

**Safety Attribute Inspection (SAI) Data Collection Tool  
1.1.1 Aircraft Airworthiness (AW)**

**ELEMENT SUMMARY INFORMATION**

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

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

**Objective** (FAA oversight responsibility):

- To determine if the Certificate Holder's Aircraft Airworthiness (AW) process meets all applicable requirements of the Federal Aviation Regulations and FAA policies.
- To determine if the Certificate Holder's Aircraft Airworthiness (AW) process incorporates the System Safety Attributes.
- To identify any shortfalls in the Certificate Holder's Aircraft Airworthiness (AW) process.

**Specific Instructions:**

- Intentionally left blank

**SUPPLEMENTAL INFORMATION**

**Specific Regulatory Requirement(s) (SRRs):**

- SRRs:
  - 119.43(b)
  - 119.43(b)(1)
  - 119.43(b)(2)
  - 119.43(c)
  - 119.9(b)
  - 121.135(a)(1)
  - 121.135(b)(1)
  - 121.135(b)(2)
  - 121.135(b)(20)
  - 121.135(b)(3)
  - 121.137(a)
  - 121.141(a)
  - 121.141(b)
  - 121.141(b)(1)
  - 121.141(b)(2)
  - 121.153(a)(1)

121.153(a)(2)  
121.211(b)  
121.221(f)(5)  
121.285  
121.289(a)(1)  
121.289(a)(2)  
121.303(b)  
121.303(c)  
121.305(b)  
121.305(c)  
121.305(e)  
121.305(f)  
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121.305(j)  
121.305(j)(2)  
121.305(j)(3)  
121.305(j)(4)  
121.307(c)  
121.307(d)  
121.307(e)  
121.307(g)  
121.307(i)  
121.307(j)  
121.307(k)  
121.307(l)(1)  
121.308(a)  
121.308(b)  
121.308(d)  
121.309(b)(1)  
121.309(b)(2)  
121.309(b)(3)  
121.309(b)(4)  
121.309(c)(1)  
121.309(c)(2)  
121.309(c)(3)  
121.309(c)(4)  
121.309(c)(5)  
121.309(c)(5)(i)  
121.309(c)(5)(ii)  
121.309(c)(5)(iii)  
121.309(c)(7)  
121.309(d)(1)(i)  
121.309(d)(1)(ii)  
121.309(d)(2)  
121.309(e)  
121.309(f)(1)  
121.309(f)(2)  
121.310(a)

121.310(b)(1)  
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121.310(d)(1)(i)  
121.310(d)(1)(ii)  
121.310(d)(1)(iii)  
121.310(d)(3)  
121.310(d)(4)  
121.310(g)  
121.310(g)(3)  
121.310(h)(1)  
121.310(h)(1)(i)  
121.310(h)(1)(ii)  
121.310(k)(2)  
121.310(l)  
121.311(a)(2)  
121.311(f)  
121.311(g)  
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121.313(i)  
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121.314  
121.314(c)  
121.315(a)  
121.315(c)  
121.316  
121.317(a)  
121.317(d)  
121.317(e)  
121.318(a)  
121.319  
121.323(a)  
121.323(b)  
121.323(c)  
121.323(d)  
121.323(e)  
121.325(a)  
121.333(a)  
121.337(a)  
121.337(b)  
121.337(b)(2)  
121.337(b)(9)(i)

121.337(b)(9)(ii)  
121.337(b)(9)(iii)  
121.342  
121.343(a)(1)thru(6)  
121.343(b)  
121.343(c)  
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121.344(d)  
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121.354(a)  
121.355(a)(1)  
121.355(a)(2)  
121.356(a)  
121.356(b)  
121.356(c)(1)(i)  
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121.356(c)(2)  
121.356(d)  
121.357(a)  
121.358(a)  
121.358(b)(1)(i)  
121.358(b)(1)(ii)  
121.358(b)(1)(iii)  
121.358(b)(1)(iv)  
121.358(b)(1)(ix)  
121.358(b)(1)(v)  
121.358(b)(1)(vi)  
121.358(b)(1)(vii)

121.358(b)(1)(viii)  
121.358(b)(1)(x)  
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121.359(c)(2)(iii)  
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121.360(b)(1)(ii)  
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121.360(b)(1)(iv)  
121.360(b)(2)  
121.360(e)  
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121.367(a)  
121.370(a)  
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121.380(a)(2)(iii)  
121.380(a)(2)(iv)  
121.380(a)(2)(v)  
121.380(a)(2)(vi)  
121.380(a)(2)(vii)  
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25.1301(c)  
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25.1305(c)(1)  
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25.1549(a)  
25.1549(b)  
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25.1581(b)  
25.1583(b)(3)  
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25.561(b)(3)(i)  
25.561(b)(3)(ii)  
25.561(b)(3)(iii)  
25.561(b)(3)(iv)  
25.561(b)(3)(v)  
25.561(c)  
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25.783(f)  
25.785(g)  
25.785(h)  
25.785(h)(3)  
25.785(i)  
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25.787(c)  
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25.789(b)  
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25.791(d)  
25.793  
25.803(a)  
25.807(g)(3)  
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25.817  
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25.819(g)(3)  
25.831(e)  
25.841(a)

25.853(a)  
25.853(c)  
25.853(d)(1)  
25.853(d)(3)  
25.853(f)  
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25.855(b)  
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25.855(g)  
25.869(a)(3)(i)  
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25.963(e)(2)  
39.17  
39.19  
45.11(a)  
45.11(b)  
45.11(d)  
45.13(b)  
91.171(a)(1)  
91.171(a)(2)  
91.219(a)  
91.413(a)  
91.609(a)  
91.853  
91.9(a)

**Related CFR(s) & FAA Policy/Guidance:**

- Related CFRs:
  - 119.49(b)(4)
  - 121.135(b)(20)
  - 121.211(e)
  - 121.215(e)
  - 121.217
  - 121.219
  - 121.221(a)(1)
  - 121.221(a)(2)
  - 121.221(a)(3)
  - 121.221(a)(4)
  - 121.221(b)(1)
  - 121.221(b)(2)
  - 121.221(c)(1)
  - 121.221(c)(2)
  - 121.221(c)(3)
  - 121.221(d)(1)
  - 121.221(d)(2)
  - 121.221(d)(3)
  - 121.221(d)(4)

121.221(e)(1)  
121.221(e)(2)  
121.221(e)(3)  
121.221(f)(1)  
121.221(f)(2)  
121.221(f)(3)  
121.221(f)(4)  
121.223  
121.305(k)(4)  
121.305(k)(5)  
121.305(k)(6)  
121.307(h)  
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121.310(c)(3)  
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121.310(e)(2)  
121.310(f)(1)  
121.310(f)(2)  
121.310(f)(3)  
121.310(f)(4)  
121.310(f)(5)  
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121.353(a)  
121.353(b)  
121.353(c)  
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121.578(b)(2)  
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25.1445(a)(2)  
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25.1447(b)  
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25.1519  
25.1529  
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25.1581(a)(2)  
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25.1583(c)(2)  
25.1583(c)(3)  
25.785(c)  
25.785(j)  
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25.791(b)  
25.791(c)  
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25.831(b)(2)  
25.831(c)  
25.831(d)  
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25.832(a)(2)  
25.832(c)(1)  
25.832(c)(2)  
25.853(d)(2)  
25.853(d)(4)  
25.855(c)  
25.855(h)(1)  
25.855(h)(2)  
25.855(h)(3)(i)  
25.857(e)(4)  
25.857(e)(5)  
43.13(a)  
43.13(b)  
91.705(a)(1)

- FAA Policy/Guidance:  
8300.10, Volume 2, Chapter 37  
8300.10, Volume 2, Chapter 74  
8300.10, Volume 2, Chapter 64

8400.10, Volume 3, Chapter 15

AC 20-131A

AC 25-7A

AC 25-10

AC 25-15

AC 120-28D

AC 120-77

AC 120-73

AC 120-27C

AC 25-1329-1A

AD 90-25-03

AD 92-22-08 R1

AD 94-18-02

FSAW 94-32A

HBAT 99-08

**SAI SECTION 1 – PROCEDURES ATTRIBUTE**

**Objective:** Procedures, instructions and information contained in Certificate Holder's manual are documented methods for accomplishing a process. Policies contained in the Certificate Holder's manual should establish the Certificate Holder's compliance posture. Policies may not be stand-alone statements but may be imbedded within procedures, instructions or information regarding a particular regulatory requirement. The questions in this section of the data collection tool are designed to assist the inspector in determining if the Certificate Holder's manual has documented or prescribed methods of accomplishing the process requirements that provide answers to the associated who, what, when, where and how type questions. This section of the data collection tool contains policy questions, procedural questions and instructional or informational questions pertaining to various types of Certificate Holder requirements such as actions, prohibitions or resources (i.e., personnel, facilities, equipment, technical data, etc.).

**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 duties and responsibilities for management and other personnel identified by the Certificate Holder who accomplish the Aircraft Airworthiness process.
- 3 Review the Certificate Holder's manual to ensure that it contains policies, procedures, instructions and information necessary for the Aircraft Airworthiness process.

