Element Performance Inspection (EPI) Data Collection Tool
3.1.3 Airmen Duties / Flight Deck Procedures (OP)

ELEMENT SUMMARY INFORMATION

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

- To ensure that no flight crewmember performs or permits any action that may adversely affect safety during the operation of an aircraft.

Objective (FAA oversight responsibility):

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

Specific Instructions:

- To accomplish this EPI, the inspector should observe the flight crew performing their duties from arrival at the aircraft to departure from the aircraft, and observe a crew briefing (which may occur at the flight dispatch / flight following location).

  Question 1.6. Land and Hold Short Operations (LAHSO) should be considered when answering Landing Procedures.

Related EPIs:

- 2.1.1 Manual Currency (OP)
- 2.1.3 Distribution (Manuals) (OP)
- 3.1.7 De−Icing Program (OP)
- 3.1.9 Aircraft Performance Operating Limitations (OP)
- 3.2.1 Dispatch / Flight Release (OP)
- 3.2.2 Flight / Load Manifest / Weight and Balance Control (OP)
- 3.2.3 MEL / CDL Procedures (OP)
- 4.2.3 Training of Flight Crewmembers (OP)
- 4.2.10 Aircrew Designated Examiner (ADE) Program (OP)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

SRRs:
121.135(a)(1)
121.135(b)(1)
121.135(b)(2)
121.153(a)(1)
121.153(a)(2)
121.306(a)
121.308(a)
121.308(b)
121.310(b)(1)
121.310(d)(1)(i)
121.310(d)(1)(ii)
121.310(d)(1)(iii)
121.310(d)(2)
121.311(h)
121.311(i)
121.315(a)
121.315(b)
121.315(c)
121.317(b)
121.317(c)
121.327(b)(1)
121.327(b)(2)
121.327(b)(3)
121.329(b)(1)
121.329(b)(2)
121.329(b)(3)
121.331(b)
121.333(b)
121.333(c)(1)
121.333(c)(2)(i)
121.333(c)(2)(i)(A)
121.333(c)(2)(i)(B)
121.333(c)(2)(ii)
121.333(c)(3)
121.333(c)(4)
121.337(b)
121.337(b)(9)
121.337(c)
121.337(c)(1)(i)
121.359(e)(1)
121.359(e)(2)
121.393(b)
121.542(a)
121.542(b)
121.543(a)
121.543(b)
121.543(b)(3)(ii)
121.545(a)
121.545(b)

121.545(c)
121.547(a)
121.547(b)
121.547(c)
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121.549(a)
121.549(b)
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121.557(a)
121.557(b)
121.557(c)
121.559(a)
121.559(b)
121.559(c)
121.563
121.565(a)
121.565(b)
121.565(c)
121.565(d)
121.567
121.579(a)
121.579(b)
121.579(b)(1)
121.579(b)(2)
121.579(c)
121.579(d)(1)
121.579(d)(2)
121.579(d)(3)
121.580
121.581(b)
121.587(a)
121.587(b)(1)
121.587(b)(2)
121.587(b)(3)
121.603(a)
121.603(b)
121.627(a)
121.627(b)
121.647(a)
121.647(b)
121.647(c)
121.651(a)
121.651(b)(1)
121.651(b)(2)
121.651(c)(1)
121.651(c)(2)
121.651(c)(3)(i)
121.651(c)(3)(i)thru(x)
121.651(c)(3)(ii)
121.651(c)(3)(iii)

- 121.651(c)(3)(iv)
  121.651(c)(3)(ix)
  121.651(c)(3)(v)
  121.651(c)(3)(vi)
  121.651(c)(3)(vii)
  121.651(c)(3)(viii)
  121.651(c)(3)(x)
  121.651(c)(4)
  121.651(d)
  121.651(d)(1)
  121.651(d)(2)
  121.651(d)(3)(i)thru(x)
  121.651(f)
  121.659(a)
  121.659(b)
  121.661
  SFAR 92.4
  SFAR 92.5

Related CFRs & FAA Policy/Guidance:

- Related CFRs:
  121.135(a)(1)
  121.135(b)(1)
  121.173(e)
  121.303(d)(1)
  121.303(d)(2)
  121.305(a)
  121.305(b)
  121.305(c)
  121.305(d)
  121.305(e)
  121.305(f)
  121.305(g)
  121.305(h)
  121.305(i)
  121.305(j)
  121.308(a)
  121.308(b)
  121.308(d)
  121.311(a)(1)
  121.311(a)(2)
  121.311(h)
  121.311(i)
  121.313(g)
  121.317(b)
  121.317(g)(1)
  121.337(c)(1)(ii)
  121.337(c)(2)

121.393(a)(2)(i)
121.393(b)(1)(i)
121.445(b)(1)
121.445(d)(1)
121.445(d)(2)
121.533(b)
121.533(d)
121.533(e)
121.535(b)
121.535(d)
121.535(e)
121.535(f)
121.537(b)
121.537(e)
121.543(a)
121.543(b)(1)
121.543(b)(3)(i)
121.543(b)(3)(ii)
121.553
121.555(a)
121.555(b)
121.561(a)
121.571(a)(1)
121.571(a)(2)
121.571(a)(3)
121.573(a)
121.577(a)
121.577(b)
121.583(b)(1)
121.583(b)(2)
121.583(c)
121.585(c)
121.585(g)
121.589(b)
121.590(a)
121.590(b)(2)(i)
121.590(b)(2)(ii)
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121.595(a)
121.595(b)
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121.597(c)
121.599(b)
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121.609
121.611
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121.615(a)
121.615(b)

121.615(c)
121.617(a)(1)
121.617(a)(2)
121.617(c)
121.623(a)
121.623(d)
121.625
121.628(a)(4)
121.629(a)
121.629(b)
121.629(c)
121.631(b)
121.631(c)
121.637(a)(1)
121.637(a)(2)
121.637(a)(3)
121.637(a)(4)(i)
121.637(a)(4)(ii)
121.637(b)
121.639(a)
121.639(b)
121.639(c)
121.643(a)
121.643(c)
121.645(b)
121.645(b)(1)
121.645(b)(2)
121.645(b)(3)
121.645(b)(4)
121.645(c)
121.649(a)(1)
121.649(a)(2)
121.649(b)
121.652(a)
121.657(a)
121.657(b)
121.657(c)
121.657(d)(1)
121.659(a)
121.659(b)
121.667(a)
121.695(a)(1)
121.695(a)(2)
121.695(a)(3)
121.697(a)(1)
121.697(a)(2)
121.697(a)(3)
121.697(a)(4)
121.697(a)(5)
121.697(c)

121.701(a)

- FAA Policy/Guidance:
  HBAT 92−27
  HBAT 94−17
  HBAT 95−17A
  HBAT 95−17B
  HBAT 96−03C
  HBAT 98−28D
  FSAT 95−11
  FSAT 00−02
  FSAT 00−07A
  AC 120−32
  AC 120−48
  AC 120−74

EPI SECTION 1 − PERFORMANCE OBSERVABLES	
Objective: (FAA oversight responsibility): To determine if the certificate holder follows its procedures, controls, process measurements, and interfaces for the Outsource Organization.	
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 Airman Duties / Flight Deck Procedures 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 Airman Duties / Flight Deck Procedures to gain an understanding of the procedures, instructions, and information contained in the Certificate Holder's manual.	
5 Discuss the Airman Duties / Flight Deck Procedures with the personnel (other than management) who perform the duties and responsibilities required by the process.	
Questions	
To meet this objective, the inspector will answer the following questions:	
1. Were the following Performance Measures met:	
1.1 Did the flight crewmembers have their certificates in their possession and were they appropriately rated for the flight?	☐ Yes ☐ No, Explain
1.2 Did the flight crew adhere to the Certificate Holder's preflight procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c) 3. Check at the aircraft cockpit that the pilot in command when performing preflight procedures should include a check using headphones for CVRs having recording monitoring provisions in accordance with the Certificate Holder's design. *Sources:* HBAT 92−27 4. Check at the aircraft cockpit that its carry−on baggage programs specify the crewmember position responsible for ensuring that carry−on baggage is properly stowed in accordance with the Certificate Holder's design. While each crewmember should ensure carry−on baggage procedures are followed, it is important that a specific crewmember be identified to be responsible for insuring carry−on baggage is properly stowed for each cabin or each cabin area. Specific and clear crew assignments are an important part of safety.	☐ Yes ☐ No, Explain

Sources: HBAT 98−28 D

5. Check at the aircraft cockpit that handicapped passengers should be seated, in an aircraft operated under Part 121, so that, in the event of an emergency evacuation, they can leave the aircraft, either unassisted or assisted, by the safest and most expedient route while not slowing the evacuation in accordance with the Certificate Holder's design.
   Sources: AC 120−32 (9)
6. Check in the aircraft cockpit that, when operating turbine engine powered airplanes with pressurized cabins, before the takeoff of a flight, each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning, is fitted properly, is connected to appropriate supply terminals, and that the oxygen supply and pressure are adequate for use, in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(4)
7. Check at the aircraft cockpit that, before takeoff, each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning, is fitted properly, is connected to appropriate supply terminals, and that the oxygen supply and pressure are adequate for use, when operating turbine engine powered airplanes with pressurized cabins, in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(4)
8. Check at the aircraft cockpit that each flight crewmember who will use the equipment, before each flight, checks each item of PBE at their flight duty station that the equipment, for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal−fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use and that the equipment for chemical oxygen generator systems is serviceable in accordance with the Certificate Holder's design.
   Sources: 121.337(c)
9. Verify at the aircraft cabin that a designated crewmember checks, before each flight, each item of PBE located at other than a flight crewmember duty station to ensure that each is properly stowed and serviceable and, for other than chemical oxygen generator systems, is serviceable and the breathing gas supply is fully charged in accordance with the Federal Aviation Regulations.
   Sources: 121.337(c)(2)
10. Check at the Air Carrier Specified location during supplemental operations that the pilot in command of an aircraft completes the preflight planning and the operation of the flight in compliance with this chapter and the operations specifications in accordance with the Certificate Holder's design.
    Sources: 121.537(e)
11. Check at the aircraft cockpit that a crewmember determines, prior to take off of a reciprocating−engine−powered airplane, that its weight is not more than the allowable weight for the runway being used

after taking into account the temperature operating correction factors in the applicable Airplane Flight Manual in accordance with the Federal Aviation Regulations.
Sources: 121.173(e)

