production certificate are identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a non-critical surface, that will not be likely to be defaced or removed during normal service or lost or destroyed in an accident that has (2) Model designation. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p>3. Check, at the aircraft, that propellers, propeller blades, or propeller hubs produced under the terms of a type or production certificate are identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a non-critical surface, that will not be likely to be defaced or removed during normal service or lost or destroyed in an accident that has (3) Builder's serial number. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p>4. Check, at the aircraft, that propellers, propeller blades, or propeller hubs produced under the terms of a type or production certificate are identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a non-critical surface, that will not be likely to be defaced or removed during normal service or lost or destroyed in an accident that has (4) Type certificate number, if any. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p>5. Check, at the aircraft, that propellers, propeller blades, or propeller hubs produced under the terms of a type or production certificate are</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a non-critical surface, that will not be likely to be defaced or removed during normal service or lost or destroyed in an accident that has (5) Production certificate number, if any.</p> <p>Sources: 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p>	
<p>1.4. Did the Certificate Holder's appliances and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.5 Did the Certificate Holder's emergency equipment and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the aircraft, that each item of emergency and flotation equipment was inspected regularly in accordance with inspection periods established in the operations specifications. Sources: 121.367; 121.309(b)(1) 2. Check, at the aircraft, that each item of emergency and flotation equipment was readily accessible to the crew. Sources: 121.367; 121.309(b)(2) 3. Check, at the aircraft, that each item of emergency and flotation equipment was clearly identified. Sources: 121.367; 121.309(b)(3) 4. Check, at the aircraft, that each item of emergency and flotation equipment was clearly marked to indicate its method of operation. Sources: 121.367; 121.309(b)(3) 5. Check, at the aircraft that carries emergency and flotation equipment in a compartment or container, that the compartment or container was marked as to contents. Sources: 121.367; 121.309(b)(4) 6. Check, at the aircraft that carries emergency and flotation equipment in a compartment or container, that the compartment or container was marked as to date of last inspection. Sources: 121.367; 121.309(b)(4) 7. Check, at the aircraft, that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

- compartment, was conveniently located on the flight deck for use by the flightcrew.
Sources: 121.367; 121.309(c)(1); 121.309(c)(4)
8. Check, at the aircraft, it was furnished with protective breathing equipment that will protect the flightcrew from the effects of smoke, carbon dioxide or other harmful gases or an oxygen deficient environment caused by other than an airplane depressurization.
Sources: 121.367; 121.337(a); 121.337(b)(1)
9. Check, at the aircraft, that protective breathing equipment was easily accessible and conveniently located on the flight deck for immediate use by crewmembers in combating fires.
Sources: 121.367; 121.337(a); 121.337(b)(9)(ii)
10. Check, at the aircraft, that protective breathing equipment was inspected regularly in accordance with inspection guidelines and the inspection periods established by the equipment manufacturer.
Sources: 121.367; 121.337(a); 121.337(b)(2)
11. Check, at the turbine engine powered airplane, that operates at flight altitudes above flight level 250, that it has an oxygen mask, so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand for each flight crewmember on flight deck duty.
Sources: 121.367; 121.333(a); 121.333(c)(1)
12. Check, at the turbine engine powered airplane, that operates at flight altitudes above flight level 250, that it has an oxygen mask, so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system for each flight crewmember on flight deck duty.
Sources: 121.367; 121.333(a); 121.333(c)(1)
13. Check, at the transport category airplane that was type certificated after January 1, 1958, that it was equipped at each flight deck station with a combined safety belt and shoulder harness consisting of a combined safety belt and shoulder harness with a single-point release that permits the flight deck occupant, when seated with the restraint system fastened, to perform all of the occupant's necessary flight deck functions.
Sources: 121.367; 121.311(f); 25.785(g)
- 14.

- Check, at the transport category airplane that was type certificated after January 1, 1958, that each safety belt and shoulder harness on the flight deck has a means to secure each combined restraint system when not in use to prevent interference with the operation of the airplane and with rapid egress in an emergency.
Sources: 121.367; 121.311(f); 25.785(g)
15. Check, at the aircraft, that it has an approved cockpit check procedure for each type of aircraft, designed so that a flight crewmember will not need to rely upon his memory for items to be checked, that includes each item necessary for flight crewmembers to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.315(a); 121.315(b)
16. Check, at the aircraft, that it has an approved cockpit check procedure for each type of aircraft, that was readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.315(a); 121.315(c)
17. Check at the aircraft, that each item of emergency equipment was inspected regularly, in accordance with inspection periods established in the operations specifications, to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.309(b)(1)
18. Check at the aircraft, that each item of flotation equipment was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.309(b)(1)
19. Check at the aircraft, that each item of emergency equipment was readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers.
Sources: 121.367; 121.309(b)(2)
20. Check at the aircraft, that each item of flotation equipment was readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers.

- Sources:* 121.367; 121.309(b)(2)
21. Check at the aircraft, that each item of emergency equipment was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3)
22. Check at the aircraft, that each item of flotation equipment was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3)
23. Check at the aircraft, that each item of emergency equipment, when carried in a compartment or container, was carried in a compartment or container marked as to contents.
Sources: 121.367; 121.309(b)(4)
24. Check at the aircraft, that each item of emergency equipment, when carried in a compartment or container, the compartment or container, or the item itself, was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4)
25. Check at the aircraft, that each item of flotation equipment, when carried in a compartment or container, was carried in a compartment or container marked as to contents.
Sources: 121.367; 121.309(b)(4)
26. Check at the aircraft, that each item of emergency equipment, when carried in a compartment or container, the compartment or container, or the item itself, was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4)
27. Check at the aircraft, that hand fire extinguishers of an approved type, designed to minimize the hazard of toxic gas concentrations, are provided for use in passenger compartments, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment where the extinguisher was intended to be used.
Sources: 121.367; 121.309(c)(1)
28. Check at an aircraft, with passenger seats accommodating more than 6 but fewer than 31 passengers, that at least one hand fire extinguisher is conveniently located in passenger compartment.
Sources: 121.309(c)(5)(i); 121.367
29. Check at an aircraft, with passenger seats accommodating more than 30 but fewer than 61 passengers, that at least two hand fire extinguishers that are conveniently located and

- uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(ii)
30. Check at an aircraft, with passenger seats accommodating 61 through 200 passengers, that at least three hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
31. Check at an aircraft, with passenger seats accommodating 201 through 300 passengers, that at least four hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
32. Check at an aircraft, with passenger seats accommodating 301 through 400 passengers, that at least five hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
33. Check at an aircraft, with passenger seats accommodating 401 through 500 passengers, that at least six hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
34. Check at an aircraft, with passenger seats accommodating 501 through 600 passengers, that at least seven hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
35. Check at an aircraft, with passenger seats accommodating 601 or more passengers, that at least eight hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.
Sources: 121.367; 121.309(c)(5)(iii)
36. Check at the aircraft, that at least two of the required hand fire extinguisher installed in passenger-carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent.
Sources: 121.367; 121.309(c)(7)
37. Check at the aircraft, that at least one hand fire extinguisher in the passenger compartment contains Halon 1211 or equivalent.
Sources: 121.367; 121.309(c)(7)
- 38.

- Check at the aircraft, that each hand fire extinguisher was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3); 121.309(c)(7)
39. Check at the aircraft, that each hand fire extinguisher when carried in a compartment or container, the compartment or container, was marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(c)(7)
40. Check at the aircraft, that each hand fire extinguisher when carried in a compartment or container, the compartment or container or the fire extinguisher itself was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(c)(7)
41. Check at an aircraft, with a class E cargo compartment, that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment is conveniently located and accessible to crewmembers during flight for use in each class E compartment.
Sources: 121.367; 121.309(c)(1); 121.309(c)(2)
42. Check at an aircraft, with a class E cargo compartment, that each hand fire extinguisher, for use in each class E cargo compartment, was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3); 121.309(c)(2)
43. Check at an aircraft, with a class E cargo compartment, that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, was carried in a compartment or container marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(c)(2)
44. Check at an aircraft, with a class E cargo compartment, that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, the compartment or container, or the fire extinguisher itself, was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(c)(2)
45. Check at the aircraft, that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, was conveniently located for use in each galley, located in a compartment other than a passenger, cargo, or

- crew compartment.
Sources: 121.367; 121.309(c)(1); 121.309(c)(3)
46. Check at the aircraft, that each hand fire extinguisher for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3); 121.309(c)(3)
47. Check at the aircraft, that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, the compartment or container was marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(c)(3)
48. Check at the aircraft, that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, compartment or container, or the fire extinguisher itself, was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(c)(3)
49. Check at the aircraft, that, for those cases where a galley was located in a passenger compartment, at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, designed to minimize the hazard of toxic gas concentrations, was conveniently located and easily accessible for use in the galley.
Sources: 121.367; 121.309(c)(1); 121.309(c)(6)
50. Check at the aircraft, that each hand fire extinguisher for use in each galley that was located in a passenger compartment was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3); 121.309(c)(6)
51. Check at the aircraft, that each hand fire extinguisher, for use in each galley that was located in a passenger compartment, when carried in a compartment or container, the compartment or container was marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(c)(6)
52. Check at the aircraft, that each hand fire extinguisher, for use in each galley that was located in a passenger compartment, when carried in a compartment or container, the

- compartment or container, or the fire extinguisher itself, was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(c)(6)
53. Check at an aircraft, with up to 50 passenger seats, that the aircraft has at least 1 approved first-aid kit.
Sources: 121.367; 121.309(d)(1)(i); 121 App..A
54. Check at an aircraft with 51 to 150 passenger seats, that the aircraft has at least 2 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.
Sources: 121.367; 121.309(d)(1)(i); 121 App..A; 121 App..A
55. Check at an aircraft with 151 to 250 passenger seats, that the aircraft has at least 3 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.
Sources: 121.367; 121.309(d)(1)(i); 121 App..A; 121 App..A
56. Check at an aircraft with more than 250 passenger seats, that the aircraft has at least 4 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.
Sources: 121.367; 121.309(d)(1)(i); 121 App..A; 121 App..A
57. Check at the aircraft that each first-aid kit was clearly identified.
Sources: 121.367; 121.309(d)(1)(i); 121.309(b)(3)
58. Check at the aircraft that each first-aid kit, when carried in a compartment or container, the compartment or container was marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(d)(1)(i)
59. Check at the aircraft that each first-aid kit, when carried in a compartment or container, the compartment or container was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(d)(1)(i)
60. Check at the aircraft, which requires a flight attendant, that each airplane was equipped with an emergency medical kit.
Sources: 121.367; 121.309(d)(1)(ii)
61. Check at the aircraft, that each emergency medical kit was clearly identified.
Sources: 121.367; 121.309(b)(3); 121.309(d)(1)(ii)
- 62.