**Questions**

To meet this objective, the inspector must answer the following questions:

1. Does the Certificate Holder's manual content meet the specific regulatory and FAA policy requirements for an Aircraft Airworthiness process?
  - 1.1 Does the Certificate Holder's manual contain general policies for the Aircraft Airworthiness process that comply with the specific regulatory requirements?  
SRRs: 121.135(b)(1); 121.141(a); 121.585(d)(1); 121.585(d)(2); 121.585(d)(3); 121.585(d)(4); 121.585(d)(5); 121.585(d)(6); 121.585(d)(7); 121.585(d)(8); 121.585(d)(9); 121.585(d)(10); 45.11(d)  
*Related Design JTI's:*  
1. Check that the Certificate Holder's manual has a general policy that it will keep current an approved flight manual for each type of airplane that it operates.  
*Sources:* 121.135(b)(1); 121.141(a)  
*Interfaces:* 3.1.9-op; 2.1.1-op; 3.1.3-op; 2.1.1-aw
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 1.2 Does the Certificate Holder's manual cite the regulatory requirements listed in the Supplemental Information section of this SAI?  
SRRs: 121.135(b)(3)
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 1.3 Does the Certificate Holder's manual contain the duties and responsibilities for personnel who will accomplish the Aircraft Airworthiness process?  
SRRs: 121.135(b)(2)
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 1.4 Does the Certificate Holder's manual include instructions and information for personnel to meet the requirements of the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain

SRRs: 121.135(a)(1)	
<p>1.5 Does the Certificate Holder's inspection program ensure that each aircraft is registered as a civil aircraft of the United States and carries an appropriate current airworthiness certificate issued under CFR 14? SRRs: 121.153(a)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual, which contains the inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures that the aircraft is registered. <i>Sources:</i> 121.367; 121.153(a)(1) <i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</li> <li>2. Check that the Certificate Holder's manual, which contains the inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures that the aircraft carries an appropriate current airworthiness certificate. <i>Sources:</i> 121.367; 121.153(a)(1) <i>Interfaces:</i> 1.3.2-aw; 2.1.1-aw; 2.1.1-op</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.6 Does the Certificate Holder's manual contain the appropriate procedures for TCAS II System or TCAS I System, as required by 14 CFR Section 121.356? SRRs: 121.356(c)(1)(i); 121.356(c)(1)(ii); 121.356(c)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who has a TCAS II or a TCAS I system has in its manual procedures for the operation of the equipment. <i>Sources:</i> 121.356(c)(1)(i) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who has a TCAS II or a TCAS I system has in its manual procedures for proper flightcrew action with respect to the equipment. <i>Sources:</i> 121.356(c)(1)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder, who has a TCAS II or a TCAS I system has in its manual an outline of all input sources that must be operative for the TCAS to function properly. <i>Sources:</i> 121.356(c)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7 Does the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations specify that before any aircraft is added to the 14 CFR Part 121 Certificate, and at all times thereafter, the following requirements must be met: SRRs: 121.367</p>	
<p>1.7.1 When importing aircraft manufactured in a foreign country and never issued a U. S. Airworthiness Certificate, the country in which the aircraft was manufactured has certified that the aircraft conforms to the type design and is in condition for safe operation? SRRs: 121.367; 21.183(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations, ensures when importing aircraft manufactured in a foreign country and never been issued a U. S. Airworthiness Certificate, to ensure that the country in which the aircraft was manufactured certifies that the aircraft conforms to the type design and is in condition for safe operation.  <i>Sources:</i> 121.367; 21.183(c)  <i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</p>	
<p>1.7.2 When applying for a standard airworthiness certificate the Certificate Holder presents evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to applicable Airworthiness Directives?  SRRs: 21.183(d)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that when applying for a standard airworthiness certificate he presents evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to applicable Airworthiness Directives).  <i>Sources:</i> 121.367; 21.183(d)(1)  <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.3 Each aircraft and engine is identified as prescribed in 14 CFR Section 45.11 by means of a fireproof plate and has the information specified in 14 CFR Section 45.13 marked on it by etching, stamping, engraving, or other approved method of fireproof marking?  SRRs: 45.11(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.  <i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)  <i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</p> <p>2. Check that the Certificate Holder, whose aircraft was manufactured</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</p> <p>3. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 1.3.2-aw</p>	
<p>1.7.4 For aircraft, the identification plate required by 14 CFR Section 45.11 is secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident?</p> <p>SRRs: 45.11(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p><i>Interfaces:</i> 2.1.1–op; 1.3.2–aw; 2.1.1–aw</p> <p>2. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1–op; 1.3.2–aw; 2.1.1–aw</p> <p>3. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 1.3.2–aw</p>	
<p>1.7.5 For aircraft engines, the identification plate required by 14 CFR Section 45.11 is affixed to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident?</p> <p>SRRs: 45.11(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number,</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

if any. (5) Production certificate number, if any.

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

*Interfaces:* 2.1.1-op; 1.3.2-aw; 2.1.1-aw

2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking.

*Sources:* 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6)

*Interfaces:* 2.1.1-op; 1.3.2-aw; 2.1.1-aw

3. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988 and has the model designation and builders serial number displayed on the aircraft fuselage exterior, adjacent to and aft of the rear most entrance door, or on the fuselage near the tail surface, in such a manner that it will not likely be defaced or removed during normal service, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to an accessible exterior or interior location, near an entrance, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.

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

*Interfaces:* 2.1.1-op; 1.3.2-aw; 2.1.1-aw

4. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.

<p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 1.3.2-aw</p>	
<p>1.7.6A propeller, propeller blade, or propeller hub produced under the terms of a type or production certificate is identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification placed on it on a noncritical surface, and will not be likely to be defaced or removed during normal service or lost or destroyed in an accident?</p> <p>SRRs: 45.11(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, whose airplane was manufactured after March 7, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft that are identified by means of a fireproof plate secured to the aircraft exterior, in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. <i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4) <i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking. <i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6) <i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that a propeller, propeller blade, or propeller hub produced under the terms of a type or production certificate is identified by means of a plate, stamping, engraving, etching, or other approved method of fireproof identification that is placed on it on a noncritical surface, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>number, if any. (5) Production certificate number, if any. and will not be like to be defaced or removed during normal service or lost or destroyed in an accident.</p> <p><i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(b); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, whose aircraft was manufactured prior to March 7, 1988, and the model designation and builders serial number are NOT displayed on the aircraft fuselage exterior, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that aircraft are identified by means of a fireproof plate, secured to the aircraft exterior in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, legible to a person on the ground, either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surface that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any.</p> <p><i>Sources:</i> 121.367; 121.153(a)(2); 45.11(a); 45.11(d); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 1.3.2-aw</p>	
<p>1.7.7 No person shall remove, change, or place identification information required by 14 CFR Section 45.13(a) on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub, without the approval of the Administrator?</p> <p>SRRs: 45.13(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations contains instructions and information necessary to allow the personnel concerned to ensure that aircraft engines are identified by means of a fireproof plate attached to the engine at an accessible location in such a manner that it will not likely be defaced or removed during normal service or lost or destroyed in an accident, that has (1) Builder's name. (2) Model designation. (3) Builder's serial number. (4) Type certificate number, if any. (5) Production certificate number, if any. (6) For aircraft engines, the established rating. marked on it by etching, stamping, engraving, or other approved method of fireproof marking.</p> <p><i>Sources:</i> 121.135(a)(1); 121.367; 121.153(a)(2); 45.11(a); 45.13(a)(1); 45.13(a)(2); 45.13(a)(3); 45.13(a)(5); 45.13(a)(4); 45.13(a)(6)</p> <p><i>Interfaces:</i> 2.1.1-op; 1.3.2-aw; 2.1.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.8 The approved flight manual is current for the type of airplane that the Certificate Holder operates?</p> <p>SRRs: 121.141(a)</p> <p><i>Related Design JTI's:</i></p> <p>1.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's manual contains instructions and information for the personnel concerned to keep a current, approved flight manual for each type of airplane that it operates.</p> <p><i>Sources:</i> 121.135(a)(1); 121.141(b)  <i>Interfaces:</i> 2.1.1-op; 2.1.1-aw; 3.1.9-op; 3.1.3-op</p>	
<p>1.7.9 The Certificate Holder's manual or appropriate parts of it contains the information required from the applicable flight manual, and this information is clearly identified as flight manual requirements and is current for the type aircraft?  SRRs: 121.137(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.10 The Certificate Holder's manual contains methods and procedures for maintaining the aircraft weight and center of gravity within approved limits?  SRRs: 121.135(b)(20)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.11 The maintenance, preventive maintenance, and alterations that were performed by other persons were performed in accordance with the Certificate Holder's manual?  SRRs: 121.367(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.12 Each aircraft and its component parts, accessories, and appliances were/are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances?  SRRs: D.072(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the aircraft and its component parts, accessories, and appliances were maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, including CMRs and routine checks.  <i>Sources:</i> 121.367(a); D.072(c)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.13 Items identified as "on condition" were/are maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance?  SRRs: D.072(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that items identified as "on condition" were maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance.  <i>Sources:</i> 121.367(a); D.072(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.14 Parts or subassemblies of components that do not have specific time intervals were/are checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading? SRRs: D.072(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the parts or subassemblies of components that do not have specific time intervals were checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading. <i>Sources:</i> 121.367(a); D.072(e) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.15 The VOR equipment on the Certificate Holder's aircraft is maintained, checked, and inspected under an approved procedure, for aircraft operating under IFR using the VOR system of radio navigation? SRRs: 91.171(a)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations for aircraft operating under IFR using the VOR system of radio navigation ensures that the VOR equipment of that aircraft the is maintained, checked, and inspected under an approved procedure. <i>Sources:</i> 121.367; 91.171(a)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.16 The VOR equipment has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error for aircraft operating under IFR using the VOR system of radio navigation? SRRs: 91.171(a)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations for aircraft operating under IFR using the VOR system of radio navigation ensures that the VOR equipment has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error. <i>Sources:</i> 121.367; 91.171(a)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.17 Metallic components are bonded properly to the aircraft? SRRs: 25.581(b)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that metallic components are bonded properly to the aircraft.  <i>Sources:</i> 121.367; 25.581(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.18 For non-metallic components an acceptable means of diverting the resulting electrical current so as not to endanger the airplane is incorporated?  SRRs: 25.581(c)(2)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that, for non-metallic components an acceptable means of diverting the resulting electrical current so as not to endanger the airplane is incorporated.  <i>Sources:</i> 121.367; 25.581(c)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.19 A proof test is conducted to demonstrate the integrity of the static pressure system?  SRRs: 25.1325(c)(2)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that a proof test is conducted to demonstrate the integrity of the static pressure system.  <i>Sources:</i> 121.367; 25.1325(c)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.20 Within the preceding 24 calendar months, the ATC transponder(s) have been tested and inspected and found to comply with 14 CFR Part 43 Appendix F?  SRRs: 91.413(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's instructions covering maintenance and preventive maintenance ensures that within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43.  <i>Sources:</i> 121.367; 91.413(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.21 Documentation establishes compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements?  SRRs: 91 App..GSection 2(b)(1); 91 App..GSection 2(b)(2)  <i>Related Design JTI's:</i>  1. Check that the operator who is authorized to conduct RVSM operations has an approved RVSM maintenance program outlining</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>procedures to maintain RVSM aircraft in accordance with CFR Part 91 Appendix G.  <i>Sources:</i> 91 Appendix G Section 3(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 5.1.9-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that documentation establishes compliance with the applicable RVSM aircraft requirements and the conformity tests used to ensure that aircraft approved with the data package meet the RVSM aircraft requirements.  <i>Sources:</i> 91 Appendix G Section 2(b)(1) 91 Appendix G Section 2(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 5.1.9-op</p>	
<p>1.7.22 For each airplane, engine, propeller, and appliance, Supplemental Type Certificate (STC) Instructions for Continued Airworthiness and any required information relating to the interface of those appliances and products with the airplane are incorporated into the Certificate Holder's maintenance program?  SRRs: 25 App..H25.1(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and the program covering other maintenance and alterations ensures that, the method techniques and practices prescribed in the STC's Instructions for Continued Airworthiness for each engine, propeller, appliance, and any required information relating to the interface of those appliances and products with the airplane are incorporated into the Certificate Holder's maintenance program.  <i>Sources:</i> 121.367; 43.13(a); 25 App..H25.1(b)  <i>Interfaces:</i> 2.1.1-op; 2.1.1-aw; 1.2.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance and alterations ensures that, if STC Instructions for Continued Airworthiness are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane must include the method techniques and practices and the information essential to the continued airworthiness of the airplane.  <i>Sources:</i> 121.367; 43.13(a); 25 App..H25.1(b)  <i>Interfaces:</i> 1.2.2-aw; 2.1.1-aw; 2.1.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.23 For any Supplemental Type Certificate (STC) Instructions for Continued Airworthiness that are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane include the method techniques and practices and the information essential to the continued airworthiness of the airplane?  SRRs: 25 App..H25.1(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and the program covering other maintenance and alterations ensures that, the method techniques and practices prescribed in the STC's Instructions for Continued Airworthiness for each engine, propeller, appliance, and any required information relating to the interface of those appliances and products with the airplane are incorporated into the Certificate Holder's maintenance program. <i>Sources:</i> 121.367; 43.13(a); 25 App..H25.1(b) <i>Interfaces:</i> 2.1.1-op; 2.1.1-aw; 1.2.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance and alterations ensures that, if STC Instructions for Continued Airworthiness are not supplied for an appliance or product installed in the airplane, the Instructions for Continued Airworthiness for the airplane must include the method techniques and practices and the information essential to the continued airworthiness of the airplane. <i>Sources:</i> 121.367; 43.13(a); 25 App..H25.1(b) <i>Interfaces:</i> 1.2.2-aw; 2.1.1-aw; 2.1.1-op</li> </ol>	
<p>1.7.24 Any Supplemental Type Certificate (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of 14 CFR Section 25.2(a)? SRRs: 25.2(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a supplemental type certificate (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of 14 CFR 25.2(a). <i>Sources:</i> 121.367; 25.2(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each a supplemental type certificate manufactured after October 16, 1987 (or an amendment to a type certificate) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated shows that the airplane concerned meets the requirements of CFR 25.2(a) and (b). <i>Sources:</i> 121.367; 25.2(a); 25.2(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