12. Check in the aircraft cockpit that the pilot in command has appropriate aeronautical charts, containing adequate information concerning navigation aids and instrument approach procedures aboard the aircraft for each flight in accordance with the Certificate Holder's design.
Sources: 121.549(a)
13. Check at the aircraft cockpit that a crewmember determines, prior to takeoff of any airplane, that the following instruments and equipment as required by Sections 121.213 through 121.283 and 121.289, are in operating condition by examining the deferred maintenance list and the airworthiness release in accordance with the Federal Aviation Regulations.
Sources: 121.305
14. Check in the aircraft that all passengers are orally briefed by the appropriate crewmember before each takeoff, on each of the following: (i) Smoking. Each passenger shall be briefed on when, where, and under what conditions smoking is prohibited (including, but not limited to, any applicable requirements of part 252 of this title). This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with the lighted passenger information signs, posted placards, areas designated for safety purposes as no smoking areas, and crewmember instructions with regard to these items. The briefing shall also include a statement that Federal law prohibits tampering with, disabling, or destroying any smoke detector in an airplane lavatory; smoking in lavatories; and, when applicable, smoking in passenger compartments. (ii) The location of emergency exits. (iii) The use of safety belts, including instructions on how to fasten and unfasten the safety belts. Each passenger shall be briefed on when, where, and under what conditions the safety belt must be fastened about that passenger. This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with lighted passenger information signs and crewmember instructions concerning the use of safety belts. (iv) The location and use of any required emergency flotation means. (v) On operations that do not use a flight attendant, the following additional information: (A) The placement of seat backs in an upright position before takeoff and landing. (B) Location of survival equipment. (C) If the flight involves operations above 12,000 MSL, the normal and emergency use of oxygen. (D) Location and operation of fire extinguisher. All in accordance with the Certificate Holder's design.
Sources: 121.571(a)(1)
15. Check in the aircraft that, before each takeoff, a required crewmember assigned to the flight conducts an individual briefing of each person who may need the assistance of another person to move expeditiously to an exit in the event of an emergency. In the

briefing, a required crewmember shall brief the person and his attendant, if any, on the routes to each appropriate exit and on the most appropriate time to begin moving to an exit in the event of an emergency; and shall inquire of the person and his attendant, if any, as to the most appropriate manner of assisting the person so as to prevent pain and further injury. This does not apply to a person who has been given a briefing before a previous leg of a flight in the same aircraft when the crewmembers on duty have been advised as to the most appropriate manner of assisting the person so as to prevent pain and further injury. This should be done in accordance with the Certificate Holder's design.
Sources: 121.571(a)(3)

16. Check in the aircraft cabin that, in addition to the oral briefing required by Sec. 121.571(a), a pilot in command operating an airplane in extended overwater operations or a designated crewmember shall ensure that all passengers are orally briefed by the appropriate crewmember on the location and operation of life preservers, liferafts, and other flotation means, including a demonstration of the method of donning and inflating a life preserver in accordance with the Certificate Holder's design.
Sources: 121.573(a)
17. Check in the aircraft cockpit to determine that a checklist line item exists to ensure the aircraft is equipped with an Emergency Lighting System which must be armed or turned on during taxiing, takeoff, and landing in accordance with the Certificate Holder's design.
Sources: 121.310(d)(2)
18. Check in the aircraft cockpit that the pilot in command makes available in each airplane that has more than one observer's seat, in addition to the seats required for the crew complement for which the airplane was certificated, the forward observer's seat or the observer's seat selected by the Administrator in accordance with the Federal Aviation Regulations.
Sources: 121.581(b)
19. Check at the aircraft that no flight crewmember operates an airplane carrying a person, who may be authorized, unless the pilot in command has a means of notifying each person when smoking is prohibited and when safety belts must be fastened in accordance with the Certificate Holder's design.
Sources: 121.583(b)(2)
20. Check at the aircraft that the pilot in command ensures implementation of established exit seating restrictions, in accordance with the Certificate Holder's design.
Sources: 121.585(c)
21. Check in the aircraft that no crewmember operates an aircraft unless each aircraft is equipped with Emergency Lighting System that must be armed or turned on during taxiing, takeoff, and landing in accordance with the Federal Aviation Regulations.
Sources: 121.310(d)(2)
22. Check at the air carrier specified location that, during Supplemental operations, no pilot in command may begin a flight unless he is

	thoroughly familiar with reported and forecast weather conditions on the route to be flown in accordance with the Certificate Holder's design. *Sources:* 121.599(b) 23. Check at the air carrier specified location that, before beginning a flight under supplemental operations, each pilot in command shall obtain all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight air carrier specified location. *Sources:* 121.603(a) 24. Check at the aircraft cockpit or air carrier specified location that, during a flight under supplemental operations, the pilot in command obtains any additional available information of meteorological conditions, facilities, or services that may affect the safety of the flight in accordance with the Certificate Holder's design. *Sources:* 121.603(b) 25. Check at the air carrier specified location that the pilot in command may not release an airplane unless it is airworthy and is equipped as prescribed in Sec. 121.303 in accordance with the Certificate Holder's design. *Sources:* 121.605 26. Check at the air carrier specified location that pilot in command does not release an aircraft over any route or route segment unless communication and navigation facilities equal to those required by Sec. 121.121 and are in satisfactory operating condition in accordance with the Certificate Holder's design. *Sources:* 121.609	
1.3	Did the flight crew adhere to the Certificate Holder's departure procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c) 3. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions in accordance with the Certificate Holder's design. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed	☐ Yes ☐ No, Explain

in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating.
Sources: 121.657(a)

4. Check at the aircraft cockpit that flight crews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results in accordance with the Certificate Holder's design.
Sources: AC 120−74 (5)(c)(2)(b)
5. Check at the aircraft cockpit that flight crews maintain a "sterile" cockpit in accordance with the Federal Aviation Regulations.
Sources: AC 120−74 (5)(f)(1)
6. Check at the aircraft cockpit that flight crews read back all hold short and runway crossing instructions and clearances, including the runway designator in accordance with the Certificate Holder's design.
Sources: AC 120−74 (5)(f)(4)
7. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1
Sources: 121.637(a)(4)(i)
8. Check at the aircraft cockpit that no pilot, who is conducting flag operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1
Sources: 121.637(a)(4)(i)
9. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports outside the United States, the weather minimums for takeoff prescribed or approved by the government of the country in which the airport is located; or where weather minimums are not prescribed or approved for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1
Sources: 121.637(a)(4)(ii)
10. Check at the aircraft cockpit, who is conducting domestic operations, where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to ½ miles, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction.

Sources: 121.649(b)

11. Check at the aircraft cockpit that each required flight crewmember on flight deck duty remains at the assigned duty station with seat belt fastened, while the aircraft is taking off or landing and while it is en route in accordance with the Federal Aviation Regulations.
Sources: 121.543(a)
12. Check in the aircraft that no flight crewmember moves an airplane on the surface, takes off, or lands when any food, beverage, or tableware furnished by the Certificate Holder is located at any passenger seat or unless each food and beverage tray and seat back tray table is secured in its stowed position in accordance with the Certificate Holder's design.
Sources: 121.577(a); 121.577(b)
13. Check in the aircraft that, before each takeoff, the pilot in command operating an airplane carrying persons, who may be authorized, shall ensure that all such persons have been orally briefed by the appropriate crewmember on smoking, the use of seat belts, the location and operation of emergency exits, the use of oxygen and emergency oxygen equipment, and for extended overwater operations, the location of life rafts, and the location and operation of life preservers including a demonstration of the method of donning and inflating a life preserver in accordance with the Certificate Holder's design.
Sources: 121.583(c)
14. Check at the aircraft that no pilot in command taxis or pushes back unless at least one required crewmember has verified that no exit seat is occupied by a person a crewmember determines is likely to be unable to perform the applicable functions specified in the Certificate Holder's exit seating restrictions in accordance with the Certificate Holder's design.
Sources: 121.585(g)
15. Check in the aircraft cockpit that the pilot in command of an airplane that has a lockable flightcrew compartment door, and that is carrying passengers, ensures that the door separating the flightcrew compartment from the passenger compartment is closed and locked at all times when the aircraft is being operated in accordance with the Certificate Holder's design.
Sources: 121.587(a)
16. Check in the aircraft cabin that no crewmember allows all passenger entry doors of an airplane to be closed in preparation for taxi or pushback unless at least one required crewmember has verified that each article of baggage is stowed in accordance with the Certificate Holder's design.
Sources: 121.589(b)
17. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter and for an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the pilot has determined the wind direction from

an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations in accordance with the Certificate Holder's design. *Sources:* 121.590(b)(2)(i) 18. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if the following conditions are met: For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be approved by the Administrator in accordance with the Certificate Holder's design. *Sources:* 121.590(b)(2)(ii)	
1.4 Did the flight crew adhere to the Certificate Holder's enroute procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c) 3. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions in accordance with the Certificate Holder's design. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating. *Sources:* 121.657(a) 4. Check at the aircraft that the pilot in command of an airplane engaged in a supplemental operation may authorize smoking on the flight deck (if it is physically separated from any passenger compartment), but not in any of the following situations: During airplane movement on the surface or during takeoff or landing; during scheduled passenger−carrying public charter operations conducted under part 380 of this title; or during any operation where smoking is prohibited by part 252 of this title or by international agreement in accordance with the Certificate Holder's design. *Sources:* 121.317(g)(1)	☐ Yes ☐ No, Explain

5. Check at the aircraft that the pilot in command of an airplane engaged in intrastate domestic operations, except during airplane movement on the surface or during takeoff or landing, may authorize smoking on the flight deck if it is physically separated from the passenger compartment, if smoking on the flight deck is not otherwise prohibited by part 252 of this title; the flight is conducted entirely within the same State of the United States (a flight from one place in Hawaii to another place in Hawaii through the airspace over a place outside of Hawaii is not entirely within the same State); and the airplane is either not turbojet−powered or the airplane is not capable of carrying at least 30 passengers in accordance with the Certificate Holder's design.
   Sources: 121.317(g)(2)
6. Check at the aircraft cockpit that, when operating reciprocating engine powered airplanes, for operations at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, for that part of the flight at those altitudes that is of more than 30 minutes duration in accordance with the Certificate Holder's design.
   Sources: 121.327(b)(1)
7. Check at the aircraft cockpit that no pilot crewmember, if for any reason at any time it is necessary for one pilot to leave his station at the controls of the airplane when operating at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to his duty station when operating turbine engine powered airplanes with pressurized cabins in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(3)
8. Check at the aircraft cockpit that each required flight crewmember on flight deck duty remains at the assigned duty station with seat belt fastened, while the aircraft is taking off or landing and while it is en route in accordance with the Federal Aviation Regulations.
   Sources: 121.543(a)
9. Check in the aircraft cockpit that each required flight crewmember on flight deck duty leaves the assigned duty station if the crewmember is taking a rest period, and relief is provided. In the case of the assigned pilot in command during the en route cruise portion of the flight, by a pilot who holds an airline transport pilot certificate and an appropriate type rating, is currently qualified as pilot in command or second in command, and is qualified as pilot in command of that aircraft during the en route cruise portion of the flight, however, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b) in accordance with Certificate Holder's design.
   Sources: 121.543(b)
10. Check in the aircraft cockpit that a crewmember, after each takeoff, immediately before or immediately after turning the seat belt sign off, makes an announcement that passengers should keep their