- Check at the aircraft, that each emergency medical kit, when carried in a compartment or container, was carried in a compartment or container that was marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(d)(1)(ii)
63. Check at the aircraft, that each emergency medical kit, when carried in a compartment or container, was carried in a compartment or container that was marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(d)(1)(ii)
64. Check at the aircraft, that pairs of protective latex gloves, or equivalent nonpermeable gloves, equal in number to the number of first aid kits on board the aircraft are distributed as evenly as practicable throughout the cabin of the aircraft.
Sources: 121.367; 121.309(d)(2)
65. Check at an aircraft with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, that each powered lift system installed between a lower deck service compartment and the main deck for the carriage of persons or equipment, or both, has a hatch capable of being used for evacuating persons from the lift that was operable from inside and outside the lift without tools, with the lift in any position.
Sources: 121.367; 25.819(g)(3)
66. Check at an aircraft with an emergency exit (other than over-the-wing) that was more than 6 feet from the ground, with the airplane on the ground and the landing gear extended, that there was an approved means to assist the occupants in descending to the ground.
Sources: 121.367; 121.310(a)
67. Check at the aircraft, that each approved means to assist the occupants in descending to the ground was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.310(a); 121.309(b)(1)
68. Check at the aircraft, that each approved means to assist the occupants in descending to the ground was clearly identified and clearly marked

- to indicate its method of operation.
Sources: 121.367; 121.310(a); 121.309(b)(3)
69. Check at the aircraft, that each approved means to assist the occupants in descending to the ground, when carried in a compartment or container, the compartment or container was marked as to contents.
Sources: 121.367; 121.310(a); 121.309(b)(4)
70. Check at the aircraft, that each approved means used to assist the occupants in descending to the ground, when carried in a compartment or container, the compartment or container or the item itself, was marked as to date of last inspection.
Sources: 121.367; 121.310(a); 121.309(b)(4)
71. Check at the aircraft, that the location of each passenger emergency exit was indicated by a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it was more practical because of low headroom.
Sources: 121.367; 25.811(d)(1)
72. Check at the aircraft, that the location of each passenger emergency exit marking sign was next to each passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily.
Sources: 121.367; 25.811(d)(2)
73. Check at the aircraft, that each passenger emergency exit, its means of access, and its means of opening are conspicuously marked.
Sources: 121.367; 121.310(b)(1)
74. Check at the aircraft, that the identity and location of each passenger emergency exit was recognizable from a distance equal to the width of the cabin.
Sources: 121.367; 121.310(b)(1)
75. Check at the aircraft, that a sign visible to occupants approaching along the main passenger aisle indicates the location of each passenger emergency exit.
Sources: 121.367; 121.310(b)(1)
76. Check at the aircraft, that there was a locating sign above the aisle near each over-the-wing passenger emergency exit, or at another ceiling location if it was more practical because of low headroom.
Sources: 121.367; 121.310(b)(1)(i)
77. Check at the aircraft, that on each bulkhead or divider that prevents fore and aft vision along the

passenger cabin, there was a sign to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this was not possible the sign may be placed at another appropriate location.

Sources: 121.367; 121.310(b)(1)(iii)

78. Check at an aircraft, with a passenger seating configuration, excluding pilot seats, of 10 seats or more, that each passenger emergency exit locator sign required by Sec. 25.811(d)(1) and each passenger emergency exit marking sign required by Sec. 25.811(d)(2) was internally electrically illuminated and has red letters at least 1½ inches high on an illuminated white background, and has an area of at least 21 square inches excluding the letters.
Sources: 121.367; 25.812(b)(1)(i)
79. Check at an aircraft, with a passenger seating configuration, excluding pilot seats, of 10 seats or more, that each passenger emergency exit locator sign on each bulkhead or divider, that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, is internally electrically illuminated or self-illuminated by other than electrical means.
Sources: 121.367; 25.811(d)(3); 25.812(b)(1)(ii)
80. Check at an aircraft, with a passenger seating configuration, excluding pilot seats, of 10 seats or more, that each passenger emergency exit locator sign on each bulkhead or divider, that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, has red letters at least 1½ inches high on a white background having an area of at least 21 square inches excluding the letters.
Sources: 121.367; 25.811(d)(3); 25.812(b)(1)(ii)
81. Check at a transport category airplane with a type certificate that was filed on or after May 1, 1972, that each passenger emergency exit marking and each locating sign was manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated.
Sources: 121.367; 121.310(b)(2)(ii)
82. Check at a nontransport category turbopropeller powered airplane that was type certificated after December 31, 1964, that each passenger emergency exit marking was manufactured to meet the requirements of Sec. 23.811(b).

- Sources:* 121.367; 121.310(b)(2)(iii)
83. Check at an aircraft with Type III exits, regardless of passenger capacity of the airplane in which it was installed, that for each Type III exit that there are placards that accurately state or illustrate the proper method of opening the exit, including the use of handholds.
- Sources:* 121.367; 25.813(c)(3)(ii)
84. Check at an aircraft with Type III exits, regardless of passenger capacity of the airplane in which it was installed, that for each Type III exit if the exit was a removable hatch, there are placards that state the weight of the hatch and indicate an appropriate location to place the hatch after removal.
- Sources:* 121.367; 25.813(c)(3)(iii)
85. Check at a passenger carrying aircraft for which the application for the type certificate was filed prior to May 1, 1972 that the location of each passenger emergency exit operating handle, and instructions for opening the exit, are shown by a marking on or near the exit that was readable from a distance of 30 inches.
- Sources:* 121.367; 121.310(e)(1)
86. Check at a passenger carrying aircraft for which the application for the type certificate was filed prior to May 1, 1972, that for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening was shown by a red arrow with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70° of arc at a radius approximately equal to three-fourths of the handle length.
- Sources:* 121.367; 121.310(e)(1)(i)
87. Check at a passenger carrying aircraft for which the application for the type certificate was filed prior to May 1, 1972, that for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening was shown by the word "open" in red letters 1 inch high placed horizontally near the head of the arrow.
- Sources:* 121.367; 121.310(e)(1)(ii)
88. Check at a passenger carrying aircraft for which the application for the type certificate was filed prior to May 1, 1972, that the location of each passenger emergency exit operating handle and instructions for opening the exit are shown in

- accordance with the requirements under which the airplane was type certificated.
Sources: 121.367; 121.310(e)(2)
89. Check at a passenger carrying aircraft for which the application for the type certificate was filed prior to May 1, 1972, that no operating handle or operating handle cover may continue to be used if its luminescence (brightness) decreases to below 100 micro lamberts.
Sources: 121.367; 121.310(e)(2)
90. Check at the aircraft, that the location of the operating handle and instructions for opening exits from the inside of the airplane was self-illuminated with an initial brightness of at least 160 micro lamberts, or was conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.
Sources: 121.367; 25.811(e); 25.811(e)(2)(i); 25.811(e)(2)(ii)
91. Check at a passenger carrying transport category aircraft that each passage way between individual passenger areas, or leading to a Type I or Type II emergency exit, was unobstructed and at least 20 inches wide.
Sources: 121.367; 121.310(f)(1)
92. Check at a passenger carrying transport category aircraft that there was enough space next to each Type I or Type II emergency exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below 20 inches.
Sources: 121.367; 121.310(f)(1); 121.310(f)(2)
93. Check at a passenger carrying transport category aircraft that there was access from the main aisle to each Type III and Type IV exit which was not obstructed by seats, berths, or other protrusions in a manner that would reduce the effectiveness of the exit.
Sources: 121.367; 121.310(f)(3)
94. Check at a passenger carrying transport category aircraft that for which the application for the type certificate was filed prior to May 1, 1972, that required emergency exit distribution was as uniform as practical, taking passenger distribution into account.
Sources: 121.367; 121.310(f)(3)(iii); 25.813(c)(1)(i)
95. Check at a passenger carrying transport category aircraft, that if it was necessary to pass through a

- passageway between passenger compartments to reach any required emergency exit from any seat in the passenger cabin, that the passageway was not obstructed.
Sources: 121.367; 121.310(f)(4)
96. Check at a passenger carrying transport category aircraft, that no door was installed in any partition between passenger compartments.
Sources: 121.367; 121.310(f)(5)
97. Check at a passenger carrying transport category aircraft, that if it was necessary to pass through a doorway separating the passenger cabin from other areas to reach required emergency exit from any passenger seat, the door has a means to latch it in open position.
Sources: 121.367; 121.310(f)(6)
98. Check at an aircraft having an emergency exit configuration installed and authorized for operation prior to October 16, 1987, that was required to have more than one passenger emergency exit for each side of the fuselage, that no passenger emergency exit was more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges.
Sources: 121.367; 121.310(m)
99. Check at an aircraft that carries cargo in the passenger compartment in an approved cargo bin that the bin was not installed in a position that restricts access to or use of any required emergency exit, or of the aisle in the passenger compartment.
Sources: 121.367; 121.285(b)(5)
100. Check at the aircraft, that each passenger ventral exit (except the ventral exits on M-404 and CV-240 airplanes) meets the requirements of 121.310 for floor level emergency exits.
Sources: 121.367; 121.310(i)
101. Check at the aircraft, that each passenger tail cone exit meets the requirements of 121.310 for floor level emergency exits.
Sources: 121.367; 121.310(i)
102. Check at the aircraft, that approved emergency exits in the passenger compartments that are in excess of the minimum number of required emergency exits meet all of the applicable provisions of 121.310 except paragraphs (f)(1), (2), and (3) and are readily accessible.
Sources: 121.367; 121.310(j)

103. Check at a large passenger–carrying turbojet–powered aircraft, that each ventral exit and tailcone exit was designed and constructed so that it cannot be opened during flight.
Sources: 121.367; 121.310(k)(1)
104. Check at the aircraft, that there was an approved survival type emergency locator transmitter for use in one life raft.
Sources: 121.367; 121.339(a)(4); 25.1415(d)
105. Check at an aircraft, that conducts flag or supplemental operations or a domestic operations within the State of Alaska over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that each airplane was equipped with an approved survival type emergency locator transmitter.
Sources: 121.367; 121.353(b)
106. Check at an aircraft, that conducts flag or supplemental operations or a domestic operations within the State Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that each airplane was equipped with an approved survival type emergency locator transmitter.
Sources: 121.367; 121.353(b)
107. Check at an aircraft, that operates in extended overwater operations, that each approved survival type emergency locator transmitter was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.339(a)(4); 121.309(b)(1)
108. Check at the aircraft, which requires the survival type emergency locator transmitter, that it was easily accessible in the event of a ditching without appreciable time for preparatory procedures.
Sources: 121.367; 121.339(b)
109. Check at the aircraft, that required life rafts, that they are installed in conspicuously marked, approved locations.
Sources: 121.367; 121.339(b)
110. Check at the aircraft, that has life preservers are installed, that they are in conspicuously marked, approved locations.