<p>1.7.25 The Certificate Holder who uses an alternative method of compliance (AMOC) for the actions required by an Airworthiness Directive includes the specific actions by the Certificate Holder that address the unsafe condition or the change in compliance time? SRRs: 39.17; 39.19</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder who has an alternate method of compliance (AMOC) for the accomplishment of an Airworthiness Directive, includes the specific actions by the Certificate Holder that address the unsafe condition or the change in compliance time. <i>Sources:</i> 121.367(a); 39.17; 39.19 <i>Interfaces:</i> 2.1.1–op; 1.3.6–aw; 2.1.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.26 Each airplane has been shown to comply with Stage 3 noise levels in accordance with 14 CFR Part 36? SRRs: 91.853</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane has been shown to comply with Stage 3 noise levels in accordance with CFR part 36. <i>Sources:</i> 121.367; 91.853 <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.27 Each aircraft to be operated at night is equipped with an airspeed–indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing? SRRs: 121.323(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates at night, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an airspeed–indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing. <i>Sources:</i> 121.367; 121.323(e) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.28 Each aircraft to be operated under IFR or over–the–top conditions is equipped with an airspeed–indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing? SRRs: 121.325(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates under IFR or over–the–top conditions, has an inspection program and a program covering other maintenance, preventive maintenance, and</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>alterations that ensures that each airplane is equipped with an airspeed indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing.</p> <p><i>Sources:</i> 121.367; 121.325(a)</p> <p><i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.29A transport category airplane or a non-transport category airplane type certificated after December 31, 1964, is equipped with an operable flight instrument pitot heating system that provides an indication to the flight crew that the pitot heating system is not operating; incorporates an amber light that is in clear view of a flight crewmember; is designed to alert the flight crew if the pitot heating system is switched "off," the pitot heating system is switched "on," and any pitot tube heating element is inoperative?</p> <p>SRRs: 121.342; 25.1326(b)(1); 25.1326(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating. <i>Sources:</i> 121.342; 25.1326(a); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off". <i>Sources:</i> 121.342; 25.1326(b)(1); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder, who operates a transport category airplane that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "on" and any pitot tube heating element is inoperative. <i>Sources:</i> 121.342; 25.1326(b)(2); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4.</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964 that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating.

*Sources:* 121.342; 25.1326(a); 121.367

*Interfaces:* 1.3.2-aw; 1.3.1-aw

5. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964 that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off".  
*Sources:* 121.342; 25.1326(b)(1); 121.367  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
6. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the airplane is also equipped with an operable pitot heat indication system that provides an indication system that incorporates an amber light that is in clear view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "on" and any pitot tube heating element is inoperative.  
*Sources:* 121.342; 25.1326(b)(2); 121.367  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a transport category airplane, that is equipped with a flight instrument pitot heating system, is also equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is switched "off".  
*Sources:* 121.367; 121.342; 25.1326(a); 25.1326(b)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
8. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear

<p>view of a flight crewmember to indicate to the flight crew when the pitot heating system is switched "off".  <i>Sources:</i> 121.367; 121.342; 25.1326(a); 25.1326(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>9. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a transport category airplane, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating if the pitot heating system is switched "on" and any pitot tube heating element is inoperative.  <i>Sources:</i> 121.367; 121.342; 25.1326(a); 25.1326(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>10. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a nontransport category airplane type certificated after December 31, 1964, that is equipped with a flight instrument pitot heating system, is equipped with an operable pitot heat indication system incorporating an amber light that is in clear view of a flight crewmember to indicate to the flight crew when that pitot heating system is not operating if the pitot heating system is switched "on" and any pitot tube heating element is inoperative.  <i>Sources:</i> 121.367; 121.342; 25.1326(a); 25.1326(b)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.30 Two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by air flow variation or moisture or other foreign matter, are installed on the airplane?  SRRs: 121.313(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by air flow variation or moisture or other foreign matter are installed on the airplane.  <i>Sources:</i> 121.367; 121.313(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.31 When a means is provided for transferring an instrument from its primary operating system to an alternate system, the means includes a positive positioning control that is marked to indicate clearly which system is being used?  SRRs: 121.313(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>alterations ensures that, when a means is provided for transferring an instrument from its primary operating system to an alternate system, the means includes a positive positioning control that is marked to indicate clearly which system is being used.</p> <p><i>Sources:</i> 121.367; 121.313(e) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.32 Each airplane to be operated at night is equipped with two landing lights except that only one light is required for each nontransport category airplane type certificated after December 31, 1964? SRRs: 121.323(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two landing lights. <i>Sources:</i> 121.367; 121.323(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each nontransport category airplane type certificated after December 31, 1964 is equipped with at least one landing light. <i>Sources:</i> 121.367; 121.323(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.33 Each airplane to be operated at night is equipped with position lights? SRRs: 121.323(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane operated at night is equipped position lights. <i>Sources:</i> 121.367; 121.323(a)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.34 Each airplane to be operated at night is equipped with an anti-collision light? SRRs: 121.323(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane that is operated at night is equipped with an anti-collision light. <i>Sources:</i> 121.367; 121.323(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.35 The airplane contains the specified markings and placards, and any additional information, instrument markings, and placards, required for the safe operation if there are unusual design, operating, or handling characteristics? SRRs: 25.1541(a)(1); 25.1541(a)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane contains the specified markings and placards. <i>Sources:</i> 121.367; 25.1541(a)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane contains the specified markings and placards. <i>Sources:</i> 121.367; 25.1541(a)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that specified markings and placards, including placards required for the safe operation if there are unusual design, operating, or handling characteristics, are installed on each airplane. <i>Sources:</i> 121.367; 25.1541(a)(1); 25.1541(b)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.36 Each marking and placard prescribed in 14 CFR Section 25.1541 (a) is displayed in a conspicuous place, and is not easily erased, disfigured, or obscured? SRRs: 25.1541(b)(2); 25.1541(b)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.37 The name of the Certificate Holder who is operating the aircraft, or the air carrier or operating certificate number of the Certificate Holder who is operating the aircraft, is legibly displayed on the aircraft and is clearly visible and readable from the outside of the aircraft to a person standing on the ground at any time except during flight time? SRRs: 119.9(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that the name of the Certificate Holder who is operating the aircraft, or the air carrier or operating certificate number of the Certificate Holder who is operating the aircraft, is legibly displayed on the aircraft and is clearly visible and readable from the outside of the aircraft to a person standing on the ground at any time except during flight time. <i>Sources:</i> 121.367; 119.9(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.38 The means of displaying the name of the Certificate Holder on the aircraft (required by 14 CFR Section 119.9(b)) and its readability is</p>	<input type="checkbox"/> Yes