	seat belts fastened while seated, even when the seat belt sign is off in accordance with the Certificate Holder's design. *Sources:* 121.571(a)(2) 11. Check in the aircraft cockpit that no flight crewmember uses an autopilot during enroute operations, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions or at an altitude above the terrain that is less than 500 feet which ever is higher in accordance with the Certificate Holder's design. *Sources:* 121.579(a)	
1.5	Did the flight crew adhere to the Certificate Holder's approach procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c) 3. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions in accordance with the Certificate Holder's design. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating. *Sources:* 121.657(a) 4. Check at the aircraft cockpit that, when making an initial approach to a radio navigation facility under IFR, the pilot in command may not descend below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established in accordance with the Certificate Holder's design. *Sources:* 121.661 5. Check at the aircraft cockpit that flight crews maintain a "sterile" cockpit in accordance with the Federal Aviation Regulations. *Sources:* AC 120−74 (5)(f)(1) 6. Check at the aircraft cockpit that each required flight crewmember on flight deck duty remains at the assigned duty station with seat belt fastened, while the aircraft is taking off or landing and while it is	☐ Yes ☐ No, Explain

en route in accordance with the Federal Aviation Regulations. *Sources:* 121.543(a) 7. Check in the aircraft cockpit that no flight crewmember uses an autopilot during enroute operations, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions or at an altitude above the terrain that is less than 500 feet which ever is higher in accordance with the Certificate Holder's design. *Sources:* 121.579(a) 8. Check in the aircraft cockpit that no flight crewmember, uses an autopilot during approaches, when using an instrument approach facility, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher excluding coupled approaches unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b) 9. Check in the aircraft cockpit that, when reported weather conditions are less than the basic VFR weather conditions in Sec. 91.155 of this chapter, no flight crewmember uses an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b)(1) 10. Check in the aircraft cockpit that, when reported weather conditions are equal to or better than the basic VFR minimums in Sec. 91.155 of this chapter, no flight crewmember uses an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 feet, whichever is higher unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b)(2)	
1.6 Did the flight crew adhere to the Certificate Holder's landing procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is	☐ Yes ☐ No, Explain

required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design.
Sources: 121.315(c)

3. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions in accordance with the Certificate Holder's design. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating.
Sources: 121.657(a)
4. Check at the aircraft cockpit that the pilot in command may not descend an aircraft below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established when making an initial approach to a radio navigation facility under IFR in accordance with the Certificate Holder's design.
Sources: 121.659(a)
5. Check at the aircraft cockpit that the pilot in command may not commence an instrument approach until his arrival over the radio facility has definitely been established when making an initial approach on a flight being conducted under Sec. 121.657(d) in accordance with the Certificate Holder's design.
Sources: 121.659(b)
6. Check at the aircraft cockpit that flight crews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results in accordance with the Certificate Holder's design.
Sources: AC 120−74 (5)(c)(2)(b)
7. Check at the aircraft cockpit that flight crews read back all hold short and runway crossing instructions and clearances, including the runway designator in accordance with the Certificate Holder's design.
Sources: AC 120−74 (5)(f)(4)
8. Check at the aircraft cockpit, who is conducting domestic operations, where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to ½ miles, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction.
Sources: 121.649(b)
9. Check at the aircraft cockpit that each required flight crewmember on flight deck duty remains at the assigned duty station with seat

	belt fastened, while the aircraft is taking off or landing and while it is en route in accordance with the Federal Aviation Regulations. *Sources:* 121.543(a) 10. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter and for an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the pilot has determined the wind direction from an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations in accordance with the Certificate Holder's design. *Sources:* 121.590(b)(2)(i) 11. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if the following conditions are met: For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be approved by the Administrator in accordance with the Certificate Holder's design. *Sources:* 121.590(b)(2)(ii)	
1.7	Did the flight crew adhere to the Certificate Holder's postflight procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c) 3. Check at the aircraft cockpit that flight crews maintain a "sterile" cockpit in accordance with the Federal Aviation Regulations. *Sources:* AC 120−74 (5)(f)(1) 4. Check at the aircraft that a person who is qualified in the emergency evacuation procedures at stops where passengers remain on board, on each airplane for which a flight attendant is not required by Sec. 121.391, and who is identified to the passengers, remains: on board the	☐ Yes ☐ No, Explain

airplane; or nearby the airplane, in a position to adequately monitor passenger safety with the engines shut down in accordance with the Certificate Holder's design. *Sources:* 121.393(a)(2)(i) 5. Check at the aircraft the pilot in command shuts down the airplane engines at stops where passengers remain on board for which flight attendants are required by Sec. 121.391(a), but the number of flight attendants remaining on board is fewer than required by Sec. 121.391(a) in accordance with the Certificate Holder's design. *Sources:* 121.393(b)(1)(i) 6. Check in the aircraft that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember's absence is necessary for the performance of duties in connection with the operation of the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.543(b)(1)	
1.8 Did airmen's required reports comply with the Certificate Holder's procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder) takes action in the case of a reported or observed failure or malfunction of an airframe, engine, propeller, or appliance that is critical to the safety of flight and shall make, or have made, a record of that action in the airplane's maintenance log in accordance with the Certificate Holder's design. *Sources:* 121.701(a) 2. Check in the aircraft cockpit that, whenever a pilot in command exercises emergency authority, he shall keep the appropriate ATC facility and dispatch centers fully informed of the progress of the flight in accordance with the Certificate Holder's design. *Sources:* 121.557(c) 3. Check at an FAA location that the pilot in command declaring an emergency sends a written report within 10 days after returning to home base of any deviation, through the Certificate Holder's operations manager, to the Administrator, in accordance with the Certificate Holder's design. *Sources:* 121.557(c) 4. Check in the aircraft cockpit that, when a flight crewmember encounters a meteorological condition or an irregularity in a ground or navigational facility in flight, the knowledge of which he considers essential to the safety of other flights, that the pilot in command notifies an appropriate ground station as soon as practicable in accordance with the Certificate Holder's design. *Sources:* 121.561(a)	☐ Yes ☐ No, Explain

1.9 Were the crewmember manuals current? *Related Performance JTI's:* 1. Check at the aircraft cockpit that each crewmember, to whom a manual or appropriate parts of it are furnished, has kept it up−to−date with the changes and additions furnished to that person in accordance with the Federal Aviation Regulations. *Sources:* 121.137(b)	☐ Yes ☐ No, Explain
1.10 Were the crewmember manuals accessible to the crewmembers at all times? *Related Performance JTI's:* 1. Check at the aircraft cockpit that each person to whom a manual or appropriate parts of it are furnished have the manual or appropriate parts of it accessible when performing assigned duties in accordance with the Federal Aviation Regulations. *Sources:* 121.137(b)	☐ Yes ☐ No, Explain
1.11 Did the crewmembers check the aircraft for an airworthiness certificate and registration prior to the flight? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the aircraft is registered as a civil aircraft of the United States and carries an appropriate current airworthiness certificate issued under this chapter in accordance with the Federal Aviation Regulations. *Sources:* 121.153(a)(1)	☐ Yes ☐ No, Explain
1.12 Did the crewmembers check to ensure that the required equipment is on board the aircraft prior to departure?	☐ Yes ☐ No, Explain
1.13 Did the crewmembers ensure that portable electronic devices were not used, unless the Certificate Holder's procedures allow their use? *Related Performance JTI's:* 1. Check in the aircraft that no crewmember may operate or allow the operation of, any portable electronic device on any U.S.−registered civil aircraft operating under this part in accordance with the Certificate Holder's design. *Sources:* 121.306(a)	☐ Yes ☐ No, Explain
1.14 Did the crewmembers check that the smoke detectors were operational prior to each flight?	☐ Yes ☐ No, Explain
1.15 Did the crewmembers check that the built − in fire extinguishers were operational prior to each flight?.	☐ Yes ☐ No, Explain
1.16 Did the crewmembers ensure that the emergency lighting system was operational prior to the flight? *Related Performance JTI's:* 1. Check in the aircraft cockpit to determine that a checklist line item exists to ensure the aircraft is equipped with an Emergency Lighting System which must be armed or turned on during taxiing, takeoff, and landing in accordance with the Certificate Holder's design. *Sources:* 121.310(d)(2)	☐ Yes ☐ No, Explain

2. Check in the aircraft that no crewmember operates an aircraft unless each aircraft is equipped with Emergency Lighting System that must be armed or turned on during taxiing, takeoff, and landing in accordance with the Federal Aviation Regulations. *Sources:* 121.310(d)(2)	
1.17 Did the crewmembers ensure that there was a berth or safety belt for each person for the flight? *Related Performance JTI's:* 1. Check at the aircraft to determine that no crewmember may operate an airplane unless there are available during the takeoff, en route flight, and landing an approved safety belt for use by each person on board the airplane who has reached his second birthday, except that two persons occupying a berth may share one approved safety belt and two persons occupying a multiple lounge or divan seat may share one approved safety belt during en route flight only in accordance with the Certificate Holder's design. *Sources:* 121.311(a)(2) 2. Check in the aircraft to determine that no crewmember may operate an airplane unless there are available during the takeoff, en route flight, and landing an approved seat or berth for each person on board the airplane who has reached his second birthday in accordance with the Certificate Holder's design. *Sources:* 121.311(a)(1)	☐ Yes ☐ No, Explain
1.18 Prior to the flight, did a crewmember ensure that the safety belt of each unoccupied seat on the flight deck was secure? *Related Performance JTI's:* 1. Check at the aircraft cockpit that a crewmember secures the safety belt and shoulder harness of each unoccupied seat, if installed, so as not to interfere with crewmembers in the performance of their duties or with the rapid egress of occupants in an emergency in accordance with the Federal Aviation Regulations. *Sources:* 121.311(i)	☐ Yes ☐ No, Explain
1.19 During the flight, were only crewmembers with assigned duties allowed access to the flight deck? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no crewmember, who is assigned to perform duty on the flightdeck, may have a key to the flightdeck door. Before April 22, 2003, any crewmember may have a key to the flightdeck door but only if the flightdeck door has an internal flightdeck locking device installed, operative, and in use in accordance with the Federal Aviation Regulations. *Sources:* 121.313(g) 2. Check in the aircraft cockpit that the pilot in command of an airplane that has a lockable flightcrew compartment door, and that is carrying	☐ Yes ☐ No, Explain

passengers, ensures that the door separating the flightcrew compartment from the passenger compartment is closed and locked at all times when the aircraft is being operated in accordance with the Certificate Holder's design. *Sources:* 121.587(a)	
1.20 Did crewmembers use the approved checklist while operating the aircraft? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew has an approved cockpit check procedure (checklist) that must be in the cockpit and the flight crew shall follow such checklist when operating the aircraft in accordance with the Federal Aviation Regulations. *Sources:* 121.315(c) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c)	☐ Yes ☐ No, Explain
1.21 Was the "Fasten Seatbelt Sign" turned on when it was required by the Certificate Holder's policy and procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that a crewmember turns on the "Fasten Seat Belt" sign during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command in accordance with the Certificate Holder's design. *Sources:* 121.317(b) 2. Check at the aircraft that no flight crewmember operates an airplane carrying a person, who may be authorized, unless the pilot in command has a means of notifying each person when smoking is prohibited and when safety belts must be fastened in accordance with the Certificate Holder's design. *Sources:* 121.583(b)(2)	☐ Yes ☐ No, Explain
1.22 If needed, did the pilots use oxygen when the cabin pressure altitude was above 10,000 feet? *Related Performance JTI's:* 1. Check at the aircraft cockpit that, when operating reciprocating engine powered airplanes, for operations at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, for that part of the flight at those altitudes that is of more than 30 minutes duration in accordance with the Certificate Holder's design. *Sources:* 121.327(b)(1) 2.	☐ Yes ☐ No, Explain