- Sources:* 121.367; 121.339(b)
111. Check at the aircraft, that survival type emergency locator transmitters are installed, that they are in conspicuously marked, approved locations.
Sources: 121.367; 121.339(b)
112. Check at an aircraft that operates in extended overwater operations that the aircraft was equipped with a life preserver equipped with an approved survivor locator light, for each occupant of the airplane.
Sources: 121.367; 121.339(a)(1)
113. Check at an aircraft, that operates in extended overwater operations, that each life preserver was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.339(a)(1); 121.309(b)(1)
114. Check at an aircraft that operates in any overwater operation, that each airplane was equipped with life preservers in accordance with Sec. 121.339(a) (1) or with an approved flotation means for each occupant that was within easy reach of each seated occupant and was readily removable from the airplane.
Sources: 121.367; 121.340(a)
115. Check at an aircraft that operates an airplane in extended overwater operations, that the airplane was equipped with enough approved life rafts (each equipped with an approved survivor locator light) of a rated capacity and buoyancy to accommodate the occupants of the airplane.
Sources: 121.367; 25.1415(b)(1); 121.339(a)(2)
116. Check, at the technical publications library, that the Certificate Holder's manual, who was required by 121.391 to provide flight attendants, contains the location of any items of equipment which vary from one aircraft to another and that the N-numbers are provided for that specific equipment.
Sources: 8400.10 volume 3 Chapter 15 Section 6 Figure 3.15.6.1
117. Check at an aircraft, that operates an airplane in extended overwater operations, that the airplane was equipped with either excess rafts or rafts of enough buoyancy and seating capacity beyond the rated capacity of the rafts to accommodate all occupants of the airplane in the event of a loss of

- one raft of the largest rated capacity.
Sources: 121.367; 121.339(a)(2)
118. Check at an aircraft that operates an airplane in extended overwater operations, that each life raft was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.339(a)(2); 121.309(b)(1)
119. Check at an aircraft that operates an airplane in extended overwater operations, that the airplane was equipped with at least one pyrotechnic signaling device for each life raft.
Sources: 121.367; 121.339(a)(3)
120. Check at an aircraft that operates an airplane in extended overwater operations, that each pyrotechnic signaling device was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.339(a)(3); 121.309(b)(1)
121. Check at an aircraft, that conducts flag or supplemental operations or a domestic operation within the State of Alaska over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that the airplane was equipped with a suitable pyrotechnic signaling device.
Sources: 121.367; 121.353(a)
122. Check at an aircraft, that conducts flag or supplemental operations or a domestic operation within the State of Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that the airplane was equipped with a suitable pyrotechnic signaling device.
Sources: 121.367; 121.353(a)
123. Check at the aircraft, that a survival kit, appropriately equipped for the route to be flown, was attached to each required life raft.
Sources: 121.367; 121.339(c)
124. Check at the aircraft, that each survival kit was inspected regularly in accordance with inspection periods established in the operations specifications, to ensure its condition for

- continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.339(c); 121.309(b)(1)
125. Check at an aircraft, that conducts flag or supplemental operation within the State of Alaska over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that the airplane was equipped with enough survival kits, appropriately equipped for the route to be flown for the number of occupants of the airplane.
Sources: 121.367; 121.353(c)
126. Check at an aircraft, that conducts flag or supplemental operation within the State of Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, that the airplane was equipped with enough survival kits, appropriately equipped for the route to be flown for the number of occupants of the airplane.
Sources: 121.367; 121.353(c)
127. Check at the aircraft, that approved protective breathing equipment (PBE) that supplies breathing gas for 15 minutes at a pressure altitude of 8,000 feet that protects crewmembers from the effects of smoke, carbon dioxide or other harmful gases while combating fires were on board the airplane.
Sources: 121.337(a); 121.337(b)(1); 121.337(b)(7)(i)(B); 121.367
128. Check at the aircraft, that protective breathing equipment (PBE) was inspected regularly in accordance with inspection guidelines and established inspection periods.
Sources: 121.337(b)(2); 121.367
129. Check at the aircraft, that the part of the protective breathing equipment protecting the eyes does not impair the wearer's vision to the extent that a crewmember's duties cannot be accomplished and must allow corrective glasses to be worn without impairment of vision.
Sources: 121.337(b)(3); 121.367
130. Check at the aircraft, that protective breathing equipment, while in use, allows crewmember interphone communications between each of two flight crewmember stations in the pilot compartment and at least one normal flight attendant station in each passenger

- compartment.
Sources: 121.337(b)(4); 121.367
131. Check at the aircraft, that protective breathing equipment was provided that, while in use, allows any crewmember to use the airplane interphone system at any of the flight attendant stations.
Sources: 121.337(b)(5); 121.367
132. Check at the aircraft, that breathing equipment (PBE) is provided, if other than chemical oxygen generators, there is a means to allow the crew to readily determine, during the equipment preflight that the gas supply is fully charged.
Sources: 121.337(b)(7)(iii); 121.367
133. Check at the aircraft, that protective breathing equipment with a fixed or portable breathing gas supply meeting the requirements of this section was conveniently located on the flight deck and be easily accessible for immediate use by each required flight crewmember at his or her assigned duty station.
Sources: 121.367; 121.337(b)(8)
134. Check at the aircraft, that one PBE with a portable breathing gas supply was accessible and conveniently located for immediate use by crewmembers in combating fires for each hand fire extinguisher for use in a galley, other than a galley located in a passenger, cargo, or crew compartment.
Sources: 121.367; 121.337(b)(9)(i)
135. Check at the aircraft, that one PBE with a portable breathing gas supply was accessible and conveniently located for immediate use by crewmembers in combating fires on the flight deck.
Sources: 121.367; 121.337(b)(9)(ii)
136. Check at the aircraft, in each passenger compartment, that one PBE with a portable breathing gas supply was located within 3 feet of each required hand fire extinguisher required by 14 CFR 121.309.
Sources: 121.367; 121.337(b)(9)(iii)
137. Checks at the aircraft, that protective breathing equipment was installed for the use of appropriate crewmembers in each class A, cargo compartment.
Sources: 121.367; 25.1439(a)
138. Check at the aircraft, that protective breathing equipment was installed for the use of appropriate crewmembers in each class B, cargo compartment.

- Sources:* 121.367; 25.1439(a)
139. Check at the aircraft, that protective breathing equipment was installed for the use of appropriate crewmembers in each class E, cargo compartment.
Sources: 121.367; 25.1439(a)
140. Check at the aircraft, that protective breathing equipment was installed in each isolated separate compartment in the airplane, including upper and lower lobe galleys, in which crewmember occupancy is permitted during flight for the maximum number of crewmembers expected to be in the area during any operation.
Sources: 121.367; 25.1439(a)
141. Check at a turbine engine powered aircraft with a pressurized cabin above flight level 250, that each flight crewmember on flight deck duty must be provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand, within five seconds and without disturbing eyeglasses or causing delay in proceeding with emergency duties.
Sources: 121.367; 121.333(a); 121.333(c)(1); 25.1447(c)(2)(i)
142. Check at a turbine engine powered aircraft with a pressurized cabin above flight level 250, that each flight crewmember on flight deck duty is provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system.
Sources: 121.367; 121.333(a); 121.333(c)(1); 25.1447(c)(2)(ii)
143. Check at the aircraft, that there was a means to allow the crew to readily determine, during flight, the quantity of oxygen available in each source of supply.
Sources: 121.367; 25.1441(c)
144. Check at the aircraft, that there is an approved safety belt, equipped with a metal-to-metal latching device, for separate use by each person on board the airplane who has reached his second birthday.
Sources: 121.367; 121.311(a)(2); 25.785(i)

145. Check at the aircraft, that each sideward facing seat was approved.
Sources: 121.367; 121.311(d); 25.785(c)
146. Check at the aircraft, that if the seat backs do not provide a firm handhold, there was a handgrip or rail along each aisle to enable persons to steady themselves while using the aisles in moderately rough air.
Sources: 121.367; 25.785(j)
147. Check at the aircraft, that each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors.
Sources: 121.367; 25.1301(b)
148. Check at the aircraft, that each item of installed equipment is installed according to limitations specified for that equipment.
Sources: 121.367; 25.1301(c)
149. Check at the aircraft, that each megaphone is clearly identified.
Sources: 121.367; 121.309(b)(3); 121.309(f)(1); 121.309(f)(2)
150. Check at the aircraft, that each megaphone is clearly marked to indicate its method of operation.
Sources: 121.367; 121.309(b)(3); 121.309(f)(1); 121.309(f)(2)
151. Check at the aircraft, that each airplane has an emergency lighting system, independent of the main lighting system that illuminates each passenger exit marking and locating sign.
Sources: 121.367; 121.310(c)(1)
152. Check at an aircraft, type certificated after January 1, 1958 that the aircraft has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat.
Sources: 121.367; 121.310(c)(3); 25.812(e)(1)
153. Check at an aircraft, type certificated after January 1, 1958 that the aircraft has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 4 feet above the cabin floor.

- Sources:* 121.367; 121.310(c)(3); 25.812(e)(2)
154. Check at the aircraft, that each emergency light is operable manually both from the flightcrew station and, for airplanes on which a flight attendant is required, from a point in the passenger compartment that is readily accessible to a normal flight attendant seat.
Sources: 121.367; 121.310(c)(1); 121.310(d)(1)(i)
155. Check at the aircraft, that each emergency light has a means to prevent inadvertent operation of the manual controls.
Sources: 121.367; 121.310(c)(1); 121.310(d)(1)(ii)
156. Check at the aircraft, that each emergency light, when armed or turned on at either station, remain lighted or become lighted upon interruption of the airplane's normal electric power.
Sources: 121.367; 121.310(c)(1); 121.310(d)(1)(iii)
157. Check at the aircraft, that each emergency light, provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing.
Sources: 121.310(c)(1); 121.310(d)(3); 121.367
158. Check at the aircraft, that each emergency light, has a cockpit control device that has an "on," "off," and "armed" position.
Sources: 121.367; 121.310(c)(1); 121.310(d)(4)
159. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the airplane is equipped with exterior lighting that is operable manually from the flight crew station.
Sources: 121.367; 121.310(h)(1)(i); 25.812(f)(1)
160. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the aircraft, not required by ^a5.809(f) to have descent assist means, is equipped with exterior emergency lighting at each non-overwing emergency exit, with illumination not less than 0.03 foot-candle (measured normal to the direction of the incident light) on the ground surface with the landing gear extended where an evacuee is likely to make his first contact with the ground outside the cabin.
Sources: 121.367; 121.310(h)(1)(i); 25.812(g)(1)(iii)
161. Check at an aircraft, for which the application for the type certificate was filed on or after May 1, 1972, that the aircraft is equipped with exterior

- lighting meeting the exterior emergency lighting requirements under which the airplane was type certificated.
Sources: 121.367; 121.310(h)(1)(ii)
162. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the aircraft was equipped with a slip-resistant escape route established from each overwing emergency exit.
Sources: 121.367; 121.310(h)(2)(i); 25.810(c)
163. Check at an aircraft, for which the application for the type certificate was filed on or after May 1, 1972, that each airplane was equipped with a slip-resistant escape route meeting the requirements under which the airplane was type certificated.
Sources: 121.367; 121.310(h)(2)(ii)
164. Check at the aircraft, that it was equipped with flashlight stowage provisions accessible from each flight attendant seat.
Sources: 121.367; 121.310(i)
165. Check at an aircraft, with a Class A cargo compartment that there was a hand fire extinguisher available for each Class A compartment.
Sources: 121.367; 121.221(b)(2)
166. Check at the aircraft, that each hand fire extinguisher for use in each Class A cargo compartment was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.
Sources: 121.367; 121.221(b)(2); 121.309(b)(1)
167. Check at the aircraft, that each hand fire extinguisher was clearly identified and clearly marked to indicate its method of operation.
Sources: 121.367; 121.221(b)(2); 121.309(b)(1)
168. Check at the aircraft, that each class B compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.
Sources: 121.367; 121.221(c)(1)
169. Check at an aircraft, with a Class B cargo compartment that a hand fire extinguisher was available for the compartment.
Sources: 121.367; 121.221(c)(2)
170. Check at an aircraft, that each hand fire extinguisher for use in each Class B cargo