<p>acceptable to the Administrator? SRRs: 119.9(b)</p>	<input type="checkbox"/> No, Explain
<p>1.7.39A civil aircraft complies with approved Airplane or Rotorcraft Flight Manual markings, and placards? SRRs: 91.9(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.40 Each baggage and cargo compartment and each ballast location has a placard stating any limitations on contents, including weight, that are necessary under the loading requirements? SRRs: 25.1557(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each baggage and cargo compartment, and each ballast location has a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. <i>Sources:</i> 121.367; 25.1557(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each baggage and cargo compartment, except underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. <i>Sources:</i> 121.367; 25.1557(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each baggage and cargo compartment, except underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. <i>Sources:</i> 121.367; 25.1557(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each baggage and cargo compartment, except underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. <i>Sources:</i> 121.367; 25.1557(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>5. Check that the Certificate Holder's inspection program and a</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>program covering other maintenance, preventive maintenance, and alterations ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including, in each baggage and cargo compartment, and each ballast location, a placard stating any limitations on contents, including weight  <i>Sources:</i> 121.367; 91.9(b)(2); 25.1557(a); 25.1541(a)(1)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.7.41 Fuel filler openings are marked at or near the filler cover with the word "fuel"?  SRRs: 25.1557(b)(1)(i)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including, at fuel filler openings, the word "fuel" at or near the filler cover.  <i>Sources:</i> 121.367; 91.9(b); 25.1557(b)(1)(i); 25.1541(a)(1)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.42 For reciprocating engine–powered airplanes, fuel filler openings are marked at or near the filler cover with the minimum fuel grade?  SRRs: 25.1557(b)(1)(ii)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates reciprocating engine powered airplanes, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including the minimum fuel grade, at or near the filler cover.  <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(ii)  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.43 For turbine engine–powered airplanes, fuel filler openings are marked at or near the filler cover with the permissible fuel designations?  SRRs: 25.1557(b)(1)(iii)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates turbine engine powered airplanes, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including the permissible fuel designations, at or near the filler cover.  <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(iii)  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.44 For pressure fueling systems, fuel filler openings are marked at or near the filler cover with the maximum permissible fueling supply pressure and the maximum permissible defueling pressure? SRRs: 25.1557(b)(1)(iv)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including, for pressure fueling systems, the maximum permissible fueling supply pressure and the maximum permissible defueling pressure. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(1)(iv) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.45 Oil filler openings are marked at or near the filler cover with the word "oil"? SRRs: 25.1557(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including, for oil filler openings the word "oil at or near the filler cover. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.46 Augmentation fluid filler openings are marked at or near the filler cover to identify the required fluid? SRRs: 25.1557(b)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane contains specified markings and placards, required by the Approved Flight Manual including, for augmentation fluid filler openings, the required fluid identification at or near the filler cover. <i>Sources:</i> 121.367; 91.9(b)(2); 25.1541(a)(1); 25.1557(b)(3) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.47 Turbine powered transport category airplane fuel tank access covers, located in an area where experience or analysis indicates a strike is likely, show by analysis or tests they minimize penetration and deformation by tire fragments, low energy engine debris, or other likely debris in order to avoid loss of hazardous quantities of fuel? SRRs: 121.316; 25.963(e)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>Check that the Certificate Holder, who operates a turbine powered transport category airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that at all fuel tank covers located in an area where experience or analysis indicates a strike is likely have been shown by analysis or tests to minimize penetration and deformation by tire fragments, low energy engine debris, or other likely debris.</p> <p><i>Sources:</i> 121.367; 121.316; 25.963(e)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.48 Turbine powered transport category airplane fuel tank access covers are fire resistant as defined in 14 CFR Part 1 to avoid loss of hazardous quantities of fuel?</p> <p>SRRs: 121.316; 25.963(e)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered transport category airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that at all fuel tank covers are fire resistant.</li> </ol> <p><i>Sources:</i> 121.367; 121.316; 25.963(e)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.49 Each passenger emergency exit on the side of the fuselage is marked on the outside of the airplane with the means of opening that exit from the outside?</p> <p>SRRs: 121.310(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage and the means of opening that exit from the outside is marked on the outside of the airplane.</li> </ol> <p><i>Sources:</i> 121.367; 121.310(g)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.50A 2-inch colored band is readily distinguishable from the surrounding fuselage area by contrast in color outlining it for each passenger emergency exit on the side of the fuselage?</p> <p>SRRs: 121.310(g)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage has a 2-inch colored band, readily distinguishable from the surrounding fuselage area by contrast in color outlining it.</li> </ol> <p><i>Sources:</i> 121.367; 121.310(g)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.51 When the opening means for each passenger emergency exit located on the side of the fuselage is located on only one side of the fuselage, it has a conspicuous marking to that effect provided on the other side of the fuselage? SRRs: 121.310(g)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit on the side of the fuselage, when the opening means for such an exit is located on only one side of the fuselage, has a conspicuous marking to that effect provided on the other side. <i>Sources:</i> 121.367; 121.310(g)(3) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.52 The external means of opening and applicable instructions for each passenger emergency exit that is not on the side of the fuselage area marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow? SRRs: 121.310(g)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each passenger emergency exit that is not on the side of the fuselage has the external means of opening and applicable instructions marked conspicuously in red or, if red is inconspicuous against the background color, in bright chrome yellow. <i>Sources:</i> <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.53 For an airplane type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, the required crew emergency exits are accessible under all cargo loading conditions, in each Class E cargo compartment? SRRs: 121.211(b); 121.221(f)(5)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that in each Class E cargo compartment, the required crew emergency exits are accessible under all cargo loading conditions. <i>Sources:</i> 121.221(f)(5); 121.211(b); 121.135(a)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.54 An airplane with a passenger seating configuration of 10 to 19 seats has at least one Type III or larger exit, in each side of the fuselage? SRRs: 25.807(g)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration of 10 to 19 seats, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is at least one Type III or larger exit in each side of the fuselage. <i>Sources:</i> 121.367; 25.807(g)(3) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.55 An airplane with a passenger seating configuration of 20 to 40 seats has at least two exits, one of which is a Type II or larger exit, in each side of the fuselage? SRRs: 25.807(g)(4)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration of 20 to 40 seats, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is at least two exits, one of which is a Type II or larger exit, in each side of the fuselage. <i>Sources:</i> 121.367; 25.807(g)(4) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.56 An airplane with a passenger seating configuration of 41 to 110 seats has at least two exits, one of which is a Type I or larger exit, in each side of the fuselage? SRRs: 25.807(g)(5)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration of 41 to 110 seats, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is at least two exits, one of which is a Type I or larger exit, in each side of the fuselage. <i>Sources:</i> 121.367; 25.807(g)(5) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.57 An airplane with a passenger seating configuration of more than 110 seats has at least two Type I or larger exits in each side of the fuselage? SRRs: 25.807(g)(6)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration of more than 110 seats, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is at least two Type I or larger exits in each side of the fuselage. <i>Sources:</i> 121.367; 25.807(g)(6)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>1.7.58 The combined maximum number of passenger seats permitted is 70 for an airplane with all Type III exits? SRRs: 25.807(g)(7)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with all type III exits, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that combined maximum number of passenger seats permitted is 70. <i>Sources:</i> 121.367; 25.807(g)(7) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.59 The combined maximum number of passenger seats permitted for an airplane with two Type III exits in each side of the fuselage are separated by fewer than three passenger seat rows? SRRs: 25.807(g)(7)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with two type III exits in each side of the fuselage that are separated by fewer than three passenger seat rows, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that combined maximum number of passenger seats permitted 65. <i>Sources:</i> 121.367; 25.807(g)(7) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.60A passenger–carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, is equipped with exterior lighting that is automatically activated and operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat? SRRs: 121.310(h)(1)(i); 25.812(f)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger–carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with exterior lighting that is automatically activated and operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat. <i>Sources:</i> 121.367; 121.310(h)(1)(i); 121.310(d)(1)(i); 25.812(f)(1) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.61A passenger–carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, is equipped with exterior lighting that has a flight crew warning light that illuminates when power is on in the airplane and the emergency lighting control device is not armed?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>SRRs: 121.310(h)(1)(i); 25.812(f)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with exterior lighting that has a flight crew warning light which illuminates when power is on in the airplane and the emergency lighting control device is not armed. <i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(f)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	
<p>1.7.62 There is a means to lock and safeguard each external door against opening in flight? SRRs: 25.783(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there is a means to lock and safeguard each external door against opening in flight. <i>Sources:</i> 121.367; 25.783(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.63 Inward opening doors have a means to prevent occupants from crowding against the door to an extent that would interfere with the opening of the door? SRRs: 25.783(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that inward opening doors have a means to prevent occupants from crowding against the door to an extent that would interfere with the opening of the door. <i>Sources:</i> 121.367; 25.783(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.64 There is a provision for direct visual inspection of the locking mechanism to determine if external doors, for which the initial opening movement is not inward (including passenger, crew, service, and cargo doors), are fully closed and locked? SRRs: 25.783(e)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.65 There is a visual warning means to signal the appropriate flight crewmembers if any external door is not fully closed and locked? SRRs: 25.783(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there is a provision for direct visual inspection of the locking mechanism to determine if external doors, for which the initial opening movement is not inward (including</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>passenger, crew, service, and cargo doors), are fully closed and locked.  <i>Sources:</i> 121.367; 25.783(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there is a visual warning means to signal the appropriate flight crewmembers if any external door is not fully closed and locked.  <i>Sources:</i> 121.367; 25.783(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.66 External doors have provisions to prevent the initiation of pressurization of the airplane to an unsafe level if the door is not fully closed and locked?  <i>SRRs:</i> 25.783(f)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that external doors have provisions to prevent the initiation of pressurization of the airplane to an unsafe level if the door is not fully closed and locked.  <i>Sources:</i> 121.367; 25.783(f)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.67 The aircraft is in airworthy condition and meets the applicable airworthiness requirements of its type certificate data sheet?  <i>SRRs:</i> 121.153(a)(2); 21.41</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to review the engine Type Certificate Data Sheet for applicable airworthiness requirements to ensure that the engine/s meet type design.  <i>Sources:</i> 121.367; 121.135(b)(16); 21.41  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.68 Each item of installed equipment is of a kind and design appropriate to its intended function?  <i>SRRs:</i> 25.1301(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect in electrical/electronics compartments to determine that each item of installed equipment is of a kind and design appropriate to its intended function.  <i>Sources:</i> 121.135(b)(16); 121.367; 25.1301(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.69 Each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors? SRRs: 25.1301(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect in electrical/electronics compartments to determine that each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors. <i>Sources:</i> 121.135(b)(16); 121.367; 25.1301(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.70 Each item of installed equipment is installed according to limitations specified for that equipment? SRRs: 25.1301(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect in electrical/electronics compartments to determine that each item of installed equipment is installed according to limitations specified for that equipment. <i>Sources:</i> 121.135(b)(16); 121.367; 25.1301(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.71 Each item of installed equipment functions properly when installed? SRRs: 25.1301(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.72 Cables are grouped, routed, and spaced so that damage to essential circuits will be minimized if there are faults in heavy current-carrying cables? SRRs: 25.1353(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect in electrical/electronics compartments to determine that cables are grouped, routed, and spaced so that damage to essential circuits will be minimized if there are faults in heavy current-carrying cables. <i>Sources:</i> 121.135(b)(16); 121.367; 25.1353(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.73 Main power cables (including generator cables) in the fuselage are isolated from flammable fluid lines, or are shrouded by means of electrically insulated, flexible conduit, or equivalent, which is in addition to the normal cable insulation? SRRs: 25.869(a)(3)(i); 25.869(a)(3)(ii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect in electrical/electronics compartments to determine that main power cables (including generator cables) in the fuselage are isolated from flammable fluid lines, or are shrouded by means of electrically insulated, flexible conduit, or equivalent, which is in addition to the normal cable insulation.  <i>Sources:</i> 121.135(b)(16); 121.367; 25.869(a)(3)(i); 25.869(a)(3)(ii)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.74 There is a means for indicating the adequacy of the power being supplied to required flight instruments?  SRRs: 121.313(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that there is a means for indicating the adequacy of the power being supplied to required flight instruments.  <i>Sources:</i> 121.367; 121.313(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.75 No corrosive fluids or gases that may escape from the storage battery may damage surrounding airplane structures or adjacent essential equipment?  SRRs: 25.1353(c)(4)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that no corrosive fluids or gases that may escape from the storage battery may damage surrounding airplane structures or adjacent essential equipment.  <i>Sources:</i> 121.367; 25.1353(c)(4)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.76 For nickel cadmium battery installations that are capable of being used to start an engine or auxiliary power unit, there is a battery temperature sensing and over-temperature warning system or a battery failure sensing and warning system with a means for disconnecting the battery from its charging source in the event of an over-temperature condition?  SRRs: 25.1353(c)(6)(i); 25.1353(c)(6)(ii); 25.1353(c)(6)(iii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that nickel cadmium battery installations capable of being used to start an engine or auxiliary power unit have a system to control the charging rate of the battery automatically so as to prevent battery overheating.  <i>Sources:</i> 121.367; 25.1353(c)(6)(i)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for nickel cadmium battery installations capable of being used to start an engine or auxiliary power unit, there is a battery temperature sensing and over-temperature warning system or a battery failure sensing and warning system with a means for disconnecting the battery from its charging source in the event of an over-temperature condition.</p> <p><i>Sources:</i> 121.367; 25.1353(c)(6)(ii); 25.1353(c)(6)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.77A large turbine engine powered airplane, or a large pressurized airplane with four reciprocating engines, has an approved cockpit voice recorder installed?</p> <p>SRRs: 121.359(a); 91.609(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that aircraft listed in the holder's operations specifications or current list of aircraft used in air transportation complies with any applicable flight recorder requirements of the part under which its certificate is issued.</p> <p><i>Sources:</i> 121.367; 91.609(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.78Each cockpit voice recorder and flight recorder container is either bright orange or bright yellow and has reflective tape affixed to the external surface to facilitate its location underwater?</p> <p>SRRs: 121.359(c)(2)(i); 121.359(c)(2)(ii); 25.1459(d)(2); 25.1459(d)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a large turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that an approved cockpit voice recorder is installed in each aircraft.</p> <p><i>Sources:</i> 121.359(a); 121.367; 91.609(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a large pressurized airplane with four reciprocating engines has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that an approved cockpit voice recorder is installed in each airplane.</p> <p><i>Sources:</i> 121.359(a); 121.367; 91.609(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each voice recorder container is either bright orange or bright yellow.</p> <p><i>Sources:</i> 121.367; 121.359(c)(2)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder container has reflective tape affixed to the external surface to facilitate its location under water. <i>Sources:</i> 121.367; 121.359(c)(2)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder has an approved underwater locating device on or adjacent to the container which is secured in such a manner that it is not likely to be separated during crash impact. <i>Sources:</i> 121.367; 121.359(c)(2)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder container is either bright orange or bright yellow. <i>Sources:</i> 121.367; 25.1459(d)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder container has reflective tape affixed to the external surface to facilitate its location under water. <i>Sources:</i> 121.367; 25.1459(d)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.79 Each cockpit voice recorder has an approved underwater locating device on or adjacent to the recorder container that is secured in such a manner that it is not likely to be separated during crash impact? SRRs: 121.343(k)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each flight recorder has an approved device to assist in locating that recorder under water secured in such a manner that it is not likely to be separated during crash impact. <i>Sources:</i> 121.367; 121.343(k) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.80 Each flight recorder has an approved device to assist in locating that recorder underwater secured in such a manner that it is not likely to be separated during crash impact? SRRs: 121.359(c)(2)(iii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each recorder has an approved underwater locating device on or adjacent to the container which is secured in</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>such a manner that it is not likely to be separated during crash impact.  <i>Sources:</i> 121.367; 121.359(c)(2)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.81 Instruments and equipment are approved and installed in accordance with the airworthiness requirements applicable to them?  SRRs: 121.303(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that instruments and equipment are approved and installed in accordance with the airworthiness requirements applicable to them.  <i>Sources:</i> 121.367; 121.303(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.82 Each aircraft to be operated at night and IFR over the top has instrument lights that provide enough light to make each required instrument, switch, or similar instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes and so that no objectionable reflections are visible to them, and there must be a means of controlling the intensity of illumination unless it is shown that nondimming instrument lights are satisfactory?  SRRs: 121.323(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable.  <i>Sources:</i> 121.367; 121.323(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that their direct rays are shielded from the pilot's eyes.  <i>Sources:</i> 121.367; 121.323(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that no objectionable reflections are visible to the pilot.  <i>Sources:</i> 121.367; 121.323(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder, who operates at night has an inspection program and a program covering other maintenance,</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>preventive maintenance, and alterations that ensures that there is a means of controlling the intensity of illumination of instrument lights unless it is shown that nondimming instrument lights are satisfactory.  <i>Sources:</i> 121.367; 121.323(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.83 Each airplane is equipped with an airspeed indicating system calibrated in knots, and each airspeed limitation and item of related information in the AFM and pertinent placards is expressed in knots?  SRRs: 121.303(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an airspeed indicating system calibrated in knots.  <i>Sources:</i> 121.367; 121.303(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airspeed limitation and item of related information in the AFM and pertinent placards is expressed in knots.  <i>Sources:</i> 121.367; 121.303(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.84 Each airplane is equipped with a sensitive altimeter at each pilot station?  SRRs: 121.305(b); 25.1303(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a sensitive altimeter at each pilot station.  <i>Sources:</i> 121.367; 121.305(b); 25.1303(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.85 Each airplane is equipped with a sweep-second hand clock or approved equivalent?  SRRs: 121.305(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a sweep-second hand clock or approved equivalent.  <i>Sources:</i> 121.367; 121.305(c)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.86 Each airplane is equipped with a free-air temperature indicator that is visible from each pilot station?  SRRs: 25.1303(a)(1)</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a free-air temperature indicator that is visible from each pilot station.  <i>Sources:</i> 121.367; 121.305(d); 25.1303(a)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.87A turbojet powered airplane is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR 121.305(k)?  <i>SRRs:</i> 121.305(e); 121.305(j)(2); 25.1303(b)(5)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station.  <i>Sources:</i> 121.367; 121.305(e); 25.1303(b)(5)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder, who operates a turbopropeller powered airplane, manufactured on or after March 20, 1997, having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed.  <i>Sources:</i> 121.367; 121.305(j)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>
<p>1.7.88A turbopropeller powered airplane having a passenger-seat configuration of more than 30 seats, excluding each crewmember seat, or a payload capacity of more than 7,500 pounds is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR 121.305(k)?  <i>SRRs:</i> 121.305(e); 121.305(j)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates turbojet powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system.  <i>Sources:</i> 121.367; 121.305(j)(1); 121.305(k)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2.</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