Check at the aircraft cockpit that, when operating reciprocating engine powered airplanes at cabin pressure altitudes above 12,000 feet, oxygen must be provided and used by each member of the flight crew on flight deck duty, and must be provided for other crewmembers, during the entire flight time at those altitudes in accordance with the Certificate Holder's design.
Sources: 121.327(b)(2)

3. Check at the aircraft cockpit that, when operating reciprocating engine powered airplane, when a flight crewmember is required to use oxygen, he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties in accordance with the Certificate Holder's design.
   Sources: 121.327(b)(3)
4. Check at the aircraft cockpit that, when operating turbine engine powered airplanes, how the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes in accordance with the Certificate Holder's design.
   Sources: 121.329(b)(2)
5. Check in the aircraft cockpit that, when operating turbine engine powered airplanes with pressurized cabins and at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight level if each flight crewmember on flight deck duty has a quick−donning type of oxygen mask that the Certificate Holder has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410 in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(2)(i)(A)
6. Check at the aircraft cockpit that no pilot crewmember, if for any reason at any time it is necessary for one pilot to leave his station at the controls of the airplane when operating at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to his duty station when operating turbine engine powered airplanes with pressurized cabins in accordance with the Certificate

Holder's design. *Sources:* 121.333(c)(3)	
1.23 Was there sufficient oxygen available to the crew for the flight? *Related Performance JTI's:* 1. Check at the aircraft cockpit that, when operating reciprocating engine powered airplanes, for operations at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, for that part of the flight at those altitudes that is of more than 30 minutes duration in accordance with the Certificate Holder's design. *Sources:* 121.327(b)(1) 2. Check at the aircraft cockpit that, when operating reciprocating engine powered airplanes at cabin pressure altitudes above 12,000 feet, oxygen must be provided and used by each member of the flight crew on flight deck duty, and must be provided for other crewmembers, during the entire flight time at those altitudes in accordance with the Certificate Holder's design. *Sources:* 121.327(b)(2) 3. Check at the aircraft cockpit that, when operating turbine engine powered airplanes at cabin pressure altitudes above 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, during the entire flight time at those altitudes in accordance with the Certificate Holder's design. *Sources:* 121.329(b)(1) 4. Check in the aircraft cockpit that, when operating turbine engine powered airplanes with pressurized cabins and at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight level if each flight crewmember on flight deck duty has a quick−donning type of oxygen mask that the Certificate Holder has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410 in accordance with the Certificate Holder's design. *Sources:* 121.333(c)(2)(i)(A)	☐ Yes ☐ No, Explain

5. Check in the aircraft cockpit that, when operating turbine engine powered airplanes with pressurized cabins at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: One pilot need not wear and use an oxygen mask at or below the following flight level if each flight crewmember on flight deck duty has a quick−donning type of oxygen mask that the Certificate Holder has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds for airplanes having a passenger seat configuration of less than 31 seats, excluding any required crewmember seat, and a payload capacity of 7,500 pounds or less, at or below flight level 350 in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(2)(i)(B)
6. Check in the aircraft cockpit that, when operating turbine engine powered airplanes with pressurized cabins, before the takeoff of a flight, each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning, is fitted properly, is connected to appropriate supply terminals, and that the oxygen supply and pressure are adequate for use, in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(4)
7. Check at the aircraft cockpit that, before takeoff, each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning, is fitted properly, is connected to appropriate supply terminals, and that the oxygen supply and pressure are adequate for use, when operating turbine engine powered airplanes with pressurized cabins, in accordance with the Certificate Holder's design.
   Sources: 121.333(c)(4)
8. Check at the aircraft cockpit that each flight crewmember who will use the equipment, before each flight, checks each item of PBE at their flight duty station that the equipment, for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal−fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use and that the equipment for chemical oxygen generator systems is serviceable in accordance with the Certificate Holder's design.
   Sources: 121.337(c)

1.24 Did a crewmember check the PBE's for serviceability in accordance with the Certificate Holder's procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that each flight crewmember who will use the equipment, before each flight, checks each item of PBE at their flight duty station that the equipment, for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal−fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use and that the equipment for chemical oxygen generator systems is serviceable in accordance with the Certificate Holder's design. *Sources:* 121.337(c)	☐ Yes ☐ No, Explain
1.25 Was the aircraft operated with an approved cockpit voice recorder? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command may not operate a multiengine, turbine−powered airplane having a passenger seat configuration of 10−30 seats unless it is equipped with an approved cockpit voice recorder that: is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight in accordance with the Federal Aviation Regulations. *Sources:* 121.359	☐ Yes ☐ No, Explain
1.26 If the crew had an emergency evacuation, were the engines shut down during the evacuations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.27 If the destination was a special airport, was the pilot in command and/or the second in command qualified to operate into that special airport? *Related Performance JTI's:* 1. Check at the records repository or air carrier specified location that the appropriate training records indicate a pilot may not serve as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months the pilot in command or second in command has made an entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember or the pilot in command has qualified by using pictorial means acceptable to the Administrator for that airport in accordance with the Certificate Holder's design. *Sources:* 121.445(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.28 If a route or area required a special type of navigation qualification, was the pilot in command qualified with that navigation system? *Related Performance JTI's:* 1. Check at the Air Carrier records repository or air carrier specified location that the appropriate training records indicate a pilot may not serve as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner	☐ Yes ☐ No, Explain ☐ Not Applicable

acceptable to the Administrator by flying over a route or area as pilot in command using the applicable special type of navigation system, by flying over a route or area as pilot in command under the supervision of a check airman using special type of navigation system, or by completing the training program requirements of Appendix G of this part 121 in accordance with the Certificate Holder's design. *Sources:* 121.445(d)(1)	
1.29 Did the pilot in command ensure that the flight was adequately planned and properly released? *Related Performance JTI's:* 1. Check at the Air Carrier Specified location during supplemental operations that the pilot in command of an aircraft completes the preflight planning and the operation of the flight in compliance with this chapter and the operations specifications in accordance with the Certificate Holder's design. *Sources:* 121.537(e) 2. Check at the air carrier specified location that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown in accordance with the Certificate Holder's design. *Sources:* 121.599(b)	☐ Yes ☐ No, Explain
1.30 Did the pilot in command exercise his full command or authority over the aircraft, crew, passengers, and cargo?	☐ Yes ☐ No, Explain
1.31 During a critical phase of flight, did the crewmembers perform only their required duties? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command does not engage in, nor permit, any activity during a critical phase of flight which could distract any flight crewmember from the performance of his or her duties or which could interfere in any way with the proper conduct of those duties in accordance with the Federal Aviation Regulations. *Sources:* 121.542(b)	☐ Yes ☐ No, Explain
1.33 During the flight, did the pilot in command ensure that only qualified persons manipulated the flight controls? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no required flight crewmember on flight deck duty allows any person to manipulate the controls of an aircraft during flight unless that person is a qualified pilot of the Certificate Holder operating that aircraft or that person is an authorized pilot safety representative of the Administrator or of the National Transportation Safety Board who has the permission of the pilot in command, is qualified in the aircraft, and is checking flight operations, or that person is a pilot of another	☐ Yes ☐ No, Explain

Certificate Holder who has the permission of the pilot in command, is qualified in the aircraft, and is authorized by the Certificate Holder operating the aircraft in accordance with Certificate Holder's design. *Sources:* 121.545	
1.34 Were only authorized persons allowed on the flight deck? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no crewmember may admit any person to the flight deck of an aircraft unless the person being admitted is a crewmember, or is an FAA air carrier inspector, or an authorized representative of the National Transportation Safety Board, who is performing official duties in accordance with the Certificate Holder's design. *Sources:* 121.547(a) 2. Check in the aircraft cockpit that no person may be admitted to the flight deck of an aircraft unless that person has the permission of the pilot in command, an appropriate management official of the part 119 Certificate Holder, and the Administrator and is an employee of the United States, or a part 119 Certificate Holder who's duties are such that admissions to the flight deck is necessary or advantageous for safe operation, or an aeronautical enterprise certificated by the administrator and whose duties are such that admission to the flight deck is necessary or advantageous for safe operation in accordance with the Certificate Holder's design. *Sources:* 121.547(a) 3. Check in the aircraft cockpit that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an FAA air carrier inspector or an authorized representative of the Administrator or National Transportation Safety Board who is checking or observing flight operations, or. an air traffic controller who is authorized by the Administrator to observe ATC procedures in accordance with the Certificate Holder's design. *Sources:* 121.547(c) 4. Check in the aircraft cockpit that no person may be admitted to the flight deck unless there is a seat available for their use in the passenger compartment, except an employee of the part 119 Certificate Holder operating the aircraft whose duty is directly related to the conduct or planning of flight operations or the in−flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by a responsible supervisor, listed in the Operations Manual as having that authority, or a technical representative of the manufacturer of the aircraft or its components whose duties are directly related to the	☐ Yes ☐ No, Explain

in−flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by the Administrator and by a responsible supervisor of the operations department of the part 119 Certificate Holder, listed in the Operations Manual as having that authority in accordance with the Certificate Holder's design. *Sources:* 121.547(c)(5); 121.547(c)(6) 5. Check in the aircraft cockpit or air carrier specified location that the pilot in command checks the form FAA 110A, "Aviation Safety Inspector's Credential," and gives free and uninterrupted access to the pilot's compartment to a FAA inspector while conducting an inspection, in accordance with the Certificate Holder's design. *Sources:* 121.548 6. Check in the aircraft cockpit that the pilot in command of an airplane that has a lockable flightcrew compartment door, and that is carrying passengers, ensures that the door separating the flightcrew compartment from the passenger compartment is closed and locked at all times when the aircraft is being operated in accordance with the Certificate Holder's design. *Sources:* 121.587(a)	
1.35 Did the crewmembers have adequate aeronautical charts or information aboard the aircraft for the flight? *Related Performance JTI's:* 1. Check in the aircraft cockpit that the pilot in command has appropriate aeronautical charts, containing adequate information concerning navigation aids and instrument approach procedures aboard the aircraft for each flight in accordance with the Certificate Holder's design. *Sources:* 121.549(a)	☐ Yes ☐ No, Explain
1.36 Did the crewmembers have a flashlight in good working order? *Related Performance JTI's:* 1. Check in the aircraft that each crewmember has on each flight, readily available for his use, a flashlight that is in good working order in accordance with the Certificate Holder's design. *Sources:* 121.549(b)	☐ Yes ☐ No, Explain
1.37 During hazardous conditions did the pilot in command ensure that the operations were conducted safely or suspended? *Related Performance JTI's:* 1. Check at the air carrier specified location communication logs that indicate the pilot in command did not allow a flight to continue toward any airport to which it has been released if, in the opinion of the pilot in command, the flight could not be completed safely; unless, in the opinion of the pilot in command, there was no safer procedure in accordance with the Certificate Holder's design. In that event,	☐ Yes ☐ No, Explain ☐ Not Applicable