<p>compartment was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.221(c)(2); 121.309(b)(1)</p>	
<p>1.6 Did the Certificate Holder's airframe and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the aircraft, that the name of the Certificate Holder or operating certificate number of the Certificate Holder who was operating the aircraft, was legibly displayed on the aircraft and was clearly visible and readable from the outside of the aircraft in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 119.9(b) 2. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1)Builder's name. <i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4) 3. Check, at the turbine engine powered, transport category aircraft, that all fuel tank covers located in an area where experience or analysis indicates a strike was likely are fire resistant. <i>Sources:</i> 121.367; 121.316; 25.963(e)(2) 4. Check, at the aircraft, that each passenger emergency exit on the side of the fuselage, when the opening means for such an exit was located on only one side of the fuselage, has a conspicuous marking to that effect provided on the other side. <i>Sources:</i> 121.367; 121.310(g)(3) 5. Check, at the all cargo aircraft with a class E cargo compartment, that required crew emergency exits are accessible under all cargo loading conditions in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.221(f)(5) 6. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

removed during normal service, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (2) Model designation.

Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)

7. Check, at the passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, that it was equipped with exterior lighting that was automatically activated when the assist means was erected.
Sources: 121.367; 121.310(h)(1)(i); 121.310(d)(1)(i); 25.812(f)(1)
8. Check, at the passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, that it was equipped with exterior lighting that was operable manually from the flight crew station and from a point in the passenger compartment that was readily accessible to a normal flight attendant seat.
Sources: 121.367; 121.310(d)(1)(i); 121.310(h)(1)(i); 25.812(f)(1)
9. Check, at the passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, that it was equipped with exterior lighting that has a flight crew warning light which illuminates when power was on in the airplane and the emergency lighting control device was not armed.
Sources: 121.367; 121.310(h)(1)(i); 25.812(f)(2)
10. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (3) Builder's serial number.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
11. Check, at the aircraft electrical/electronics compartments, that no signs of poor condition, loose/missing equipment, fluid contamination or other indications of defects exist.
Sources: 121.135(b)(16); 121.369(b); 121.367
12. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (4) Type

- certificate number, if any.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
13. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (5) Production certificate number, if any
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
14. Check, at the aircraft interior, that the forward and rear pressure bulkhead and under floor areas are in good condition and exhibit no evidence of damage, corrosion, fluid leaks.
Sources: 121.135(b)(16); 121.367; 121.369(b)
15. Check at the aircraft interior, forward and rear pressure bulkhead and under floor areas, for security of attachment and corrosion prevention treatment application.
Sources: 121.135(b)(16); 121.367; 121.369(b)
16. Check, at the aircraft flight deck for condition, loose/missing equipment, deterioration, breakage, leakage, corrosion, and evidence of defects in windshields, windows, paneling, flooring, controls, lighting, and wiring installations.
Sources: 121.135(b)(16); 121.367; 121.369(b)
17. Check, at the aircraft flight deck for equipment condition, proper installation, and identification.
Sources: 121.135(b)(16); 121.367; 121.369(b); 121.153(a)(2)
18. Check, at the aircraft operated at night, that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable.
Sources: 121.367; 121.323(d)
19. Check, at the aircraft operated at night, that instrument lights are installed so that their direct rays are shielded from the pilot's eyes.
Sources: 121.367; 121.323(d)
20. Check, at the aircraft operated at night, that instrument lights are installed so that no objectionable reflections are visible to the pilot.
Sources: 121.367; 121.323(d)
21. Check, at the aircraft operated at night, that there was a means of controlling the intensity of illumination of instrument lights unless it was shown that non—dimming instrument lights are satisfactory.
Sources: 121.367; 121.323(d)
22. Check, at the aircraft operated in IFR over the top conditions, that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable.
Sources: 121.367; 121.325(c)

23. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number is NOT displayed on the aircraft fuselage exterior, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
24. Check, at the aircraft operated in IFR over the top conditions, that instrument lights are installed so that no objectionable reflections are visible to the pilot.
Sources: 121.367; 121.325(c)
25. Check, at the aircraft operated in IFR over the top conditions, that there was a means of controlling the intensity of illumination of instrument lights unless it was shown that non-dimming instrument lights are satisfactory.
Sources: 121.367; 121.325(c)
26. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number is NOT displayed on the aircraft fuselage exterior, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (2) Model designation.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
27. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number is NOT displayed on the aircraft fuselage exterior, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (3) Builder's serial number.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
28. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number is NOT displayed on the aircraft fuselage exterior, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (4) Type certificate number, if any.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
29. Check, at the aircraft that was manufactured before March 7, 1988, and has the model designation and builders serial number is NOT displayed on the aircraft fuselage exterior, that a fireproof plate, is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or

- removed during normal service or lost or destroyed in an accident, that has (5) Production certificate number, if any
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
30. Check, at the aircraft that was manufactured after March 7, 1988, that a fireproof plate is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
31. Check, at the aircraft that was manufactured after March 7, 1988, that a fireproof plate is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (2) Model designation.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
32. Check, at the aircraft that was manufactured after March 7, 1988, that a fireproof plate is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (3) Builder's serial number.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
33. Check, at the aircraft that was manufactured after March 7, 1988, that a fireproof plate is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (4) Type certificate number, if any.
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
34. Check, at the aircraft that was manufactured after March 7, 1988, that a fireproof plate is secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (5) Production certificate number, if any
Sources: 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)
35. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching, stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name.
Sources: 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6)
36. Check, at the aircraft, that engines are identified by means of a fireproof plate attached to the engine marked on it by etching,

- stamping, engraving, or other approved method of fireproof marking, at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (2) Model designation.
Sources: 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6)
37. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin.
Sources: 121.367; 121.285(b)(1)
38. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that has the maximum weight of cargo that the bin was approved to carry and any instructions necessary to insure proper weight distribution within the bin was conspicuously marked on the bin.
Sources: 121.367; 121.285(b)(2)
39. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that was attached to the seat tracks or to the floor structure of the airplane.
Sources: 121.367; 121.285(b)(4)
40. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that was fully enclosed and made of material that was at least flame resistant.
Sources: 121.367; 121.285(b)(6)
41. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that has suitable safeguards provided within the bin to prevent the cargo from shifting under emergency landing conditions.
Sources: 121.367; 121.285(b)(7)
42. Check at the aircraft, in the passenger compartment, that cargo was carried in an approved cargo bin that was not installed in a position that obscures any passenger's view of the "seat belt" sign "no smoking" sign, or any required exit sign, unless an auxiliary sign or other approved means for proper notification of the passenger was provided.
Sources: 121.367; 121.285(b)(8)
43. Check at a nontransport category airplane type certificated after December 31, 1964, that cargo, including carry-on baggage was carried in an approved cargo rack, bin, or compartment installed in or on the airplane, if it was secured by an approved means.
Sources: 121.367; 121.285(d)
44. Check at the aircraft, that each baggage and cargo compartment, and each ballast location has a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.
Sources: 121.367; 25.1557(a)
45. Check at the aircraft, that means to prevent each item of galley equipment, when not in use, which was carried in a passenger or crew compartment from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing

- conditions under which the airplane was type certificated.
Sources: 121.367; 121.576
46. Check at the aircraft, that means to prevent each serving cart, when not in use, which was carried in a passenger or crew compartment, from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated.
Sources: 121.367; 121.576
47. Check at the aircraft, that means to prevent each item of crew baggage, which was carried in a passenger or crew compartment from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated.
Sources: 121.367; 121.576
48. Check at the aircraft, that a suitable closet was placarded for its maximum weight and providing proper restraint for all baggage or cargo stowed within, and in a manner that does not hinder the possible use of any emergency equipment was provided for each article of baggage to be stowed.
Sources: 121.367; 121.589(c)(1)
49. Check at the aircraft, that a baggage stowage compartment was placarded for its maximum weight and providing proper restraint for all baggage or cargo stowed within, and in a manner that does not hinder the possible use of any emergency equipment was provided for each article of baggage to be stowed.
Sources: 121.367; 121.589(c)(1)
50. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each floor level door or exit in the side of the fuselage (other than those leading into a cargo or baggage compartment that was not accessible from the passenger cabin) that was 44 or more inches high and 20 or more inches wide, but not wider than 46 inches.
Sources: 121.367; 121.310(i)
51. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that is near a required floor level emergency exit, except that another location is acceptable if the emergency egress of passengers would be enhanced with that location.
Sources: 121.367; 121.311(g); 25.785(h)(1)
52. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that was located adjacent to each Type A emergency exit.
Sources: 121.367; 121.311(g); 25.785(h)(1)
53. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that was located adjacent to each Type B emergency exit.
Sources: 121.367; 121.311(g); 25.785(h)(1)
54. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that is, to the

- extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the flight attendant is responsible.
Sources: 121.367; 121.311(g); 25.785(h)(2)
55. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that is positioned so that the seat will not interfere with the use of a passageway or exit when the seat was not in use.
Sources: 121.367; 121.311(g); 25.785(h)(3)
56. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that was located to minimize the probability that occupants would suffer injury by being struck by items dislodged from service areas, stowage compartments, or service equipment.
Sources: 121.367; 121.311(g); 25.785(h)(4)
57. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that was either forward or rearward facing with an energy absorbing rest that was designed to support the arms, shoulders, head, and spine.
Sources: 121.367; 121.311(g); 25.785(h)(5)
58. Check at the aircraft, that each flight attendant has a seat for takeoff and landing in the passenger compartment that was equipped with a restraint system consisting of a combined safety belt and shoulder harness unit, equipped with a metal to metal latching device, with a single point release. There must be means to secure each restraint system when not in use to prevent interference with rapid egress in an emergency.
Sources: 121.367; 121.311(g); 25.785(i); 25.785(h)(6)
59. Check at the aircraft, that each compartment, when used for storing cargo or baggage, materials used in the construction of the compartments, including tie-down equipment, was at least flame resistant.
Sources: 121.367; 121.221(a)(3)
60. Check at a transport category aircraft that was type certificated after January 1, 1958 that each Class C compartment, that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin or materials which meet the test requirements of part 25, appendix F, part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum.
Sources: 121.367; 121.314(a)(1); 121.314(a)(2); 121.314(a)(3)
61. Check at a transport category aircraft that was type certificated after January 1, 1958 that each Class D compartment, that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin or materials which meet the test requirements of part 25, appendix F, part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum.
Sources: 121.367; 121.314(a)(1); 121.314(a)(2); 121.314(a)(3)
- 62.