<p>Check that the Certificate Holder, who operates a turbopropeller powered airplane having a passenger-seat configuration of more than 30 seats, excluding each crewmember seat, or a payload capacity of more than 7,500 pounds, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed.</p> <p><i>Sources:</i> 121.367; 121.305(j)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.89 Each turbopropeller powered airplane having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less that is manufactured on or after March 20, 1997, is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR Section 121.305(k)?</p> <p>SRRs: 121.305(e); 121.305(j)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is powered from a source independent of the electrical generating system.</li> </ol> <p><i>Sources:</i> 121.367; 121.305(k)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.90 After December 20, 2010, each turbopropeller powered airplane having a passenger seat configuration of 10-30 seats and a payload capacity of 7,500 pounds or less that was manufactured before March 20, 1997, is equipped with a gyroscopic bank and pitch indicator (artificial horizon) installed at each pilot station and a third such instrument installed in accordance with 14 CFR Section 121.305(k)?</p> <p>SRRs: 121.305(e); 121.305(j)(4)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system.</li> </ol> <p><i>Sources:</i> 121.367; 121.305(k)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.91 On each airplane described in 14 CFR 121.305(j), a third gyroscopic bank and pitch indicator (artificial horizon) is installed, in accordance with 14 CFR Section 121.305(k)? SRRs: 121.305(j)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that operates independently of any other attitude indicating system. <i>Sources:</i> 121.367; 121.305(k)(3) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.92 Each airplane is equipped with a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator)? SRRs: 121.305(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an aircraft that does not have a third attitude instrument system usable through flight attitudes of 360° of pitch and roll installed, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator). <i>Sources:</i> 121.367; 121.305(f) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.93 When a third attitude instrument system usable through flight attitudes of 360° of pitch and roll is installed in accordance with 14 CFR 121.305 (k), a gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) or a slip-skid indicator is installed? SRRs: 121.305(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a large aircraft with a third attitude instrument system usable through flight attitudes of 360° of pitch and roll installed, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with at least a slip-skid indicator. <i>Sources:</i> 121.367; 121.305(f); 25.1303(b)(4) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.94 Each airplane is equipped with a gyroscopic direction indicator (directional gyro or equivalent)? SRRs: 121.305(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a gyroscopic</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>direction indicator (directional gyro or equivalent).  <i>Sources:</i> 121.367; 121.305(g)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.95 Each airplane is equipped with a magnetic compass, installed so that the instrument is visible from each pilot station and so that its accuracy is not excessively affected by the airplane's vibration or magnetic fields?  SRRs: 121.305(h); 25.1303(a)(3); 25.1327(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a magnetic compass, installed so that the instrument is visible from each pilot station and so that its accuracy is not excessively affected by the airplane's vibration or magnetic fields.  <i>Sources:</i> 121.367; 121.305(h); 25.1303(a)(3); 25.1327(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.96 Each airplane is equipped with a placard installed on, or near, the magnetic compass showing the calibration of the instrument in terms of magnetic heading in not more than 45° increments and indicate if the calibration was made with the radio receivers "on" or "off"?  SRRs: 25.1547(b); 25.1547(c); 25.1547(d); 25.1547(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a placard installed on, or near the magnetic compass showing the calibration of the instrument in terms of magnetic heading in not more than 45 degree increments and whether the calibration was made with radio receivers on or off.  <i>Sources:</i> 121.367; 25.1547(b); 25.1547(c); 25.1547(d); 25.1547(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.97 Each airplane is equipped with a vertical speed indicator (rate-of-climb indicator) at each pilot station?  SRRs: 121.305(i); 25.1303(b)(3)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a vertical speed indicator (rate-of-climb indicator) at each pilot station.  <i>Sources:</i> 121.367; 121.305(i); 25.1303(b)(3)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.98 Each airplane is equipped with a speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>SRRs: 25.1303(c)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01.</li> </ol> <p><i>Sources:</i> 121.367; 25.1303(c)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.99 Each airplane is equipped with a machmeter at each pilot station?  SRRs: 25.1303(c)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a machmeter at each pilot station.</li> </ol> <p><i>Sources:</i> 121.367; 25.1303(c)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.100 For each required powerplant instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line and the normal operating range with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument?  SRRs: 25.1549(a); 25.1549(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line as appropriate to the type of instrument.</li> </ol> <p><i>Sources:</i> 121.367; 25.1549(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <ol style="list-style-type: none"> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the normal operating range is marked with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument.</li> </ol> <p><i>Sources:</i> 121.367; 25.1549(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.101 For each auxiliary power unit instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line and the normal operating range with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument? SRRs: 25.1549(a); 25.1549(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument, the maximum and, if applicable, minimum safe operating limit is marked with a red radial or a red line as appropriate to the type of instrument. <i>Sources:</i> 121.367; 25.1549(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument the normal operating range is marked with a green arc or green line, not extending beyond the maximum and minimum safe limits as appropriate to the type of instrument. <i>Sources:</i> 121.367; 25.1549(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.102 Each engine, auxiliary power unit, or propeller speed range that is restricted because of excessive vibration stresses must be marked with red arcs or red lines as appropriate to the type of instrument? SRRs: 25.1549(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, the takeoff and precautionary range is marked with a yellow arc or a yellow line as appropriate to the type of instrument. <i>Sources:</i> 121.367; 25.1549(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that for each auxiliary power unit instrument, the precautionary range is marked with a yellow arc or a yellow line as appropriate to the type of instrument. <i>Sources:</i> 121.367; 25.1549(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.103 Powerplant limitations information that is appropriate to the airplane and necessary for marking the instruments required by 14 CFR Section 25.1549, and is furnished in the Airplane Flight Manual, verified, and approved and is segregated, identified, and clearly distinguished from each unapproved part of that manual? SRRs: 25.1581(b); 25.1583(b)(3)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that powerplant limitations information, that is appropriate to the airplane, necessary for marking the instruments required by Section 25.1549, is furnished, verified, and approved and is segregated, identified, and clearly distinguished from each unapproved part of that manual.  <i>Sources:</i> 121.367; 25.1583(b)(3); 25.1581(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.104A turbine engine powered airplane is equipped with a gas temperature indicator for each engine?  SRRs: 25.1305(c)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine engine powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a gas temperature indicator for each engine.  <i>Sources:</i> 121.367; 25.1305(c)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.105 Each airplane is equipped with a fuel pressure indicator for each engine?  SRRs: 121.307(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a fuel pressure indicator for each engine.  <i>Sources:</i> 121.367; 121.307(c)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.106 Each airplane is equipped with an independent fuel pressure warning device for each engine or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device?  SRRs: 121.307(k)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an independent fuel pressure warning device for each engine or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device.  <i>Sources:</i> 121.367; 121.307(k)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.107 Each airplane is equipped with a fuel flowmeter indicator for each engine? SRRs: 121.307(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a reciprocating engine powered airplane, not equipped with an automatic altitude mixture control, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a fuel mixture indicator for each engine. <i>Sources:</i> 121.367; 121.307(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates a turbine engine powered airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a fuel flowmeter indicator for each engine. <i>Sources:</i> 121.367; 121.307(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.108 Each airplane is equipped with a means for indicating fuel quantity in each fuel tank to be used? SRRs: 121.307(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a means for indicating fuel quantity in each fuel tank to be used. <i>Sources:</i> 121.367; 121.307(e) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.109 Each airplane is equipped with an oil pressure indicator for each engine? SRRs: 121.307(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil pressure indicator for each engine. <i>Sources:</i> 121.367; 121.307(g) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.110 Each airplane is equipped with an oil pressure warning means for each engine, or a master warning means for all engines with provision for isolating the individual warning means from the master warning means? SRRs: 25.1305(a)(5)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil pressure warning means for each engine, or a master warning means for all engines with provision for isolating the individual warning means from the master warning means.</p> <p><i>Sources:</i> 121.367; 25.1305(a)(5) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.111 Each airplane is equipped with an oil-in temperature indicator for each engine? SRRs: 121.307(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil-in temperature indicator for each engine.</li> </ol> <p><i>Sources:</i> 121.367; 121.307(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.112 Each airplane is equipped with fire-warning indicators? SRRs: 25.1305(a)(7)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with fire-warning indicators.</li> </ol> <p><i>Sources:</i> 121.367; 25.1305(a)(7) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.113 Each airplane is equipped with, if applicable, an augmentation liquid quantity indicator (appropriate for the manner in which the liquid is to be used in operation) for each tank? SRRs: 25.1305(a)(8)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with, if applicable, an augmentation liquid quantity indicator (appropriate for the manner in which the liquid is to be used in operation) for each tank.</li> </ol> <p><i>Sources:</i> 121.367; 25.1305(a)(8) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.114 Each airplane is equipped with a tachometer for each engine? SRRs: 121.307(j)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with a tachometer for each engine.</li> </ol> <p><i>Sources:</i> 121.367; 121.307(j)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>1.7.115 Each airplane is equipped with a tachometer (to indicate the speed of the rotors with established limiting speeds) for each engine? SRRs: 121.307(j); 25.1305(c)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine–powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a tachometer (to indicate the speed of the rotors with established limiting speeds) for each engine. <i>Sources:</i> 121.367; 121.307(j); 25.1305(c)(3) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.116 Each airplane is equipped with a means to indicate, to the flight crew, the operation of each engine starter that can be operated continuously but that is neither designed for continuous operation nor designed to prevent hazard if it failed? SRRs: 25.1305(c)(4)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine–powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a means to indicate, to the flight crew, the operation of each engine starter that can be operated continuously but that is neither designed for continuous operation nor designed to prevent hazard if it failed. <i>Sources:</i> 121.367; 25.1305(c)(4) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.117 Each airplane is equipped with an indicator to indicate the functioning of the powerplant ice protection system for each engine? SRRs: 25.1305(c)(5)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine–powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an indicator to indicate the functioning of the powerplant ice protection system for each engine. <i>Sources:</i> 121.367; 25.1305(c)(5) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.118 Each turbojet engine powered airplane is equipped with a warning means for the oil strainer or filter, if it has no bypass, to warn the pilot of the occurrence of contamination of the strainer or filter screen? SRRs: 25.1305(c)(7)</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1. Check that the Certificate Holder, who operates a turbine engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a warning means for the oil strainer or filter, if it has no bypass, to warn the pilot of the occurrence of contamination of the strainer or filter screen.</p> <p><i>Sources:</i> 121.367; 25.1305(c)(7) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.119 Each turbojet engine powered airplane is equipped with an indicator to indicate the proper functioning of any heater used to prevent ice clogging of fuel system components? SRRs: 25.1305(c)(8)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an indicator to indicate the proper functioning of any heater used to prevent ice clogging of fuel system components.</p> <p><i>Sources:</i> 121.367; 25.1305(c)(8) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.120 Each turbojet engine powered airplane is equipped with an indicator to indicate the proper functioning of any heater used to prevent ice clogging of fuel system components? SRRs: 25.1305(d)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbojet engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an indicator to indicate thrust, or a parameter that is directly related to thrust, and a change in thrust resulting from any engine malfunction, damage, or deterioration to the pilot.