continuation toward that airport is an emergency situation as set forth in Sec. 121.557. *Sources:* 121.627(a) 2. Check at the aircraft that when conducting supplemental operations or when a pilot in command knows of conditions, including airport and runway conditions, that are a hazard to safe operations, the pilot in command shall restrict or suspend operations until those conditions are corrected in accordance with the Certificate Holder's design. *Sources:* 121.553	
1.38 Was the aircraft operated over an approved route? *Related Performance JTI's:* 1. Check in the aircraft cockpit that no pilot operates the airplane in scheduled air transportation other than in accordance with the limitations in the operations specifications in accordance with the Certificate Holder's design. *Sources:* 121.555(b)	☐ Yes ☐ No, Explain
1.39 Did the crew keep the appropriate ground stations informed of the flight's progress? *Related Performance JTI's:* 1. Check in the aircraft cockpit that, whenever a pilot in command exercises emergency authority, he shall keep the appropriate ATC facility and dispatch centers fully informed of the progress of the flight in accordance with the Certificate Holder's design. *Sources:* 121.557(c)	☐ Yes ☐ No, Explain
1.40 If a meteorological or navigational irregularity, emergency, or other safety of flight issue was encountered, were the appropriate ground stations kept informed of the flight's status? *Related Performance JTI's:* 1. Check in the aircraft cockpit that, whenever a pilot in command exercises emergency authority, he shall keep the appropriate ATC facility and dispatch centers fully informed of the progress of the flight in accordance with the Certificate Holder's design. *Sources:* 121.557(c) 2. Check in the aircraft cockpit that, whenever emergency authority is exercised, the pilot in command keeps the appropriate ground radio station fully informed of the progress of the flight in accordance with the Certificate Holder's design. *Sources:* 121.559(c) 3. Check in the aircraft cockpit that, when a flight crewmember encounters a meteorological condition or an irregularity in a ground or navigational facility in flight, the knowledge of which he considers essential to the safety of other flights, that the pilot in command notifies an appropriate ground station as soon as practicable in accordance with the Certificate Holder's design. *Sources:* 121.561(a) 4. Check in the aircraft cockpit that the pilot in command reports each stoppage of engine rotation in flight to the appropriate ground radio	☐ Yes ☐ No, Explain ☐ Not Applicable

station as soon as practicable and keeps that station fully informed of the progress of the flight in accordance with the Certificate Holder's design. *Sources:* 121.565(c)	
1.41 Were mechanical irregularities entered into the maintenance log? *Related Performance JTI's:* 1. Check in the aircraft cockpit or in the air carrier specified location, that the pilot in command ensures all mechanical irregularities occurring during flight time are entered in the maintenance log of the airplane at the end of that flight time in accordance with the Certificate Holder's design. *Sources:* 121.563	☐ Yes ☐ No, Explain ☐ Not Applicable
1.42 Was the aircraft operated without open discrepancies? *Related Performance JTI's:* 1. Check at the aircraft cockpit that a crewmember determines, prior to takeoff of any airplane, that the following instruments and equipment as required by Sections 121.213 through 121.283 and 121.289, are in operating condition by examining the deferred maintenance list and the airworthiness release in accordance with the Federal Aviation Regulations. *Sources:* 121.305 2. Check in the aircraft cockpit that, before each flight, the pilot in command shall ascertain the status of each irregularity entered in the log at the end of the preceding flight time in accordance with the Certificate Holder's design. *Sources:* 121.563	☐ Yes ☐ No, Explain
1.43 If there was an engine failure, did the crew land at the nearest suitable airport? *Related Performance JTI's:* 1. Check at the air carrier specified location communication logs that indicate the pilot in command did not allow a flight to continue toward any airport to which it has been released if, in the opinion of the pilot in command, the flight could not be completed safely; unless, in the opinion of the pilot in command, there was no safer procedure in accordance with the Certificate Holder's design. In that event, continuation toward that airport is an emergency situation as set forth in Sec. 121.557. *Sources:* 121.627(a) 2. Check in the aircraft cockpit that, whenever an engine of an airplane fails or whenever the rotation of an engine is stopped to prevent possible damage, the pilot in command lands the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made in accordance with the Certificate Holder's design. *Sources:* 121.565(a)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.44 Were passengers briefed prior to the flight? *Related Performance JTI's:* 1. Check in the aircraft that all passengers are orally briefed by the appropriate crewmember before each takeoff, on each of the following: (i) Smoking. Each passenger shall be briefed on when, where, and under what conditions smoking is prohibited (including, but not limited to, any applicable requirements of part 252 of this title). This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with the lighted passenger information signs, posted placards, areas designated for safety purposes as no smoking areas, and crewmember instructions with regard to these items. The briefing shall also include a statement that Federal law prohibits tampering with, disabling, or destroying any smoke detector in an airplane lavatory; smoking in lavatories; and, when applicable, smoking in passenger compartments. (ii) The location of emergency exits. (iii) The use of safety belts, including instructions on how to fasten and unfasten the safety belts. Each passenger shall be briefed on when, where, and under what conditions the safety belt must be fastened about that passenger. This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with lighted passenger information signs and crewmember instructions concerning the use of safety belts. (iv) The location and use of any required emergency flotation means. (v) On operations that do not use a flight attendant, the following additional information: (A) The placement of seat backs in an upright position before takeoff and landing. (B) Location of survival equipment. (C) If the flight involves operations above 12,000 MSL, the normal and emergency use of oxygen. (D) Location and operation of fire extinguisher. All in accordance with the Certificate Holder's design. *Sources:* 121.571(a)(1) 2. Check in the aircraft that, before each takeoff, a required crewmember assigned to the flight conducts an individual briefing of each person who may need the assistance of another person to move expeditiously to an exit in the event of an emergency. In the briefing, a required crewmember shall brief the person and his attendant, if any, on the routes to each appropriate exit and on the most appropriate time to begin moving to an exit in the event of an emergency; and shall inquire of the person and his attendant, if any, as to the most appropriate manner of assisting the person so as to prevent pain and further injury. This does not apply to a person who has been given a briefing before a previous leg of a flight in the same aircraft when the crewmembers on duty have been advised as to the most appropriate manner of assisting the person so as to prevent pain and further injury. This should be done in accordance with the Certificate Holder's design. *Sources:* 121.571(a)(3) 3. Check in the aircraft cabin that, in addition to the oral briefing required by Sec. 121.571(a), a pilot in command operating an airplane in extended overwater operations or a designated crewmember shall	☐ Yes ☐ No, Explain

ensure that all passengers are orally briefed by the appropriate crewmember on the location and operation of life preservers, liferafts, and other flotation means, including a demonstration of the method of donning and inflating a life preserver in accordance with the Certificate Holder's design. *Sources:* 121.573(a) 4. Check in the aircraft that, before each takeoff, the pilot in command operating an airplane carrying persons, who may be authorized, shall ensure that all such persons have been orally briefed by the appropriate crewmember on smoking, the use of seat belts, the location and operation of emergency exits, the use of oxygen and emergency oxygen equipment, and for extended overwater operations, the location of life rafts, and the location and operation of life preservers including a demonstration of the method of donning and inflating a life preserver in accordance with the Certificate Holder's design. *Sources:* 121.583(c)	
1.45 Did a crewmember make an announcement that passengers should keep their seat belt on when seated even though the seat belt sign is off? *Related Performance JTI's:* 1. Check in the aircraft cockpit that a crewmember, after each takeoff, immediately before or immediately after turning the seat belt sign off, makes an announcement that passengers should keep their seat belts fastened while seated, even when the seat belt sign is off in accordance with the Certificate Holder's design. *Sources:* 121.571(a)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.47 Was the autopilot used only above the authorized altitude? *Related Performance JTI's:* 1. Check in the aircraft cockpit that no flight crewmember uses an autopilot during enroute operations, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions or at an altitude above the terrain that is less than 500 feet which ever is higher in accordance with the Certificate Holder's design. *Sources:* 121.579(a) 2. Check in the aircraft cockpit that no flight crewmember, uses an autopilot during approaches, when using an instrument approach facility, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher excluding coupled approaches unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b) 3.	☐ Yes ☐ No, Explain

Check in the aircraft cockpit that, when reported weather conditions are less than the basic VFR weather conditions in Sec. 91.155 of this chapter, no flight crewmember uses an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b)(1) 4. Check in the aircraft cockpit that, when reported weather conditions are equal to or better than the basic VFR minimums in Sec. 91.155 of this chapter, no flight crewmember uses an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 feet, whichever is higher unless lower altitudes for specific approaches are authorized by operations specifications. *Sources:* 121.579(b)(2)	
1.51 Was the cockpit door closed and locked for the flight? *Related Performance JTI's:* 1. Check at the aircraft that no pilot in command taxis or pushes back unless at least one required crewmember has verified that no exit seat is occupied by a person a crewmember determines is likely to be unable to perform the applicable functions specified in the Certificate Holder's exit seating restrictions in accordance with the Certificate Holder's design. *Sources:* 121.585(g)	☐ Yes ☐ No, Explain
1.52 Was hazardous carry − on baggage stowed in accordance with the Certificate Holder's policies and procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.53 During domestic and / or flag operations from an airport not listed in the operations specifications, did the airport have adequate facilities? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the airport and related facilities are adequate for the operation of the airplane *Sources:* 121.637(a)(1) 2. Check at the aircraft cockpit that no pilot, who is conducting flag operations takes off an airplane from an airport that is not listed in the operations specifications unless the airport and related facilities are adequate for the operation of the airplane *Sources:* 121.637(a)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable

3. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless he can comply with the applicable airplane operating limitations. *Sources:* 121.637(a)(2) 4. Check at the aircraft cockpit that no pilot, who is conducting flag operations takes off an airplane from an airport that is not listed in the operations specifications unless he can comply with the applicable airplane operating limit *Sources:* 121.637(a)(2) 5. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the airplane has been dispatched according to dispatching rules applicable to operation from an approved airport. *Sources:* 121.637(a)(3) 6. Check at the aircraft cockpit that no pilot, who is conducting flag operations, takes off an airplane from an airport that is not listed in the operations specifications unless the airplane has been dispatched according to dispatching rules applicable to operation from an approved airport. *Sources:* 121.637(a)(3) 7. Check in the aircraft cockpit that no pilot operates the airplane in scheduled air transportation other than in accordance with the limitations in the operations specifications in accordance with the Certificate Holder's design. *Sources:* 121.555(b)	
1.54 Did the crew determine the wind direction prior to takeoff? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter and for an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the pilot has determined the wind direction from an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations in accordance with the Certificate Holder's design. *Sources:* 121.590(b)(2)(i) 2. Check at the aircraft cockpit that the pilot in command under passenger−carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if the following conditions are met: For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be approved by the Administrator in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain

Sources: 121.590(b)(2)(ii)	
1.55 Did the Certificate Holder authorize the flight? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no person, who is conducting flag operations, starts a flight unless an aircraft dispatcher specifically authorizes that flight. *Sources:* 121.595(a); 121.135(a)(1) 2. Check in the aircraft cockpit that no pilot operates the airplane in scheduled air transportation other than in accordance with the limitations in the operations specifications in accordance with the Certificate Holder's design. *Sources:* 121.555(b) 3. Check at the Air Carrier specified location that the pilot in command does not start a flight under a flight following system, without specific authority from the person authorized by the operator to exercise operational control over the flight in accordance with the Certificate Holder's design. *Sources:* 121.597(a) 4. Check at the Air Carrier specified location that the pilot in command does not start a flight unless the pilot in command or the person authorized by the operator to exercise operational control over the flight has executed a flight release setting forth the conditions under which the flights will be conducted. The pilot in command may sign the flight release only when he and the person authorized by the operator to exercise operational control believe that the flight can be made with safety in accordance with the Certificate Holder's design. *Sources:* 121.597(b)	☐ Yes ☐ No, Explain
1.56 Was the aircraft released in an airworthy condition? *Related Performance JTI's:* 1. Check at the air carrier specified location that the pilot in command may not release an airplane unless it is airworthy and is equipped as prescribed in Sec. 121.303 in accordance with the Certificate Holder's design. *Sources:* 121.605	☐ Yes ☐ No, Explain
1.57 Was the aircraft released over a route with sufficient communication and navigation facilities and performance? *Related Performance JTI's:* 1. Check at the air carrier specified location that pilot in command does not release an aircraft over any route or route segment unless communication and navigation facilities equal to those required by Sec. 121.121 and are in satisfactory operating condition in accordance with the Certificate Holder's design. *Sources:* 121.609	☐ Yes ☐ No, Explain

1.58 Was the aircraft released with sufficient weather minimums? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates the pilot in command did not allow a flight to continue to an airport to which it had been released unless the weather conditions at an alternate airport that was specified in the flight release were forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport in accordance with the Certificate Holder's design. However, the flight release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in Secs. 121.639 through 121.647. *Sources:* 121.631(b) 2. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the Certificate Holder's operations specifications for alternate airports. *Sources:* 121.637(b) 3. Check at the aircraft cockpit that no pilot, who is conducting flag operations, takes off from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the Certificate Holder's operations specifications for alternate airports. *Sources:* 121.637(b) 4. Check in the aircraft cockpit that, before each flight, the pilot in command shall ascertain the status of each irregularity entered in the log at the end of the preceding flight time in accordance with the Certificate Holder's design. *Sources:* 121.563	☐ Yes ☐ No, Explain
1.59 Were extended VFR overwater operations conducted in accordance with the Certificate Holder's operations specifications? *Related Performance JTI's:* 1. Check at the air carrier specified location that pilot in command does not release an aircraft for a flight that involves extended overwater operation unless appropriate weather reports or forecasts or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at any airport to which dispatched or released or to any required alternate airport in accordance with the Certificate Holder's design. *Sources:* 121.615(a) 2. Check at the air carrier specified location the flight release that indicates the pilot in command conducting a flag or supplemental operation or a domestic operation within the State of Alaska conducted extended overwater operations under IFR unless it is shown that operating under IFR is not necessary for safety in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 121.615(b) 3. Check at the air carrier specified location the flight release that indicates the pilot in command conducting a flag or supplemental operation or a domestic operation within the State of Alaska conducts other overwater operations under IFR if the Administrator determines that operation under IFR is necessary for safety in accordance with the Certificate Holder's design. *Sources:* 121.615(c)	
1.60 Did the crew have a takeoff alternate when the weather was below landing minimums for the takeoff airport? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no crewmember may release an aircraft from that airport unless the flight release specifies an alternate airport located within the following distances from the airport of takeoff: aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one engine inoperative in accordance with the Certificate Holder's design. *Sources:* 121.617(a)(2) 2. Check at the air carrier specified location the flight release that indicates the pilot in command did not releases the aircraft for operation under IFR or over−the−top until he listed at least one alternate airport for each destination airport in the flight release in accordance with the Certificate Holder's design. *Sources:* 121.623(a) 3. Check at the air carrier specified location the flight release that indicates the pilot in command did not release his flight until he listed each required alternate airport in the flight release in accordance with the Certificate Holder's design. *Sources:* 121.623(d) 4. Check at the air carrier specified location the flight release that indicates the pilot in command did not list an airport as an alternate airport in the flight release until the appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrives in accordance with the Certificate Holder's design. *Sources:* 121.625	☐ Yes ☐ No, Explain ☐ Not Applicable
1.61 Was the aircraft released with the required alternates? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no crewmember may release an aircraft from that airport unless the flight release specifies an alternate airport	☐ Yes ☐ No, Explain

located within the following distances from the airport of takeoff: aircraft having two engines not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative in accordance with the Certificate Holder's design. *Sources:* 121.617(a)(1) 2. Check at the air carrier specified location the flight release that indicates the pilot in command did not releases the aircraft from an airport until he listed each required alternate airport in the flight release in accordance with the Certificate Holder's design. *Sources:* 121.617(c) 3. Check at the air carrier specified location the flight release that indicates the pilot in command did not list an airport as an alternate airport in the flight release until the appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrives in accordance with the Certificate Holder's design. *Sources:* 121.625	
1.62 Was the aircraft released with adequate weather minimums? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1 *Sources:* 121.637(a)(4)(i) 2. Check at the aircraft cockpit that no pilot, who is conducting flag operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1 *Sources:* 121.637(a)(4)(i) 3. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports outside the United States, the weather minimums for takeoff prescribed or approved by the government of the country in which the airport is located; or where weather minimums are not prescribed or approved for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1 *Sources:* 121.637(a)(4)(ii) 4. Check at the aircraft cockpit that no pilot, who is conducting flag operations, takes off an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the	☐ Yes ☐ No, Explain

airport are equal to or better than for airports outside the United States, the weather minimums for takeoff prescribed or approved by the government of the country in which the airport is located; or where weather minimums are not prescribed or approved for the airport, 800 − 2, 900 − 1 ½, or 1,000 − 1 *Sources:* 121.637(a)(4)(ii) 5. Check at the air carrier specified location that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown in accordance with the Certificate Holder's design. *Sources:* 121.599(b) 6. Check at the air carrier specified location the flight release that indicates if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no crewmember may release an aircraft from that airport unless the flight release specifies an alternate airport located within the following distances from the airport of takeoff: aircraft having two engines not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative in accordance with the Certificate Holder's design. *Sources:* 121.617(a)(1) 7. Check at the air carrier specified location the flight release that indicates if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no crewmember may release an aircraft from that airport unless the flight release specifies an alternate airport located within the following distances from the airport of takeoff: aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one engine inoperative in accordance with the Certificate Holder's design. *Sources:* 121.617(a)(2)	
1.63 If the destination was unsafe, did the crew fly to an alternate airport? *Related Performance JTI's:* 1. Check at the air carrier specified location communication logs that indicate the pilot in command did not allow a flight to continue toward any airport to which it has been released if, in the opinion of the pilot in command, the flight could not be completed safely; unless, in the opinion of the pilot in command, there was no safer procedure in accordance with the Certificate Holder's design. In that event, continuation toward that airport is an emergency situation as set forth in Sec. 121.557. *Sources:* 121.627(a) 2. Check at the air carrier specified location the flight release that indicates the pilot in command did not list an airport as an alternate airport in the flight release until the appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that	☐ Yes ☐ No, Explain ☐ Not Applicable

airport when the flight arrives in accordance with the Certificate Holder's design. *Sources:* 121.625	
1.64 Did the crew use the approved procedures for inoperative equipment? *Related Performance JTI's:* 1. Check at the air carrier specified location for operational records that indicate, if any instrument or item of equipment required under this chapter for the particular operation becomes inoperative en route, the pilot in command complied with the approved procedures for such an occurrence as specified in the Certificate Holder's manual. *Sources:* 121.627(b) 2. Check at the aircraft cockpit to determine whether an approved cockpit check procedure (checklist) is available and whether it is required to be readily usable in the cockpit of each aircraft and how the flight crew shall follow them when operating the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.315(c)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.65 Did the crew use the approved procedures while operating in icing conditions? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates the pilot in command did not release an aircraft, continue to operate an aircraft en route, or land an aircraft when in the opinion of the pilot in command, icing conditions were expected or met that might adversely affect the safety of the flight in accordance with the Certificate Holder's design. *Sources:* 121.629(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.67 If a destination was changed, was the change to an authorized airport? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates the pilot in command did not change an original destination or alternate airport that was specified in the original flight release to another airport while the aircraft was en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of Secs. 121.593 through 121.661 and 121.173 are met at the time of amendment of the flight release in accordance with the Certificate Holder's design. *Sources:* 121.631(c) 2. Check that in the aircraft cockpit no pilot being used in the conduct of operations governed by part 121, operates an airplane designated for at least 31 passenger seats into a land airport of any State of the United States, the District of Columbia, or any territory or possession of the United States, unless that airport is certificated under part 139 of this chapter. Unless the Certificate Holder has designated for use a required alternate airport for departure or destination, an airport that is not certificated under part 139 of this chapter may be used in accordance with the Certificate Holder's design. *Sources:* 121.590(a)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.68 Was the aircraft released with sufficient fuel? *Related Performance JTI's:* 1. Check at the air carrier specified location the flight release that indicates the pilot in command did not release for flight or takeoff a nonturbine or turbo−propeller−powered airplane unless, considering the wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it was released; specified in the flight release; and thereafter, to fly to and land at the most distant alternate airport specified in the flight release; and thereafter, to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations in accordance with the Certificate Holder's design. *Sources:* 121.643(a) 2. Check at the air carrier specified location the flight release that indicates the pilot in command did not release a nonturbine or turbo−propeller−powered airplane to an airport for which an alternate was not specified under Sec. 121.623(b), until it has enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for three hours at normal cruising fuel consumption in accordance with the Certificate Holder's design. *Sources:* 121.643(c) 3. Check at the air carrier specified location the flight release that indicates the pilot in command did not, when conducting flag or supplemental operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, release for flight or takeoff a turbine−engine powered airplane (other than a turbo−propeller powered airplane) until, considering wind and other weather conditions expected, it had enough fuel to fly to and land at the airport to which it is released; after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is	☐ Yes ☐ No, Explain

required) under standard temperature conditions in accordance with the Certificate Holder's design.
Sources: 121.645(b)