- Check at the record repository for an aircraft that operates at flight levels above 270, that it was successfully demonstrated to the Administrator that the concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level.
Sources: 121.367; 121.578(b)(2)
63. Check at an aircraft that operates on a flight on which smoking is prohibited by part 252, that either the "No Smoking" passenger information signs are lighted during the entire flight, or one or more "No Smoking" placards meeting the requirements of 14 CFR Part 25.1541 of are posted during the entire flight segment.
Sources: 121.367; 121.317(c)
64. Check at the aircraft, that it was equipped with passenger information signs that notify when seat belts should be fastened, constructed so that the crewmembers can turn them on and off and, when illuminated, are legible under all probable conditions of cabin illumination to each person seated in the cabin.
Sources: 121.367; 121.317(a); 25.791(b)
65. Check at an aircraft that operates as a passenger-carrying airplane, that at least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat.
Sources: 121.367; 121.317(d)
66. Check at the aircraft, that a door is installed between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission (except that nontransport category airplanes certificated after December 31, 1964).
Sources: 121.367; 121.313(f)
67. Check, at the aircraft, that metallic components are bonded properly to the aircraft in accordance with the Certificate Holder's design.
Sources: 121.367; 25.581(b)(1)
68. Check at the aircraft, that except for the flightdeck door, there was a key for each door that separates a passenger compartment from another compartment that has emergency exit provisions.
Sources: 121.367; 121.313(g)
69. Check at the aircraft, that there was a means for the crew, in an emergency to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers.
Sources: 121.367; 121.313(g)
70. Check at a large passenger-carrying turbojet-powered aircraft, that each ventral exit and tailcone exit was marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight.
Sources: 121.367; 121.310(k)(2)
- 71.

- Check at the aircraft, that a placard is installed on each door that is the means of access to a required passenger emergency exit, to indicate that it must be open during takeoff and landing.
Sources: 121.367; 121.310(h)
72. Check at the aircraft, that the airplane contains the specified markings and placards.
Sources: 121.367; 25.1541(a)(1)
73. Check at the aircraft, that each marking and placard may not be easily erased, disfigured, or obscured.
Sources: 121.367; 25.1541(b)(2)
74. Check at the aircraft, that each baggage and cargo compartment, except underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.
Sources: 121.367; 25.1557(a)
75. Check, at the aircraft, that non-metallic components are bonded properly to the aircraft in accordance with the Certificate Holder's design.
Sources: 121.367; 25.581(c)(2)
76. Check at the aircraft, that each megaphone, when carried in a compartment or container, is carried in a compartment or container marked as to contents.
Sources: 121.367; 121.309(b)(4); 121.309(f)(1); 121.309(f)(2)
77. Check at the aircraft, that each megaphone, when carried in a compartment or container, the compartment or container, or the megaphone itself, is marked as to date of last inspection.
Sources: 121.367; 121.309(b)(4); 121.309(f)(1); 121.309(f)(2)
78. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the airplane is equipped with exterior lighting that is operable manually from the flight crew station.
Sources: 121.367; 121.310(h)(1)(i); 25.812(f)(1)
79. Check at an aircraft, for which the application for the type certificate was filed prior to May 1, 1972, that the aircraft is equipped with exterior lighting that has an "on," "off," and "armed" position so that when armed in the cockpit or turned on at either the cockpit or flight attendant station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the airplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the "armed" or "on" positions.
Sources: 121.367; 121.310(h)(1)(i); 121.310(d)(1)(ii)
80. Check at an aircraft, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14CFR 21.305 and is capable of operation independent of the crewmember interphone system required by 14 CFR 121.319, except for handsets,

- headsets, microphones, selector switches, and signaling devices.
Sources: 121.367; 121.318(a); 121.318(b)
81. Check at an aircraft, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment.
Sources: 121.367; 121.318(b); 121.318(c)
82. Check at an aircraft, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and for each required floor-level passenger emergency exit which has an adjacent flight attendant seat, has a microphone which is readily accessible to the seated flight attendant, except that one microphone may serve more than one exit, provided the proximity of the exits allows unassisted verbal communication between seated flight attendants.
Sources: 121.367; 121.318(b); 121.318(d)
83. Check at an aircraft, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at each of those stations in the passenger compartment from which its use is accessible.
Sources: 121.367; 121.318(b); 121.318(e)
84. Check at an aircraft, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is audible at all passenger seats, lavatories, and flight attendant seats and work stations.
Sources: 121.367; 121.318(b); 121.318(f)
85. Check at a transport category aircraft, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground, after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for a time duration of at least 10 minutes, including an aggregate time duration of at least 5 minutes of announcements made by flight and cabin crewmembers, considering all other loads which may remain powered by the same source when all other power sources are inoperative.
Sources: 121.367; 121.318(b); 121.318(g); 25.1423(a)(1)
86. Check at a transport category aircraft, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, that it was equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground,

- after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for an additional time duration in its standby state appropriate or required for any other loads that are powered by the same source and that are essential to safety of flight or required during emergency conditions.
Sources: 121.367; 121.318(b); 121.318(g); 25.1423(a)(2)
87. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation independent of the public address system required by 14 CFR 121.318(a) except for handsets, headsets, microphones, selector switches, and signaling devices.
Sources: 121.367; 121.319(a)(2)
88. Check at an aircraft, with a seating capacity of more than 19 passengers that the aircraft was equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot compartment and each passenger compartment.
Sources: 121.367; 121.319(a)(3); 121.319(b)(1)(i)
89. Check at an aircraft, with a seating capacity of more than 19 passengers that the aircraft was equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot compartment each galley located on other than the main passenger deck level.
Sources: 121.367; 121.319(a)(3); 121.319(b)(1)(ii)
90. Check at an aircraft, with a seating capacity of more than 19 passengers that the aircraft was equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment.
Sources: 121.367; 121.319(a)(3); 121.319(b)(2)
91. Check at an aircraft, with a seating capacity of more than 19 passengers that the aircraft was equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use from at least one normal flight attendant station in each passenger compartment.
Sources: 121.367; 121.319(a)(3); 121.319(b)(3)
92. Check at an aircraft, with a seating capacity of more than 19 passengers that the aircraft was equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at those stations in each passenger compartment from which its use is accessible.
Sources: 121.367; 121.319(a)(3); 121.319(b)(4)
- 93.

- Check at a large turbojet–powered aircraft with a seating capacity of more than 19 passengers that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use at enough flight attendant stations so that all floor–level emergency exits (or entryways to those exits in the case of exits located within galleys) in each passenger compartment are observable from one or more of those stations so equipped.
Sources: 121.367; 121.319(a)(3); 121.319(b)(5)(i)
94. Check at a large turbojet–powered aircraft with a seating capacity of more than 19 passengers that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system incorporating aural or visual signals for use by flight crewmembers to alert flight attendants and for use by flight attendants to alert flight crewmembers.
Sources: 121.367; 121.319(a)(3); 121.319(b)(5)(ii)
95. Check at a large turbojet–powered aircraft with a seating capacity of more than 19 passengers ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system with a means for the recipient of a call to determine whether it is a normal call or an emergency call.
Sources: 121.367; 121.319(b)(5)(iii)
96. Check at a large turbojet–powered aircraft with a seating capacity of more than 19 passengers that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and when the airplane is on the ground, provides a means of two–way communication between ground personnel and either of at least two flight crewmembers in the pilot compartment. The interphone system station for use by ground personnel must be so located that personnel using the system may avoid visible detection from within the airplane.
Sources: 121.367; 121.319(a)(3); 121.319(b)(5)(iv)
97. Check at the aircraft, that protective fuses were installed on the airplane.
Sources: 121.367; 121.313(a)
98. Check at the aircraft, that the number of spare fuses were approved for that aircraft and appropriately described in the Certificate Holder's manual.
Sources: 121.367; 121.313(a)
99. Check at the aircraft, that protective fuses were installed on the airplane, the number of spare fuses approved for that airplane and appropriately described in the Certificate Holder's manual.
Sources: 121.367; 121.313(a)
100. Check at the aircraft, that the aircraft was equipped with a power supply and distribution system that is able to produce and distribute the load for the required instruments and equipment, with use of an external power supply if any one power source or component of the power distribution system fails.

- Sources:* 121.367; 121.313(c)
101. Check at the aircraft, that each compartment, when used for storing cargo or baggage, is designed so that no compartment includes controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment.
Sources: 121.367; 121.221(a)(1)
102. Check at the aircraft, that each compartment, when used for storing cargo or baggage, is designed so that cargo or baggage may not interfere with the functioning of the fire-protective features of the compartment.
Sources: 121.367; 121.221(a)(2)
103. Inspect the aircraft for major repairs, and verify that the approved data for that repair includes damage tolerance in accordance with the Certificate Holders design.
Sources: 121.367; 121.135(b)(17); 25.571(a)(3)
104. Check at an aircraft, with a Class A cargo compartment, that a fire therein would be readily discernible to a member of the crew while at his station.
Sources: 121.367; 121.221(b)(1)
105. Check at an aircraft, with a Class A cargo compartment that all parts of the compartment are easily accessible in flight.
Sources: 121.367; 121.221(b)(2)
106. Check at the aircraft, that each class B compartment was lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.
Sources: 121.367; 121.221(c)(3)
107. Check at an aircraft, with a Class B cargo compartment, that each class B compartment has a liner, separate from (but may be attached to) the airplane structure.
Sources: 121.367; 25.855(b)
108. Check at an aircraft, with a Class C cargo compartment, that each class C cargo compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.
Sources: 121.367; 121.221(d)(1)
109. Check at an aircraft, with a Class C cargo compartment, that each class C cargo compartment has an approved built-in fire-extinguishing system controlled from the pilot or flight engineer station.
Sources: 121.367; 121.221(d)(2)
110. Check at an aircraft, with a Class C cargo compartment, that each class C cargo compartment ventilation and draft is controlled so that the extinguishing agent provided can control any fire that may start in the compartment.
Sources: 121.367; 121.221(d)(4)

111. Check at an aircraft, with a Class C cargo compartment, that each class C cargo compartment was lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.
Sources: 121.367; 121.221(d)(5)
112. Check at an aircraft, type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin, or meet the test requirements of 14 CFR part 25, appendix F, part III.
Sources: 121.367; 121.314(a)(1); 121.314(a)(2)
113. Check at a transport category aircraft, type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that has liner installations approved prior to March 20, 1989 that each class C cargo compartment has ceiling and sidewall liner panels, which are constructed of aluminum.
Sources: 121.367; 121.314(a)(3)
114. Check at an aircraft, with a Class C cargo compartment that if the cargo compartment lamps were installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.
Sources: 121.367; 25.787(c)
115. Check at an aircraft, with a Class C cargo compartment, that each Class C cargo and baggage compartment not occupied by crew or passengers has a liner that is separate from (but may be attached to) the airplane structure.
Sources: 121.367; 25.855(b)
116. Check at a transport category airplane type certificated after January 1, 1958 that After March 19, 2001, each Class D compartment, regardless of volume, meets the standards of 14 CFR 25.857(c) for a Class C compartment.
Sources: 121.367; 121.314(c)
117. Check at a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment that a fire occurring therein will be completely confined without endangering the safety of the airplane or the occupants.
Sources: 121.367; 121.221(e)
118. Check at a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment that each Class D compartment had a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering any compartment occupied by the crew or passengers.
Sources: 121.367; 121.221(e)(1)
119. Check at a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment that, in each Class D compartment, ventilation and drafts are controlled within each compartment so that any fire likely