</p> <p><i>Sources:</i> 121.367; 25.1305(d)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.121 Each turbojet engine powered airplane is equipped with a position indicating means to indicate to the flight crew when the thrust reversing device is in the reverse thrust position, for each engine using a thrust reversing device? SRRs: 25.1305(d)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbojet engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a position indicating means to indicate to the flight crew when the thrust reversing device is in the reverse thrust position, for each</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>engine using a thrust reversing device.  <i>Sources:</i> 121.367; 25.1305(d)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.122 Each turbojet engine powered airplane is equipped with an indicator to indicate rotor system unbalance?  <i>SRRs:</i> 25.1305(d)(3)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a turbojet engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an indicator to indicate rotor system unbalance.  <i>Sources:</i> 121.367; 25.1305(d)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.123 Each turbopropeller engine powered airplane is equipped with a torque indicator for each engine?  <i>SRRs:</i> 25.1305(e)(1)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a turbopropeller engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a torque indicator for each engine.  <i>Sources:</i> 121.367; 25.1305(e)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.124 A device for each reversible propeller, to indicate to the pilot when the propeller is in reverse, complies with 14 CFR Sections 121.305(l)(1)  <i>SRRs:</i> 121.307(l)(1)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a turbopropeller engine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a device for each reversible propeller, actuated by the propeller blade angle or be directly responsive to it, to indicate to the pilot when the propeller is in reverse pitch that may be actuated at any point in the reversing cycle between the normal low pitch stop position and full reverse pitch, but it may not give an indication at or above the normal low pitch stop position.  <i>Sources:</i> 121.367; 121.307(l)(1); 121.307(l)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.125 An airplane equipped with fluid systems (other than fuel) for thrust or power augmentation is equipped with an approved means to indicate the proper functioning of that system to the flight crew?  <i>SRRs:</i> 25.1305(f)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane equipped with fluid systems (other than fuel) for thrust or power augmentation, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved means to indicate the proper functioning of that system to the flight crew.  <i>Sources:</i> 121.367; 25.1305(f)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.126 Each airplane is equipped with two systems for two-way radio communications, with controls for each accessible from each pilot station?  SRRs: 25.1307(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two systems for two-way radio communications, with controls for each accessible from each pilot station.  <i>Sources:</i> 121.367; 25.1307(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.127 Each airplane is equipped with two systems for radio navigation, with controls for each accessible from each pilot station?  SRRs: 25.1307(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with two systems for radio navigation, with controls for each accessible from each pilot station.  <i>Sources:</i> 121.367; 25.1307(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.128 An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to communicate with at least one appropriate ground station from any point on the route?  SRRs: 121.347(a)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to communicate with at least one appropriate ground station from any point on the route.  <i>Sources:</i> 121.367; 121.347(a)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.7.129 An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to communicate with appropriate traffic control facilities from any point within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport in which flights are intended? SRRs: 121.347(a)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to communicate with appropriate traffic control facilities from any point within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace. <i>Sources:</i> 121.367; 121.347(a)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.130 An airplane for VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to receive meteorological information from any point en route by either of two independent systems? SRRs: 121.347(a)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive meteorological information from any point en route by either of two independent systems. <i>Sources:</i> 121.367; 121.347(a)(3) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.131 An airplane for night under VFR over routes that can be navigated by pilotage is equipped with the radio equipment necessary under normal operating conditions to fulfill the functions specified in 14 CFR 121.347(a) and to receive radio navigational signals applicable to the route flown, except that a marker beacon receiver or ILS receiver is not required? SRRs: 121.347(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane at night under VFR over routes that can be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive radio</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>navigational signals applicable to the route flown.  <i>Sources:</i> 121.367; 121.347(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.132 An airplane under VFR over routes that cannot be navigated by pilotage is equipped with that radio equipment necessary under normal operating conditions to fulfill the functions specified in 14 CFR 121.347(a) and to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used?  SRRs: 121.349(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane under VFR over routes that cannot be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used.  <i>Sources:</i> 121.367; 121.349(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane under IFR or over-the-top over routes that cannot be navigated by pilotage, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with the radio equipment necessary under normal operating conditions to receive satisfactorily by either of two independent systems radio navigational signals from all primary en route and approach navigational facilities intended to be used.  <i>Sources:</i> 121.367; 121.349(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.133 For an airplane operating over routes in which navigation is based on low frequency radio range or automatic direction finding, only one low frequency radio range or ADF receiver need be installed if the airplane is equipped with two VOR receivers, and VOR navigational aids are so located and the airplane is so fueled that, in the case of failure of the low frequency radio range receiver or ADF receiver, the flight may proceed safely to a suitable airport, by means of VOR aids, and complete an instrument approach by use of the remaining airplane radio system?  SRRs: 121.349(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane over routes on which navigation is based on low frequency radio range or automatic direction finding and the airplane is equipped with two VOR receivers, and VOR navigational aids, has an inspection program and a program covering other maintenance, preventive</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>maintenance, and alterations that ensures that each airplane is equipped with at least one low frequency radio range or ADF receiver.</p> <p><i>Sources:</i> 121.367; 121.349(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.134 Whenever VOR navigational receivers are required by 14 CFR Section 121.349(a) or (b), at least one approved distance measuring equipment unit (DME) capable of receiving and indicating distance information from VORTAC facilities is installed on each airplane when operated in the 50 States and the District of Columbia? SRRs: 121.349(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane over routes on which navigation is based on low frequency radio range or automatic direction finding and the airplane is equipped with two VOR receivers, and VOR navigational aids, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with at least one approved distance measuring equipment unit (DME) capable of receiving and indicating distance information from VORTAC facilities. <i>Sources:</i> 121.367; 121.349(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.135 An airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less under IFR or in extended overwater operations unless it has, in addition to any other required radio communications and navigational equipment appropriate to the facilities to be used that are capable of transmitting to, and receiving from, at any place on the route to be flown at least one ground facility, two microphones, and two headsets or one headset and one speaker? SRRs: 121.349(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less under IFR has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two microphones, and two headsets or one headset and one speaker. <i>Sources:</i> 121.367; 121.349(e) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less in extended overwater operations has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two microphones, and two headsets or one headset and one</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>speaker.  <i>Sources:</i> 121.367; 121.349(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.136 An airplane for extended overwater operations, where VOR or ADF radio navigation equipment is unusable along a portion of the route, is equipped with two long-range navigation systems?  SRRs: 121.351(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane in extended overwater operations, where VOR or ADF radio navigation equipment is unusable along a portion of the route, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with two long-range navigation systems.  <i>Sources:</i> 121.367; 121.351(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.137 An airplane using Doppler Radar or an Inertial Navigation System outside the 48 contiguous States and the District of Columbia, unless such systems have been approved in accordance with 14 CFR Part 121 Appendix G?  SRRs: 121.355(a)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane using Doppler Radar or an Inertial Navigation System outside the 48 contiguous States and the District of Columbia, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that such systems have been approved in accordance with CFR 121 appendix G.  <i>Sources:</i> 121.367; 121.355(a)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.138 An airplane using Doppler Radar or an Inertial Navigation System within the 48 contiguous States and the District of Columbia, or any other specialized means of navigation, has an adequate airborne system provided for the specialized navigation authorized for the particular operation?  SRRs: 121.355(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.139 A large airplane that has a passenger seating configuration, excluding any pilot seat, of more than 30 seats is equipped with an approved TCAS II traffic alert and collision avoidance system and the appropriate class of Mode S transponder?  SRRs: 121.356(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a large airplane that has a passenger seating configuration, excluding any pilot seat, of more than 30 seats has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>approved TCAS II traffic alert and collision avoidance system and the appropriate class of Mode S transponder.  <i>Sources:</i> 121.367; 121.356(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.140 A passenger or combination cargo/passenger (combi) airplane that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats is equipped with an approved traffic alert and collision avoidance system?  SRRs: 121.356(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger or combination cargo/passenger (combi) airplane that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved traffic alert and collision avoidance system.  <i>Sources:</i> 121.367; 121.356(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.141 An airplane with TCAS II installed, the first time after April 30, 2003, and before January 1, 2005, meets TSO C-119b (version 7.0), or a later version?  SRRs: 121.356(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with TCAS II installed, the first time after April 30, 2003, and before January 1, 2005 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, TCAS II that meets TSO C-119b (version 7.0), or a later version.  <i>Sources:</i> 121.367; 121.356(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.142 ATC Transponder equipment that was installed through January 1, 1992, meets the performance and environmental requirements of any class of TSO-C74b or any class of TSO-C74c as appropriate, provided that the equipment was manufactured before January 1, 1990, or the appropriate class of TSO-C112 (Mode S)?  SRRs: 121.345(c)(1)(i); 121.345(c)(1)(ii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who has ATC Transponder equipment that was installed through January 1, 1992, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the equipment meets the performance and environmental requirements of any class of TSO-C74b or any class of TSO-C74c as appropriate, provided that the equipment was manufactured before January 1, 1990, or the appropriate class of TSO-C112 (Mode S).</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Sources:</i> 121.367; 121.345(c)(1)(i); 121.345(c)(1)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.143 ATC Transponder equipment that was installed after January 1, 1992, meets the performance and environmental requirements of the appropriate class of TSO-C112 (Mode S)? SRRs: 121.345(c)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who has ATC Transponder equipment that was installed after January 1, 1992, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the equipment meets the performance and environmental requirements of the appropriate class of TSO-C112 (Mode S). <i>Sources:</i> 121.367; 121.345(c)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.7.144 Any transport category airplane (except C-46 type airplanes) or a nontransport category airplane certificated after December 31, 1964, has approved airborne weather radar equipment installed? SRRs: 121.357(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane (except c-46 type airplanes) has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne weather radar. <i>Sources:</i> 121.367; 121.357(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates a nontransport category airplane, certificated after December 31, 1964, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne weather radar. <i>Sources:</i> 121.367; 121.357(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.7.145 A turbine-powered airplane manufactured after January 2, 1991, is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems? SRRs: 121.358(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine-powered airplane manufactured after January 2, 1991, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p><i>Sources:</i> 121.367; 121.358(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.146 Airplanes listed in 14 CFR Section 121.358(b)(1)(i)–(x) and any other aircraft manufactured before January 3, 1991 are equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these system?</p> <p>SRRs: 121.358(b)(1)(i); 121.358(b)(1)(ii); 121.358(b)(1)(iii); 121.358(b)(1)(iv); 121.358(b)(1)(v); 121.358(b)(1)(vi); 121.358(b)(1)(vii); 121.358(b)(1)(viii); 121.358(b)(1)(ix); 121.358(b)(1)(x)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an A–300–600 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. <i>Sources:</i> 121.367; 121.358(b)(1)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates an A–310 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. <i>Sources:</i> 121.367; 121.358(b)(1)(ii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an A–320 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. <i>Sources:</i> 121.367; 121.358(b)(1)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder, who operates an B–737–300, 400, or 500 series airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