4. Check at the air carrier specified location the flight release that indicates the pilot in command did not release a turbine−engine powered airplane (other than a turbo−propeller airplane) to an airport for which an alternate was not specified under Sec. 121.621(a)(2) or Sec. 121.623(b) until it had enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for at least two hours at normal cruising fuel consumption in accordance with the Certificate Holder's design.
Sources: 121.645(c)
5. Check at the air carrier specified location that each person computing fuel required for the purposes of this subpart shall consider the following: Wind and other weather conditions forecast, anticipated traffic delays, one instrument approach and possible missed approach at destination, and any other conditions that may delay landing of the aircraft in accordance with the Certificate Holder's design. For the purposes of this section, required fuel is in addition to unusable fuel in accordance with the Certificate Holder's design.
Sources: 121.647
6. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane unless it has enough fuel to fly to the airport to which it is dispatched and to fly and land at the most distant alternate airport (where required) for the airport to which dispatched.
Sources: 121.639(b)
7. Check at the aircraft cockpit that no pilot, who is conducting domestic operations, takes off an airplane unless it has enough fuel to fly to the airport to which it is dispatched and to fly and land at the most distant alternate airport (where required) for the airport to which dispatched and to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in the their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations.
Sources: 121.639(c)
8. Check at the aircraft cockpit, who is conducting flag operations outside the 48 contiguous United States

and the District of Columbia unless authorized by the Administrator in the operations specifications, that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released,
Sources: 121.645(b)(1)

9. Check at the aircraft cockpit, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released,
Sources: 121.645(b)(1)
10. Check at the aircraft cockpit, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was release
Sources: 121.645(b)(2)
11. Check at the aircraft cockpit, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was release
Sources: 121.645(b)(2)
12. Check at the aircraft cockpit, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia unless authorized by the

Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required
Sources: 121.645(b)(3)

13. Check at the aircraft cockpit, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, , has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required
Sources: 121.645(b)(3)
14. Check at the aircraft cockpit, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required, after that, t fly for 30 minutes at holding speed at 1,500 feet above the alternate airport)or the destination airport if no alternate is required) under standard temperature conditions.
Sources: 121.645(b)(4)

15. Check at the aircraft cockpit, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot takes off a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required, after that, t fly for 30 minutes at holding speed at 1,500 feet above the alternate airport)or the destination airport if no alternate is required) under standard temperature conditions. *Sources:* 121.645(b)(4)	
1.69 During supplemental operations, did the pilot in command obtain adequate weather information prior to departure? *Related Performance JTI's:* 1. Check at the air carrier specified location that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown in accordance with the Certificate Holder's design. *Sources:* 121.599(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.70 Was the takeoff made with adequate weather minimums?	☐ Yes ☐ No, Explain
1.71 During instrument meteorogical conditions, prior to reaching the final approach fix, did the pilot receive adequate weather reports and have adequate naviation facilities to continue the approach? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no pilot continues an approach past the final approach fix, or where a final approach fix is not used, begins the final approach segment of an instrument approach procedure at any airport, unless the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, issues a weather report for that airport in accordance with the Certificate Holder's design. *Sources:* 121.651(b)(1) 2. Check at the aircraft cockpit that no pilot may begin the final approach segment of an instrument approach procedure (where a final approach fix is not used) or continue an approach past the final approach fix at airports within the United States and its territories or at U.S. military airports, unless the latest weather report for that airport issued by the U.S. National Weather Service, a source	☐ Yes ☐ No, Explain ☐ Not Applicable

approved by that Service, or a source approved by the Administrator, reports the visibility to be equal to or more than the visibility minimums prescribed for that procedure in accordance with the Certificate Holder's design. For the purpose of this section, the term "U.S. military airports" means airports in foreign countries where flight operations are under the control of U.S. military authority.
Sources: 121.651(b)(2)

3. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down where that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing in accordance with the Certificate Holder's design.
Sources: 121.651(c)(1)
4. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used in accordance with the Certificate Holder's design.
Sources: 121.651(c)(2)
5. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(i)
6. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after

that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(ii)

7. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold markings in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(iii)
8. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold lights in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(iv)
9. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly

visible and identifiable to the pilot: the runway end identifier lights in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(v)

10. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the visual approach slope indicator in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(vi)
11. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the touchdown zone or touchdown zone markings in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(vii)
12. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the touchdown zone lights in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(viii)
13. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum

conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the runway or runway markings in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(ix)

14. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the runway lights in accordance with the Certificate Holder's design.
Sources: 121.651(c)(3)(x)
15. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the aircraft is on a straight−in nonprecision approach procedure which incorporates a visual descent point, the aircraft has reached the visual descent point, except where the aircraft is not equipped for or capable of establishing that point, or a descent to the runway cannot be made using normal procedures or rates of descent if descent is delayed until reaching that point in accordance with the Certificate Holder's design.
Sources: 121.651(c)(4)
16. Check at the aircraft cockpit that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below−minimum conditions, the pilot may begin the final approach segment of an instrument approach procedure other than a Category II or Category III .procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by a operative ILS and an operative PAR, and both are used by the pilot in accordance with the Certificate Holder's design.
Sources: 121.651(d)

17. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers in accordance with the Certificate Holder's design.
Sources: 121.651(d)(1)
18. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless such a descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing in accordance with the Certificate Holder's design.
Sources: 121.651(d)(1)
19. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used in accordance with the Certificate Holder's design.
Sources: 121.651(d)(2)
20. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the approach light in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(i)
21. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(i)
22. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold

in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(ii)

23. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold markings in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(iii)
24. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the threshold lights in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(iv)
25. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, the runway end identifier lights. for the intended runway is distinctly visible and identifiable to the pilot in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(v)
26. Check at the aircraft cockpit that the pilot in command does not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, the runway end identifier lights for the intended runway is distinctly visible and identifiable to the pilot in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(v)
27. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the visual approach slope indicator in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(vi)
28. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an

approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the touchdown zone or touchdown zone markings in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(vii)

29. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the touchdown zone lights in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(viii)
30. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the runway or runway markings in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(ix)
31. Check at the aircraft cockpit that the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the runway lights in accordance with the Certificate Holder's design.
Sources: 121.651(d)(3)(x)
32. Check at the aircraft cockpit that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable instrument approach procedures, unless otherwise authorized in the Certificate Holder's operations specifications.
Sources: 121.651(f)
33. Check at the aircraft cockpit that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications.
Sources: 121.651(f)

1.72 If the captain is low time, did he use the required higher minimums? *Related Performance JTI's:* 1. Check at the aircraft cockpit that if the pilot in command of an airplane has not served 100 hours as pilot in command in operations under this part in the type of airplane he is operating, the MDA or DH and visibility landing minimums in the Certificate Holder's operations specification for regular, provisional, or refueling airports are increased by 100 feet and one−half mile (or the RVR (equivalent) in accordance with the Certificate Holder's design. *Sources:* 121.652(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.73 During day over−the−top operations, did the pilot in command ensure that the aircraft remained at least 1,000 feet above the tops of the clouds? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command may not descend an aircraft lower than 1,000 feet above the top of the lower cloud or the minimum altitude determined by the Administrator for that part of the IFR approach, whichever is lower in accordance with the Certificate Holder's design. *Sources:* 121.659(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.74 Did the crew have a flight plan prior to taking off or operating the aircraft? *Related Performance JTI's:* 1. Check at the aircraft cockpit or the air carrier specified location for trip records that indicate the pilot in command did not take off an aircraft until a flight plan, was filed in accordance with the Certificate Holder's design. The flight plan must contain the appropriate information required by Part 91, with the nearest FAA communication station or appropriate military station or, when operating outside the United States, with other appropriate authority. *Sources:* 121.667(a) 2. Check at the aircraft cockpit that, if communications facilities are not readily available, the pilot in command shall file the flight plan as soon as practicable after the aircraft is airborne in accordance with the Certificate Holder's design. A flight plan must continue in effect for all parts of the flight. *Sources:* 121.667(a) 3. Check at the aircraft cockpit that, under supplemental flag operations, the pilot in command of an airplane shall carry in the airplane to its destination a copy of the completed load manifest (or information from it, except information concerning cargo and passenger distribution) in accordance with the Certificate Holder's design. *Sources:* 121.695(a)(1) 4. Check at the aircraft cockpit that, under supplemental flag operations, the pilot in command of an airplane shall carry in the airplane to its destination a copy of the dispatch release in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain

Sources: 121.695(a)(2) 5. Check at the aircraft cockpit that, under supplemental flag operations, the pilot in command of an airplane shall carry in the airplane to its destination a copy of the flight plan in accordance with the Certificate Holder's design. *Sources:* 121.695(a)(3) 6. Check at the aircraft cockpit that, under supplemental operations, the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the load manifest in accordance with the Certificate Holder's design. *Sources:* 121.697(a)(1) 7. Check at the aircraft cockpit that, under supplemental operations, the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight release in accordance with the Certificate Holder's design. *Sources:* 121.697(a)(2) 8. Check at the aircraft cockpit that, under supplemental operations, the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the airworthiness release in accordance with the Certificate Holder's design. *Sources:* 121.697(a)(3) 9. Check at the aircraft cockpit that, under supplemental operations, the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the pilot route certification in accordance with the Certificate Holder's design. *Sources:* 121.697(a)(4) 10. Check at the aircraft cockpit that, under supplemental operations, the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight plan in accordance with the Certificate Holder's design. *Sources:* 121.697(a)(5) 11. Check at the aircraft cockpit that, under supplemental operations, the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder) shall, before or immediately after departure of the flight, mail signed copies of the documents listed in paragraph (a) of this section, to the principal base of operations, if a flight originates at a place other than the Certificate Holder's principal base of operations in accordance with the Certificate Holder's design. *Sources:* 121.697(c)	
1.75 Was the aircraft flown on the glide path? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command of heavy aircraft and heavier large aircraft that may produce strong wake, including the B−757, should make every attempt to fly on the established glidepath, or if glidepath guidance is not available, to fly as closely as possible to a "3−to−1" glidepath. fly as closely as possible to the approach course centerline, or to the extended centerline of the runway of intended landing, as appropriate to	☐ Yes ☐ No, Explain