- to occur in the compartment will not progress beyond safe limits.
Sources: 121.367; 121.221(e)(2)
120. Check at a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, that each Class D compartment is completely lined with fire-resistant material.
Sources: 121.367; 121.221(e)(3)
121. Check at an aircraft with a Class E cargo compartment, that in any case where partitions between compartments have louvers or other means allowing air to flow between compartments, there was a means convenient to the crew for closing the flow of air through the partitions, when necessary.
Sources: 121.367; 121.219
122. Check at an aircraft with a Class E cargo compartment, that each Class E compartment is completely lined with fire-resistant material.
Sources: 121.367; 121.221(f)(1)
123. Check at an aircraft with a Class E cargo compartment, that each Class E compartment has a separate system of an approved type smoke or fire detector to give warning at the pilot or flight engineer station.
Sources: 121.367; 121.221(f)(2)
124. Check at an aircraft with a Class E cargo compartment, that each Class E compartment has a means to shut off the ventilating air flow to or within the compartment and the controls for that means must be accessible to the flight crew in the crew compartment.
Sources: 121.367; 121.221(f)(3)
125. Check at an aircraft with a Class E cargo compartment, that each Class E compartment has a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the flight crew compartment.
Sources: 121.367; 121.221(f)(4)
126. Check at an aircraft with a Class E cargo compartment, that each Class E compartment has a liner, separate from (but may be attached to) the airplane structure.
Sources: 121.367; 25.855(b)
127. Check at an aircraft with a Class E cargo compartment, that no Class E compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that cannot be damaged by the movement of cargo in the compartment.
Sources: 121.367; 121.221(a)(1)
128. Check at an aircraft with a Class E cargo compartment, that no Class E compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard.
Sources: 121.367; 121.221(a)(1)
129. Check at an aircraft with a Class E cargo compartment, that there is a means to prevent cargo or baggage from interfering with the

- functioning of the fire protective features of the compartment.
Sources: 121.367; 121.221(a)(2)
130. Check at an aircraft with a Class E cargo compartment, that sources of heat within the compartment are shielded and insulated to prevent igniting the cargo or baggage.
Sources: 121.367; 25.855(g)
131. Check at an aircraft with a Class E cargo compartment, that each Class E compartment is completely lined with fire-resistant material.
Sources: 121.367; 121.221(f)(1)
132. Check at the aircraft, that materials used in the construction of the compartments, including tie-down equipment, is at least flame resistant.
Sources: 121.367; 121.221(a)(3)
133. Check at the aircraft, that compartments, when used for storing cargo or baggage, include no controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment.
Sources: 121.367; 121.221(a)(1)
134. Check at the aircraft, that cargo or baggage will not interfere with the functioning of the fire-protective features of the compartment.
Sources: 121.367; 121.221(a)(2)
135. Check at the aircraft, that when used for storing cargo or baggage, each compartment includes provisions for safeguarding against fires according to the classifications set forth in 14 CFR Part 121.221 paragraphs (b) through (f).
Sources: 121.367; 121.221(a)(4)
136. Check at the aircraft, that where partitions between compartments have louvers or other means allowing air to flow between compartments, there is a means convenient to the crew for closing the flow of air through the partitions, when necessary.
Sources: 121.367; 121.219
137. Check at an aircraft that was converted from a passenger to a Class E cargo compartment that aircraft weight and center of gravity were within the approved limits determined in 14 CFR. 25.23 through 25.27, as operating limitations.
Sources: 121.135(b)(20); 25.1519
138. Check, at the aircraft, that it was equipped with heated pitot tubes in accordance with the Certificate Holders design.
Sources: 121.367; 121.323(e); 121.325(a)
139. Check, at the aircraft, that it was equipped with an operable pitot heat indication system incorporating an amber light that was in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system was switched "off".
Sources: 121.367; 121.342; 25.1326(a); 25.1326(b)(1)

140. Check, at the nontransport category airplane type certificated after December 31, 1964, that it was equipped with an operable pitot heat indication system incorporating an amber light that was in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system was switched "off".
Sources: 121.342; 121.367; 25.1326(a); 25.1326(b)(1)
141. Check, at the aircraft, that it was equipped with an operable pitot heat indication system incorporating an amber light that was in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system was not operating if the pitot heating system was switched "on" and any pitot tube heating element was inoperative.
Sources: 121.367; 121.342; 25.1326(a); 25.1326(b)(2)
142. Check, at the nontransport category airplane type certificated after December 31, 1964, that it was equipped with an operable pitot heat indication system incorporating an amber light that was in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system was not operating if the pitot heating system was switched "on" and any pitot tube heating element was inoperative.
Sources: 121.342; 121.367; 25.1326(a); 25.1326(b)(2)
143. Check, at the aircraft, that it was equipped with two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by air flow variation or moisture or other foreign matter are installed on the airplane.
Sources: 121.367; 121.313(e)
144. Check, at the aircraft, that it was equipped with a means was provided for transferring an instrument from its primary operating system to an alternate system, the means includes a positive positioning control that was marked to indicate clearly which system was being used.
Sources: 121.367; 121.313(e)
145. Check, at the aircraft, that it was equipped with two landing lights.
Sources: 121.367; 121.323(c)
146. Check, at the nontransport category airplane type certificated after December 31, 1964, that it was equipped with at least one landing light.
Sources: 121.367; 121.323(c)
147. Check, at the aircraft that was operated at night, that it was equipped position lights.
Sources: 121.367; 121.323(a)
148. Check, at the aircraft that was operated at night, that it was equipped with an anti-collision light.
Sources: 121.367; 121.323(b)
149. Check, at the aircraft, that specified markings and are installed.
Sources: 121.367; 25.1541(a)(1); 25.1541(a)(2)
150. Check, at the aircraft, that placards required for the safe operation are installed, if there are unusual airplane design, operating, or handling characteristics, in accordance with the Certificate Holder's design.

<i>Sources: 121.367; 25.1541(a)(1); 25.1541(a)(2)</i>	
<p>1.7 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's aircraft met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the records repository, that the airplane certificated takeoff weight in excess of 12,500 pounds, that conforms to an amended or supplemental type certificate issued in accordance with SFAR No. 41 of 14 CFR part 21, that materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR part 25, or other approved equivalent methods. <i>Sources: 121.312(c); 121.367; 25.853(a)</i> 2. Check, at the records repository, that for an aircraft that was manufactured in a foreign country and never issued a U.S. Airworthiness Certificate, an original export Certificate of Airworthiness exists certifying that the aircraft conforms to the type design and is in condition for safe operation from the country in which the aircraft was manufactured. <i>Sources: 121.367; 21.183(c)</i> 3. Check, at the records repository, that the aircraft weight and center of gravity was within approved limits in accordance with the Certificate Holder's design. <i>Sources: 121.135(b)(20)</i> 4. Check, at the records repository, that for an aircraft that was manufactured in the United States and never issued a U.S. Airworthiness Certificate, an original export Certificate of Airworthiness from the United States exists certifying that the aircraft conforms to the type design and is in condition for safe operation from the country in which the aircraft was manufactured. <i>Sources: 121.367; 21.183(c)</i> 5. Check, at the records repository, that the aircraft and its component parts, accessories, and appliances were maintained in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, including CMRs and routine checks in accordance with the Certificate Holders design. <i>Sources: 121.367(a); D.072(c)</i> 6. Check, at the records repository, that items identified as "on condition" were maintained by periodic inspections, checks, service, repair, and/or preventive maintenance in accordance with the Certificate Holder's design. <i>Sources: 121.367(a); D.072(d)</i> 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

7. Check, at the records repository, that parts or subassemblies of components that do not have specific time intervals were checked, inspected, and/or overhauled in accordance with the Certificate Holder's design.
Sources: 121.367(a); D.072(e)
8. Check, at the records repository, that the aircraft operating under IFR using the VOR system of radio navigation the VOR equipment of that aircraft the was maintained, checked, and inspected in accordance with the Certificate Holder's design.
Sources: 121.367; 91.171(a)(1)
9. Check, at the records repository, that the aircraft operating under IFR using the VOR system of radio navigation, the VOR equipment has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error in accordance with the Certificate Holder's design.
Sources: 121.367; 91.171(a)(2)
10. Check at the Records Repository for an aircraft that operates with an alteration limited to the installation of miscellaneous, non-required electrical equipment, that flammability requirements should be met for materials used in non-electrical components, or materials external to a metal enclosure (which will contain a fire) used for electrical components.
Sources: AC 25-10 Paragraph 5b(2)
11. Check, at the records repository, that a proof test was conducted to demonstrate the integrity of the static pressure system in accordance with the Certificate Holder's design.
Sources: 121.367; 25.1325(c)(2)
12. Check, at the records repository, that the applicant for a standard airworthiness certificate presented evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or supplemental type certificate.
Sources: 121.367; 21.183(d)(1)
13. Check, at the records repository, if the operator was authorized to conduct RVSM operations, that the aircraft was maintained for RVSM operations in accordance with the Certificate Holder's design.
Sources: 91 App..GSection 3(b)(1)
14. Check at the Record Repository, that each compartment, when used for storing cargo or baggage, is designed so that materials used in the construction of the compartments, including tie-down equipment, are at least flame resistant.
Sources: 121.367; 121.221(a)(3)
- 15.