- Sources:* 121.367; 121.358(b)(1)(iv)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
5. Check that the Certificate Holder, who operates an B–747–400 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.  
*Sources:* 121.367; 121.358(b)(1)(v)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
6. Check that the Certificate Holder, who operates an B–757 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.  
*Sources:* 121.367; 121.358(b)(1)(vi)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
7. Check that the Certificate Holder, who operates an B–767 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.  
*Sources:* 121.367; 121.358(b)(1)(vii)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
8. Check that the Certificate Holder, who operates an F–100 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.  
*Sources:* 121.367; 121.358(b)(1)(viii)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
9. Check that the Certificate Holder, who operates an MD–11 airplane manufactured before January 3, 1991 has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems.

<p><i>Sources:</i> 121.367; 121.358(b)(1)(ix) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>10. Check that the Certificate Holder, who operates an MD-80 series airplane, manufactured before January 3, 1991, that is equipped with an EFIS and Honeywell-970 digital flight guidance computer, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with either an approved airborne windshear warning and flight guidance system, an approved airborne detection and avoidance system, or an approved combination of these systems. <i>Sources:</i> 121.367; 121.358(b)(1)(x) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>11. Check that the Certificate Holder, who operates a turbine-powered airplane manufactured before January 3, 1991, not listed in 14 CFR Part 121.358(b)(1)(i) through 121.358(b)(1)(x), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne windshear warning system, an approved airborne windshear detection and avoidance system, or an approved combination of these systems. <i>Sources:</i> 121.367; 121.358(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.147A turbine powered airplane is equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92? SRRs: 121.360(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92. <i>Sources:</i> 121.367; 121.360(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.148A turbine powered airplane is equipped with a ground proximity warning/glide slope deviation alerting system that meets the performance and environmental standards contained in TSO-C92a or TSO-C92b or incorporates TSO-approved ground proximity warning-glide slope deviation alerting equipment? SRRs: 121.360(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>airplane is equipped with a ground proximity warning/glide slope deviation alerting system that meets the performance and environmental standards contained in TSO–C92a or TSO–C92b or incorporates TSO–approved ground proximity warning–glide slope deviation alerting equipment.  <i>Sources:</i> 121.367; 121.360(e)  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	
<p>1.7.149A turbojet powered airplane is equipped with an approved altitude alerting system or device?  SRRs: 91.219(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a turbojet powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved altitude alerting system or device.  <i>Sources:</i> 121.367; 91.219(a)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.150A turbine powered airplane, manufactured after March 29, 2002, is equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)–C151 and an approved terrain situational awareness display?  SRRs: 121.354(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a turbine powered airplane, manufactured after March 29, 2002, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved terrain awareness and warning system that meets the requirements for Class A equipment in Technical Standard Order (TSO)–C151 and an approved terrain situational awareness display.  <i>Sources:</i> 121.367; 121.354(a)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.151A transport category airplane has a takeoff warning system installed that complies with 14 CFR 25.703(a)(b)  SRRs: 25.703  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a transport category airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that a takeoff warning system is installed that provides to the pilots an aural warning that is automatically activated during the initial portion of the takeoff roll if the wing flaps or leading edge devices are not within the approved range of takeoff positions.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Sources:</i> 121.367; 25.703(a)(1) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>2. Check that the Certificate Holder, who operates a transport category airplane has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that a takeoff warning system is installed that provides to the pilots an aural warning that is automatically activated during the initial portion of the takeoff roll if the wing spoilers (except lateral control spoilers meeting the requirements of Sec. 25.671), speed brakes, or longitudinal trim devices are in a position that would not allow a safe takeoff. <i>Sources:</i> 121.367; 25.703(a)(2) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>3. Check that the Certificate Holder, who operates a nontransport category airplane manufactured after December 20, 1999, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that a takeoff warning system is installed that provides to the pilots an aural warning that is automatically activated during the initial portion of the takeoff roll if the wing flaps or leading edge devices are not within the approved range of takeoff positions. <i>Sources:</i> 121.367; 121.293; 25.703(a)(1) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>4. Check that the Certificate Holder, who operates a nontransport category airplane manufactured after December 20, 1999, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that a takeoff warning system is installed that provides to the pilots an aural warning that is automatically activated during the initial portion of the takeoff roll if the wing spoilers (except lateral control spoilers meeting the requirements of Sec. 25.671), speed brakes, or longitudinal trim devices are in a position that would not allow a safe takeoff. <i>Sources:</i> 121.367; 121.293; 25.703(a)(2) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	
<p>1.7.152 Except for airplanes that comply with the requirements of 14 CFR Sec. 25.729 after January 6, 1992, each airplane that has an established approach wing–flap position, where the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual and the landing gear is not fully extended and locked, has a landing gear aural warning device that functions continuously under those conditions? SRRs: 121.289(a)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with an established approach wing–flap position, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the maximum</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>certificated approach climb configuration position in the Airplane Flight Manual and the landing gear is not fully extended and locked.</p> <p><i>Sources:</i> 121.367; 121.289(a)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.153 Except for airplanes that comply with the requirements of 14 CFR 25.729 after January 6, 1992, each airplane that does not have an established approach climb wing-flap position, whenever the wing flaps are extended beyond the position at which landing gear extension is normally performed and the landing gear is not fully extended and locked, has a landing gear aural warning device that functions continuously under those conditions? SRRs: 121.289(a)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with an established approach wing-flap position, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane has a landing gear aural warning device that functions continuously whenever the wing flaps are extended beyond the position at which landing gear extension is normally performed and the landing gear is not fully extended and locked. <i>Sources:</i> 121.367; 121.289(a)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.7.154 For turbine engine powered airplanes and airplanes with VMO/MMO greater than 0.8 VDF/MDF or 0.8 V D/MD, the speed warning device gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds V MO plus 6 knots or MMO +0.01, and the upper limit of the production tolerance for the warning device does not exceed the prescribed warning speed? SRRs: 25.1303(c)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered airplanes, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an aural speed warning device that gives effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01. <i>Sources:</i> 121.367; 25.1303(c)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with VMO/MMO greater than 0.8 VDF/MDF or 0.8 VD/MD, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an aural speed warning device that gives effective aural warning (differing distinctively from aural warnings</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01.  <i>Sources:</i> 121.367; 25.1303(c)(1)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.7.155 Airplanes used in operations in an area or on a route where an RNP type is specified have installed, operational and approved at dispatch, one of the navigation system configurations listed in B036a–e and is approved?  SRRs: B.036c(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP–10) airspace using two independent inertial navigation systems (INS), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational.  <i>Sources:</i> 121.367; B.036Class II Navigation  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> <li>2. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP–10) airspace using two flight management system/navigation sensor combinations (or equivalent), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational.  <i>Sources:</i> 121.367; B.036Class II Navigation  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> <li>3. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP–10) airspace using two independent approved GPS navigation systems acceptable for primary means of Class II navigation in oceanic and remote areas, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational.  <i>Sources:</i> 121.367; B.036Class II Navigation  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> <li>4. Check that the Certificate Holder, who operates in airspace designated as Required Navigation Performance 10 (RNP–10) airspace using inertial navigation systems that use a mixed position solution (e.g., triple mix), has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, at dispatch, the navigation system is installed and operational.  <i>Sources:</i> 121.367; B.036Class II Navigation  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