conditions. Cross the runway threshold at a nominal height of 50' above TDZE land within the touchdown zone in accordance with the Certificate Holder's design. *Sources:* HBAT 94−17 2. Check at the aircraft cockpit that, to minimize the possibility of a false course capture during an ILS approach, pilots should use raw data sources to ensure that the aircraft is on the correct localizer course prior to initiating a coupled approach in accordance with the Certificate Holder's design. The following cockpit procedures are recommended: pilots should: ensure that the ADF bearing (associated with the appropriate NDB site) is monitored for correct runway orientation in accordance with the Certificate Holder's design. *Sources:* FSAT 95−11	
1.76 During a TCAS alert, did the crew follow TCAS instructions? *Related Performance JTI's:* 1. Check at the aircraft cockpit that when the flightcrew cannot visually acquire the intruder aircraft but perceives the intruder as a threat, the crew may contact air traffic control (ATC) to obtain information that might help in locating the intruder aircraft in accordance with the Certificate Holder's design. *Sources:* HBAT 95−17 A 2. Check at the aircraft cockpit that a flightcrew should attempt to visually acquire the intruder aircraft and to attain/maintain safe separation in accordance with regulatory requirements and good operating practices. When the flightcrew cannot visually acquire the intruder aircraft but perceives the intruder as a threat, the crew may contact air traffic control (ATC) to obtain information that might help in locating the intruder aircraft in accordance with the Certificate Holder's design. *Sources:* HBAT 95−17A 3. Check at the aircraft cockpit that 1) pilots should not maneuver horizontally based solely on TA information. TCAS I TA display information is inadequate for collision avoidance maneuvers. A pilot maneuver based ONLY on this information might result in a loss of separation with the intruder (e.g., a turn toward the intruder). 2) Pilots should maneuver horizontally only on receiving guidance from ATC or on acquiring visual contact with the intruder. Guidance from ATC will not be given unless the pilot asks for assistance per Air Traffic Control Handbook, 7110.65J, Chapter 1, paragraph 2−1−27. 3) TCAS I information should not be used to "second guess" ATC. 4) If an intruder cannot be acquired visually but is perceived as a threat and additional information is not available from ATC, vertical maneuvers, which permit the aircraft to remain within 200 feet of the assigned altitude are permissible. Changes in climb or descent rates when approaching an intruder aircraft are not viewed as evasive maneuvers. 5) Pilots will operate TCAS at all times when airborne, in all meteorological conditions. 6)TCAS does not diminish or otherwise alter the pilot's authority or responsibility to ensure safe separation. 7) TCAS should not be activated until cleared for takeoff. 8) TCAS should be deactivated after clearing an active runway following a	☐ Yes ☐ No, Explain ☐ Not Applicable

landing. 9) To enhance situational awareness during flight, TCAS displays which have a variable range selection capability should be used in a range setting appropriate to the phase of flight in accordance with the Certificate Holder's design. *Sources:* HBAT 95−17 B	
1.78 Were the crew briefings adequate? *Related Performance JTI's:* 1. Check at the aircraft that the pilot in command provides a good flight deck/cabin preflight briefing that gives the flight attendants the names of the flight crewmembers, the in−flight weather, the estimated flight time, and any unusual circumstances expected during the flight in accordance with the Certificate Holder's design. Other topics can also be covered such as flight deck entry procedures, a review of emergency communication procedures, details of the meal service, or any topic that any crewmember considers to be important. The briefing should allow crewmembers to solicit information from each other and to bring to the attention of the other crewmembers any information that they believe to be relevant. *Sources:* AC 120−48 (9)(a)	☐ Yes ☐ No, Explain
1.79 Did the crew have adequate information concerning airport layout? *Related Performance JTI's:* 1. Check at the air carrier specified location that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown in accordance with the Certificate Holder's design. *Sources:* 121.599(b)	☐ Yes ☐ No, Explain
1.80 If a circuit breaker was reset during flight, was it reset in accordance with the Certificate Holder's procedures? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the pilot in command does not reset a tripped CB in flight unless doing so is consistent with explicit procedures specified in the approved operating manual used by the flightcrew or unless, in the judgement of the captain, resetting the CB is necessary for the safe completion of the flight in accordance with the Certificate Holder's design. *Sources:* FSAT 00−07A	☐ Yes ☐ No, Explain ☐ Not Applicable
1.81 Did the cockpit occupants wear the shoulder harnesses? *Related Performance JTI's:* 1. Check at the aircraft cockpit that each occupant of a seat equipped with a shoulder harness, if installed, or with a combined safety belt and shoulder harness has the shoulder harness or combined safety belt and shoulder harness properly secured about that occupant during takeoff and landing, except that a shoulder harness that is not	☐ Yes ☐ No, Explain

combined with a safety belt may be unfastened if the occupant cannot perform the required duties with the shoulder harness fastened. *Sources:* 121.311(h) 2. Check at the aircraft cockpit that each required flight crewmember on flight deck duty remains at the assigned duty station with seat belt fastened, while the aircraft is taking off or landing and while it is en route in accordance with the Federal Aviation Regulations. *Sources:* 121.543(a)	
1.82 Did the crew operate the aircraft in a safe manner?	☐ Yes ☐ No, Explain
1.83 If a Secret Service Agent was on duty, did the crew check the agent's identification?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.84 Was the aircraft properly dispatched or redispatched? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no person, who is conducting domestic operations, starts a flight unless an aircraft dispatcher specifically authorizes that flight, except when an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour, *Sources:* 121.593; 121.135(a)(1) 2. Check at the air carrier specified location that no flightcrew member may continue a flight from an intermediate airport without a new flight release, if the aircraft has been on the ground more than six hours in accordance with the Certificate Holder's design. *Sources:* 121.597(c)	☐ Yes ☐ No, Explain
1.85 Did the crew operate to airports listed in the operations specifications?	☐ Yes ☐ No, Explain
1.86 Did the crew operate according to Certificate Holder's procedures during surface visibility restrictions? *Related Performance JTI's:* 1. Check at the aircraft cockpit that flight crews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results in accordance with the Certificate Holder's design. *Sources:* AC 120−74 (5)(c)(2)(b)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.87 Did the crew operate according to Certificate Holder's procedures for day VFR operations? *Related Performance JTI's:* 1. Check at the air carrier specified location operational records that indicate the pilot in command did not, except as provided in paragraph (b) of this section, regardless of any	☐ Yes ☐ No, Explain ☐ Not Applicable

clearance from ATC, takeoff or land an airplane under VFR when the reported ceiling or visibility was less than the following: for day operations 1,000 foot ceiling and one−mile visibility in accordance with the Certificate Holder's design. *Sources:* 121.649(a)(1) 2. Check at the aircraft cockpit that no pilot in command may, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: for day operations 1,000 foot ceiling and one−mile visibility in accordance with the Certificate Holder's design. *Sources:* 121.649(a)(1) 3. Check at the aircraft cockpit, who is conducting domestic, passenger carrying, day VFR operations, that no pilot operates any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying) *Sources:* 121.657(b) 4. Check at the aircraft cockpit, who is conducting flag operations, that no pilot operates any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying) *Sources:* 121.657(b) 5. Check at the aircraft cockpit, who is conducting supplemental operations, that no pilot operates any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. *Sources:* 121.657(b)	
1.88 Did the crew operate according to Certificate Holder's procedure for night VFR, IFR, or over−the−top VFR? *Related Performance JTI's:* 1. Check at the aircraft cockpit that no pilot in command may, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: for night operations 1,000 foot ceiling and two−mile visibility in accordance with the Certificate Holder's design. *Sources:* 121.649(a)(2) 2. Check at the aircraft cockpit that no pilot in command may, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: for night operations 1,000 foot ceiling and two−mile visibility in accordance with the	☐ Yes ☐ No, Explain ☐ Not Applicable

Certificate Holder's design. *Sources:* 121.649(a)(2) 3. Check at the aircraft cockpit, for a Certificate Holder who is authorized to conduct night VFR, IFR, and over the top operations, that no pilot operates an aircraft under IFR including over the top or at night under VFR at an altitude less than 1,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course, or, in designated mountainous areas, less than 2,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course *Sources:* 121.657(c) 4. Check at the aircraft cockpit, for a Certificate Holder who is authorized to conduct day over the top operations below minimum enroute altitudes, that a pilot conducts day over the top operations in an airplane at flight altitudes lower than the minimum enroute IFR altitude if (1) the operation is conducted at least 1,000 feet above the top of lower broken or overcast cloud cover, (2) the top of the lower cloud cover is generally uniform and level, (3) flight visibility is at least five miles, (4) the base of any higher broken or overcast cloud cover is generally uniform and level and is at least 1,000 feet above the minimum enroute IFR altitude for the route segment. *Sources:* 121.657(d)(1); 121.657(d)(2); 121.657(d)(3); 121.657(d)(4) 5. Check at the air carrier specified location that pilot in command does not release an aircraft for operations under IFR or over−the−top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released in accordance with the Certificate Holder's design. *Sources:* 121.613	
1.89 Did the crew operate according to Certificate Holder's procedures for over−the−top operations when they were below the minimum enroute altitudes?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.90 Did the crew utilize the approved minimum equipment list (MEL)? *Related Performance JTI's:* 1. 121.628 (a) (4) that no person takes off an airplane with inoperable instruments or equipment installed unless the airplane is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing the use of the Minimum Equipment List. *Sources:* 121.628(a)(4)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check at the aircraft cockpit that a crewmember determines, prior to takeoff of any airplane, that the following instruments and equipment as required by Sections 121.213 through 121.283 and 121.289, are in operating condition by examining the deferred maintenance list and the airworthiness release in accordance with the Federal Aviation Regulations. *Sources:* 121.305	
2	Were the Certificate Holder's policies, procedures, instructions, and information, contained in its manual, for the Airman Duties / Flight Deck Procedures followed? *Related Performance JTI's:* 1. Check at the aircraft cockpit that if disconnecting the autopilot is an approved procedure and where other in−flight icing procedures are not expressed in the manual used by the pilot, the following general procedures are recommended by the FAA: speed an additional margin of speed should be added if so specified in the Airplane Flight Manual (AFM), or as specified by company policy. If no specific guidance is provided, the extra speed margin should be at least 50 to 60 percent above stall speed in a clean configuration in accordance with the Certificate Holder's design. *Sources:* FSAT 00−02 2. Check at the aircraft cockpit that no person, who is conducting flag operations, continues a flight from an intermediate airport without redispatch if the airplane has been on the ground more than six hours. *Sources:* 121.595(b); 121.135(a)(1)	☐ Yes ☐ No, Explain
3	Were the Airman Duties / Flight Deck Procedures controls followed?	☐ Yes ☐ No, Explain
4	Did the records for the Airman Duties / Flight Deck Procedures comply with the instructions provided in the Certificate Holder's manual?	☐ Yes ☐ No, Explain
5	Were the process measurements for the Airman Duties / Flight Deck Procedures effective in identifying problems or potential problems and providing corrective action for them?	☐ Yes ☐ No, Explain
6	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions, and information that are related to this element?	☐ Yes ☐ 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 as having responsibility and/or authority for the Outsource Organization process 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 Airman Duties / Flight Deck Procedures.	
2 Identify the person who has overall authority for the Airman Duties / Flight Deck Procedures.	
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 Airman Duties / Flight Deck Procedures documented in the Certificate Holder's manual.	
4 Review the appropriate organizational chart.	
5 Discuss the Airman Duties / Flight Deck Procedures 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 for the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain
2.1 Is there a clearly identified person who is responsible for the quality of the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain Name/Title:
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 Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain Name/Title:
2.3 Does the responsible person know that he/she has responsibility for the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.4 Does the person with authority know that he/she has authority for the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.5 Does the person with responsibility for the Airman Duties / Flight Deck Procedures meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable

2.6 Does the person with authority to establish and modify the Airman Duties / Flight Deck Procedures meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.7 Does the person with responsibility understand the controls, process measurements, and interfaces associated with the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.8 Does the person with authority understand the controls, process measurements, and interfaces associated with the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.9 Does the responsible person know who has authority to establish and modify the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.10 Does the individual with authority know who has the responsibility for the Airman Duties / Flight Deck Procedures?	☐ Yes ☐ No, Explain ☐ 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.