- Check at the Technical Library, that the airplane contains the specified markings and placards.
Sources: 121.367; 25.1541(a)(1)
16. Check at the Record Repository, that for each compartment occupied by the crew or passengers, materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR Part 25, or other approved equivalent methods, regardless of the passenger capacity of the airplane.
Sources: 121.367; 25.853(a)
 17. Check at the Record Repository, that, for each compartment occupied by the crew or passengers, seat cushions, except those on flight crewmember seats, meet the test requirements of part II of appendix F of 14 CFR Part 25, or other equivalent methods, regardless of the passenger capacity of the airplane.
Sources: 121.367; 25.853(c)
 18. Check at the Record Repository for an aircraft with a passenger capacity of 20 or more that each compartment occupied by the crew or passengers, partitions, other than transparent panels needed to enhance cabin safety meet the test requirements of parts IV and V of appendix F 14 CFR Part 25 or other approved equivalent method.
Sources: 121.367; 25.853(d)(2)
 19. Check at the Record Repository for an aircraft, with a passenger capacity of 20 or more, that each compartment occupied by the crew or passengers, galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.
Sources: 121.367; 25.853(d)(3)
 20. Check at the Record Repository for an aircraft, with a passenger capacity of 20 or more, that each compartment occupied by the crew or passengers, large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.
Sources: 121.367; 25.853(d)(4)
 21. Check, at the records repository, that the aircraft subject to supplemental structural inspections as identified in the structural inspection document was inspected in accordance with the Certificate Holder's design.
Sources: 8300.10 Vol. 2 Chapter 64 Section 1

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22. Check at the Records Repository, that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning compartment accessibility.
Sources: 121.367; 25.855(h)(1)
23. Check at the Records Repository, that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning the entries of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers.
Sources: 121.367; 25.855(h)(1)
24. Check at the Records Repository, that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning the dissipation of the extinguishing agent in Class C compartments, and that no inadvertent operation of smoke or fire detectors in any compartment would occur as a result of fire contained in any other compartment, either during or after extinguishment, unless the extinguishing system floods each such compartment simultaneously.
Sources: 121.367; 25.855(h)(3)(i)
25. Check at the Records Repository, that each emergency exit, including a flight crew emergency exit, is a movable door or hatch in the external walls of the fuselage, allowing unobstructed opening to the outside, capable of being opened from the inside and the outside with the airplane in each of the attitudes corresponding to collapse of one or more legs of the landing gear.
Sources: 121.367; 25.809(a); 25.809(b)(1)
26. Check at the Records Repository, that when introducing a major change in type design, not great enough to require a new application for a type certificate under Sec. 21.19 that the application was made to the Administrator for a supplemental type certificate, in a form and manner prescribed by the Administrator.
Sources: 121.367; 21.113
27. Check, at the records repository, that if the aircraft was subject to a CPCP, the CPCP tasks were accomplished in accordance with the Certificate Holder's design.
Sources: AD 90-25-03 AD 92-22-08 R1 AD 94-18-02
28. Check at the Records Repository, for an aircraft that operates above flight level 320, that concentration of ozone inside the cabin will not exceed 0.25 parts per

million by volume, sea level equivalent, at any time above that flight level.

Sources: 121.367; 121.578(b)(1)

29. Check at the Records Repository, for an aircraft that operates above flight level 270, that concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level. (For this purpose, the amount of ozone below flight level 180 is considered to be zero.)
Sources: 121.367; 121.578(b)(2)
30. Check at the Records Repository, that carbon monoxide concentration in crew and passenger compartment air does not exceed 0.5 percent by volume (sea level equivalent).
Sources: 121.367; 25.831(b)(2)
31. Check at the Records Repository, that carbon monoxide concentration in crew and passenger compartment air does not exceed 0.5 percent by volume (sea level equivalent).
Sources: 121.367; 25.831(b)(2)
32. Check at the Records Repository for an aircraft that operates at flight levels above 320, that the aircraft's cabin ozone concentration during flight will not to exceed 0.25 parts per million by volume, sea level equivalent.
Sources: 121.367; 25.832(a)(1)
33. Check at the Records Repository for an aircraft that operates at flight levels above 270 during any 3 hour interval, that the aircraft's cabin ozone concentration during flight will not to exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average.
Sources: 121.367; 25.832(a)(2)
34. Check at the Records Repository for an aircraft that will not be operated at an altitude which would result in cabin ozone concentrations exceeding the limits prescribed by paragraph 14 CFR 25.832(a), or the ventilation system, including any ozone control equipment, has been shown by analysis or tests, based on airplane operational procedures and performance limitation, that demonstrate that it will maintain cabin ozone concentrations at or below the limits prescribed by 14 CFR 25.832(a).
Sources: 121.367; 25.832(c)(1); 25.832(c)(2)
35. Check at the Records Repository for an aircraft, that when pressurized cabins and compartments are to be occupied, are equipped to provide a cabin pressure altitude of not more than 8,000 feet at the maximum operating altitude of the airplane under normal

- operating conditions.
Sources: 121.367; 25.841(a)
36. Check, at the records repository, that the applicant for a standard airworthiness certificate presented evidence to the Administrator that the aircraft conforms to applicable airworthiness directives.
Sources: 121.367; 21.183(d)(1)
37. Check at the Records Repository for a non-transport category airplane or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in Class D cargo compartments all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR Part 25, Part I of Appendix F or other approved equivalent methods.
Sources: 121.367; 25.855(d)
38. Check, at the technical publications library, that for STC's that do not include instructions for continued airworthiness for an appliance or product installed in the airplane, the Certificate Holder has incorporated into the maintenance program the method techniques and practices and the information essential to the continued airworthiness of the airplane in accordance with the Certificate Holder's design.
Sources: 121.367; 43.13(a); 25 App..H25.1(b)
39. Check, at the records repository, that the current status of all applicable airworthiness directives, includes the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action was required in accordance with the Certificate Holder's design.
Sources: 121.367(a); 121.380(a)(2)(vi)
40. Check at the Records Repository for an aircraft with a Class E cargo compartment, that flight tests were conducted to show there are means to exclude hazardous quantities of smoke, flames, or noxious gases, from the flight crew compartment.
Sources: 121.367; 25.855(h)(2); 25.857(e)(4)
41. Check at the Record Repository, that for normal operating conditions, the ventilation system provides each occupant with an airflow containing at least 0.55 pounds of fresh air per minute.
Sources: 121.367; 25.831(a)
42. Check, at the technical publications library, that the Certificate Holder who has an alternate means of compliance for the accomplishment of an airworthiness directive, includes the specific actions that address the unsafe condition or the change in compliance time in

- accordance with the Certificate Holder's design.
Sources: 121.367(a); 39.17; 39.19
43. Check at the Technical Publications Library, for instructions of continued airworthiness, for an aircraft that was converted from a passenger to a Class E cargo compartment, that were prepared in accordance with 14 CFR parts 25, Appendix H, and that were acceptable to the Administrator.
Sources: 121.367; 25.1529
44. Check, at the certificate holding district office, that the operator who conducts domestic, flag or commuter operations, sent a copy of the record (current list of each aircraft that it operates) and each change to the certificate–holding district office in accordance with its design.
Sources: 121.135(a)(1); 121.685
45. Check, at the records repository, that records containing the total time in service of the airframe are kept in accordance with the Certificate Holder's design.
Sources: 121.367; 121.380(a)(2)(i)
46. Check, at the records repository, that records containing the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis are kept in accordance with the Certificate Holder's design.
Sources: 121.367; 121.380(a)(2)(iv)
47. Check, at the records repository, that records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained are kept in accordance with the Certificate Holder's design.
Sources: 121.367; 121.380(a)(2)(v)
48. Check, at the records repository, that the aircraft, if it was not manufactured under a production or type certificate, was inspected in accordance with the performance rules for 100–hour inspections set forth in Sec. 43.15 and found airworthy by the manufacturer, a repair station certificated under Part 145, a certificated mechanic or a Part 121 Certificate Holder having a maintenance and inspection organization appropriate to the aircraft type.
Sources: 121.367; 21.183(a); 21.183(b); 21.183(d)(2)(i); 21.183(d)(2)(ii); 21.183(d)(2)(iii); 21.183(d)(2)(iv)

<p>1.8 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's engines and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, records repository, that a review of the Type Certificate Data Sheet for applicable airworthiness requirements to ensure that the aircraft engines meet type design was accomplished in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.135(b)(16); 21.41 2. Check, at the records repository, that records containing the total time in service of each engine and propeller are kept in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.380(a)(2)(ii) 3. Check, at the records repository, that records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.380(a)(2)(iii) 4. Check, at the records repository that, aircraft required to be modified to meet Stage 3 operating noise limits, were modified in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.853 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.9 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's propellers and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the records repository, that records containing the total time in service of each engine and propeller are kept in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.380(a)(2)(ii) 2. Check, at the records repository, that records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.380(a)(2)(iii) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.10 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's appliances and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the technical publications library, that airspeed limitation information was expressed in knots. <i>Sources:</i> 121.367; 121.303(c) 2. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check, at the technical publication library, that powerplant limitations information, that was appropriate to the airplane, necessary for marking the instruments required by Section 25.1549, was furnished, verified, and approved and was segregated, identified, and clearly distinguished from each unapproved part of that manual. <i>Sources:</i> 121.367; 25.1583(b)(3); 25.1581(b)</p> <ol style="list-style-type: none"> 3. Check, at the records repository, that within the preceding 24 calendar months, the ATC transponder was tested and inspected in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 91.413(a) 4. Check, at the records repository that, if there was an aircraft registration number change, the discrete aircraft address for the Mode S transponder that identifies the aircraft was obtained from the appropriate airworthiness authority. <i>Sources:</i> AC 20-131A Paragraph 3 c (1) 5. Check, at the records repository, that documentation established compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements. <i>Sources:</i> 91 App..GSection 2(b)(1); 91 App..GSection 2(b)(2) 6. Check, at the records repository, that the aircraft complies with appropriate flight recorder requirements applicable to that aircraft in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.343(c)(1)thru(11); 121.343(d)(1)thru(17); 121.343(e); 121.343(f); 121.344(a)(1)thru(88); 121.344(b)(1); 121.344(c)(1); 121.344(c)(2); 121.344(d)(1); 121.344(e)(1); 121.344a(a)(1); 121.344a(a)(2); 121.344a(c); 121.344(b)(2); 121.344a(b)(1); 121.344(b)(2); 121.344(b)(1)(i); 121.344(f)(1) 7. Check, at the records repository, that records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained are kept in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 121.380(a)(2)(v) 	
<p>1.11 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's emergency equipment and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check at the records repository for an aircraft, that operates in extended overwater operations, that batteries used in the approved survival type emergency locator transmitter, are replaced (or recharged, if the battery was rechargeable) when the transmitter has been in use for more than 1 cumulative hour, or when 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life of charge) has expired. <i>Sources:</i> 121.367; 121.339(a)(4) 2. Check at the records repository for an aircraft, that operates in extended overwater operations, that each approved survival type 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>emergency locator transmitter was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.339(a)(4); 121.309(b)(1)</p> <p>3. Check at the Records Repository, that each hand fire extinguisher for use in each Class A cargo compartment was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.221(b)(2); 121.309(b)(1)</p> <p>4. Check at the Record Repository, that each hand fire extinguisher for use in each Class B cargo compartment was inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.221(c)(2); 121.309(b)(1)</p>	
<p>1.12 Did the Certificate Holder's inspection and maintenance records show that the Certificate Holder's airframe and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?</p> <p><i>Related Performance JTI's:</i></p> <p>1. Check, at the records repository that the aircraft was painted using materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance painted will be at least equal to its original or properly altered condition in accordance with the Certificate Holder's design. <i>Sources:</i> 121.367; 43.13(b)</p> <p>2. Check, at the records repository, that flight controls that were painted were statically balanced if required in accordance with the Certificate Holder's design. <i>Sources:</i> AC 120-27C Paragraph 15</p> <p>3. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences upward, 3.0g inertia forces relative to the surrounding structure. <i>Sources:</i> 121.367; 25.561(b)(3)(i)</p> <p>4. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences forward, 9.0g relative to the surrounding structure. <i>Sources:</i> 121.367; 25.561(b)(3)(ii)</p> <p>5. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

- landing when the occupant experiences sideward, 3.0g on the airframe.
Sources: 121.367; 25.561(b)(3)(iii)
6. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences sideward, 4.0g on the seats and their attachments.
Sources: 121.367; 25.561(b)(3)(iii)
 7. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences downward, 6.0g relative to the surrounding structure.
Sources: 121.367; 25.561(b)(3)(iv)
 8. Check at the Records Repository, that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences rearward, 1.5g relative to the surrounding structure.
Sources: 121.367; 25.561(b)(3)(v)
 9. Check at the Records Repository, that an approved cargo bin that was attached to the seat tracks or to the floor structure of the airplane, and its attachment must withstand the load factors and emergency landing conditions applicable to the passenger seats of the airplane in which the bin was installed, multiplied by either the factor 1.15 or the seat attachment factor specified for the airplane, whichever was greater, using the combined weight of the bin and the maximum weight of cargo that may be carried in the bin.
Sources: 121.367; 121.285(b)(4)
 10. Check at the Records Repository, that each airplane has an emergency lighting system, independent of the main lighting system that provides enough general lighting in the passenger cabin so that the average illumination when measured at 40-inch intervals at seat armrest height, on the centerline of the main passenger aisle, is at least 0.05 foot-candles.
Sources: 121.367; 121.310(c)(2)
 11. Check at the Records Repository, that each interphone restraint system is designed so that when subjected to the load factors specified in 14 CFR 25.561(b)(3), the interphone will remain in its stowed position.
Sources: 121.367(b); 25.789(b)
 12. Check, at the records repository, that documentation established compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements.

- Sources:* 91 App..GSection 2(b)(1); 91 App..GSection 2(b)(2)
13. Check at the Records Repository, that the structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences forward, 9.0g inertia forces relative to the surrounding structure.
Sources: 121.367; 25.561(b)(3)(ii)
 14. Check, at the records repository, that the Certificate Holder has a list of current major alterations for that airframe, engine, propeller, or appliance in accordance with the Certificate Holder's design.
Sources: 121.367; 121.380(a)(2)(vii)
 15. Check at the Records Repository, that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.
Sources: 121.367; 121.323(a)
 16. Check at the Records Repository, that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and the dissipation of the extinguishing agent in Class "C" compartments was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.
Sources: 121.367; 121.323(a)
 17. Check at the Records Repository for an aircraft with a Class C cargo compartment, that each class C cargo compartment was designed to exclude hazardous quantities of smoke, flames, or extinguishing agents from entering into any compartment occupied by the crew or passengers.
Sources: 121.367; 121.221(d)(3)
 18. Check, at the records repository, that major alteration and/or major repairs have been accomplished in accordance with technical data approved by the Administrator in accordance with the Certificate Holder's design.
Sources: AC 120–77 paragraph 9(c)
 - 19.

- Check at the Record Repository for an aircraft type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin, or meet the test requirements of 14 CFR part 25, appendix F, part III.
Sources: 121.367; 121.314(a)(1); 121.314(a)(2)
20. Check at the Record Repository for a transport category aircraft, type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that has liner installations approved prior to March 20, 1989 that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of aluminum.
Sources: 121.367; 121.314(a)(3)
21. Check at the Records Repository for an aircraft, with a Class C cargo compartment, that the ceiling and sidewall liner panels of Class C compartments meet the test requirements of 14 CFR parts 25, Part III of Appendix F or other approved equivalent methods.
Sources: 121.367; 25.855(c)
22. Check at the Records Repository for an aircraft, with a Class C cargo compartment that all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods.
Sources: 121.367; 25.855(d)
23. Check at the Records Repository for a transport category airplane type certificated after January 1, 1958 that After March 19, 2001, each Class D compartment, regardless of volume, meets the standards of 14 CFR 25.857(c) for a Class C compartment.
Sources: 121.367; 121.314(c)
24. Check at the Records Repository for a non-transport category airplane or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, that in each Class D cargo compartments, the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.
Sources: 121.367
- 25.

- Check at the Records Repository for an aircraft with a Class E cargo compartment, that each Class E compartment has been shown by tests in flight, that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.
Sources: 121.367; 121.223
26. Check at the Records Repository for an aircraft with a Class E cargo compartment, that in each Class E compartment, all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods.
Sources: 121.367; 25.855(d)
27. Check at the Records Repository, that materials used in the construction of the compartments, including tie-down equipment, is at least flame resistant.
Sources: 121.367; 121.221(a)(3)
28. Check at the Records Repository for a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.
Sources: 121.367; 121.312(a)(1)(i)
29. Check at the Records Repository for a transport category airplane, type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.
Sources: 121.367; 121.312(a)(1)(i)
30. Check at the Records Repository for a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, that all materials in each compartment used by the crewmembers and passengers complies with the heat

release rate testing provisions of Sec. 25.853(d) in effect March 6, 1995, except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.

Sources: 121.367; 121.312(a)(1)(ii)

31. Check at the Records Repository for a transport category airplane, type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, but prior to August 20, 1990, that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d).
Sources: 121.367; 121.312(a)(1)(ii)
32. Check at the Records Repository for an aircraft that was converted from a passenger to a Class E cargo compartment that aircraft weight and center of gravity were within the approved limits determined in 14 CFR. 25.23 through 25.27, as operating limitations.
Sources: 121.135(b)(20); 25.1519
33. Check, at the technical publications library, that repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs), were incorporated in its maintenance program in accordance with the Certificate Holder's design.
Sources: 121.367; 121.370(a)(1); 121.370(a)(2); 121.370(a)(3); 121.370(a)(4); 121.370(a)(5); 121.370(a)(6); 121.370(a)(7); 121.370(a)(8); 121.370(a)(9); 121.370(a)(10); 121.370(a)(11); 121.370(a)(12)
34. Check, at the records repository, that a survey of the structure of each airplane for structural repairs without accompanying documentation was accomplished in accordance with the Certificate Holder's design.
Sources: AC 120-73 Paragraph 5a(1)(a)
35. Check, at the records repository, that an STC involving an increase in passenger seating for which the airplane was type certificated meets the requirements of CFR 25.2(a).
Sources: 121.367; 25.2(a)
36. Check, at the records repository, that an STC for an aircraft manufactured after October 16, 1987, involving an increase in passenger seating for which the airplane was type certificated meets the requirements of CFR 25.2(a) and (b).
Sources: 121.367; 25.2(a); 25.2(b)
- 37.

<p>Check, at the records repository that the aircraft was painted using methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness in accordance with the Certificate Holder's design. <i>Sources: 121.367; 43.13(a)</i></p>	
<p>2. Were the Certificate Holder's policies, procedures, instructions and information, contained in its manual, for the Aircraft Airworthiness process followed?</p> <p><i>Related Performance JTI's:</i></p> <ol style="list-style-type: none"> 1. Check, at the aircraft with two type III exits in each side of the fuselage that are separated by fewer than three passenger seat rows, that combined maximum number of passenger seats was not more than 65. <i>Sources: 121.367; 25.807(g)(7)</i> 2. Check at the Technical Publications Library, that the operator, who conducts domestic, flag or commuter operations, obtained operations specifications containing type of aircraft, registration markings, and serial numbers of each aircraft authorized for use were obtained in accordance with the Certificate Holder's design. <i>Sources: 121.135(a)(1); 119.49(a)(4); 121.685</i> 3. Check at the Technical Publications Library, that the operator, who conducts supplemental operations, obtained operations specifications containing type of aircraft, registration markings, and serial numbers of each aircraft authorized for use were obtained in accordance with the Certificate Holder's design. <i>Sources: 121.135(a)(1); 119.49(b)(4)</i> 4. Check, at the certificate holding district office, that the operator who conducts domestic, flag or commuter operations, sent a copy of the record (current list of each aircraft that it operates) and each change to the certificate-holding district office in accordance with its design. <i>Sources: 121.135(a)(1); 121.685</i> 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>3. Were the Aircraft Airworthiness process controls followed?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>4. Did the records for the Aircraft Airworthiness process comply with the instructions provided in the Certificate Holder's manual?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>5. Were the process measurements for the Aircraft Airworthiness process effective in identifying problems or potential problems and providing corrective action for them?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>6. Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions and information that are related to this element?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

EPI SECTION 1 – PERFORMANCE OBSERVABLES –Drop Down Menu
1. Personnel.
2. Tools and Equipment.
3. Technical Data.
4. Procedures, policies or instructions or information.
5. Materials.
6. Facilities.
7. Controls.
8. Process Measures.
9. Interfaces.
10. Desired Outcome.
11. Other.

EPI SECTION 2 – MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES	
Objective: To determine if the person identified by the Certificate Holder having responsibility and/or authority for the Aircraft Airworthiness is qualified, knowledgeable, and recognizes that responsibility and/or authority. (The person with the authority may or may not be the person with the responsibility.)	
Tasks	
To meet this objective, the inspector must accomplish the following tasks:	
1	Identify the person who has overall responsibility for the Aircraft Airworthiness process.
2	Identify the person who has overall authority for the Aircraft Airworthiness process.
NOTE: If no personnel or major program changes (as defined by the Principal Inspector) affecting the responsibility or authority attributes for this element have occurred since the last SAI and/or EPI was accomplished, then do not perform tasks 3 – 6. Answer questions 2.1 & 2.2, and provide the name/title.	
3	Review the duties and responsibilities for the person(s) who manage the Aircraft Airworthiness process documented in the Certificate Holder's manual.
4	Review the appropriate organizational chart.
5	Discuss the Aircraft Airworthiness process with the management personnel identified in Tasks 1 and 2.
6	Evaluate the qualifications and work experience of the management personnel identified in Tasks 1 and 2.
Questions	
To meet this objective, the inspector must answer the following questions:	
2.	Are the following aspects of the Management Responsibility and Authority Attributes addressed in the Aircraft Airworthiness process:
2.1	Is there a clearly identified person who is responsible for the quality of the Aircraft Airworthiness process? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title: <input type="text"/>
2.2	Is there a clearly identified person who has authority to establish and modify the Certificate Holder's policies, procedures, instructions and information for the Aircraft Airworthiness process? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title: <input type="text"/>
2.3	Does the responsible person know that he/she has responsibility for the Aircraft Airworthiness process? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.4	Does the person with authority know that he/she has authority for the Aircraft Airworthiness process? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.5	Does the person with responsibility for the Aircraft Airworthiness process meet the qualification standards? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.6	Does the person with authority to establish and modify the Aircraft Airworthiness process meet the qualification standards? <input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<input type="checkbox"/> Not Applicable
2.7 Does the person with responsibility understand the controls, process measurements, and interfaces associated with the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.8 Does the person with authority understand the controls, process measurements, and interfaces associated with the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.9 Does the responsible person know who has authority to establish and modify the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.10 Does the individual with authority know who has the responsibility for the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

EPI SECTION 2 – MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES –Drop Down Menu
1. Assignment of responsibility.
2. Assignment of authority.
3. Does not understand procedures, policies or instructions and information.
4. Does not understand controls.
5. Does not understand process measurements.
6. Does not understand interfaces.
7. Span of control.
8. Position vacant.
9. Other.