<p>1.7.156 The cockpit seat cushions meet the applicable flammability requirements under which the airplane was type certificated? SRRs: 121.312(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that the cockpit seat cushions meet the applicable flammability requirements under which the airplane was type certificated. <i>Sources:</i> 121.367; 121.312(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.157 For airplanes in which the proximity of passenger emergency exits to the flightcrew area does not offer a convenient and readily accessible means of evacuation of the flightcrew, and for all airplanes having a passenger seating capacity greater than 20, flightcrew exits shall be located in the flightcrew area? SRRs: 25.807(j)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane in which the proximity of passenger emergency exits to the flightcrew area does not offer a convenient and readily accessible means of evacuation of the flightcrew, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that exits of sufficient size, are located in the flightcrew area so as to permit rapid evacuation by the crew. <i>Sources:</i> 121.367; 25.807(j) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane having a passenger seating capacity greater than 20, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that exits of sufficient size, are located in the flightcrew area so as to permit rapid evacuation by the crew. <i>Sources:</i> 121.367; 25.807(j) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.158 A movable door on each side of the fuselage or top hatch in the external walls of the fuselage is provided allowing unobstructed opening to the outside for flightcrew emergency exit? SRRs: 25.807(j); 25.809(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that a movable door on each side of the fuselage or top hatch in the external walls of the fuselage, is provided allowing unobstructed opening to the outside for flightcrew emergency exit. <i>Sources:</i> 121.367; 25.807(j); 25.809(a)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each emergency exit, including a flight crew emergency exit, is a movable door or hatch in the external walls of the fuselage, allowing unobstructed opening to the outside, capable of being opened from the inside and the outside with the airplane in the normal ground attitude and in each of the attitudes corresponding to collapse of one or more legs of the landing gear.</p> <p><i>Sources:</i> 121.367; 25.809(a); 25.809(b)(1)</p> <p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	
<p>1.7.159 Each item of emergency and flotation equipment in 121.309, 121.310, 121.339, and 121.340–is:</p> <p><i>SRRs:</i> 121.309(b)(1); 121.309(b)(2); 121.309(b)(3); 121.309(b)(4)</p>	
<p>1.7.159.1 Inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes?</p> <p><i>SRRs:</i> 121.309(b)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is inspected regularly in accordance with inspection periods established in the operations specifications.</p> <p><i>Sources:</i> 121.367; 121.309(b)(1)</p> <p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.</p> <p><i>Sources:</i> 121.367; 121.309(b)(1)</p> <p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p><i>Sources:</i> 121.367; 121.310(a); 121.309(b)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.159.2 Readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers? SRRs: 121.309(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is readily accessible to the crew. <i>Sources:</i> 121.367; 121.309(b)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers. <i>Sources:</i> 121.367; 121.309(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.7.159.3 Clearly identified and clearly marked to indicate its method of operation? SRRs: 121.309(b)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(7) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>and alterations ensures that each hand fire extinguisher, for use in each class E cargo compartment, is clearly identified and clearly marked to indicate its method of operation.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, is clearly identified and clearly marked to indicate its method of operation.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(3)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley that is located in a passenger compartment, is clearly identified and clearly marked to indicate its method of operation.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(6)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each first-aid kit is clearly identified.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(d)(1)(i)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency medical kit is clearly identified.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(d)(1)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>9. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground is clearly identified and clearly marked to indicate its method of operation.  <i>Sources:</i> 121.367; 121.310(a); 121.309(b)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.159.4 Marked as to contents and the compartment or container, or the item itself is marked as to date of last inspection, when an item of emergency and flotation equipment in 121.309, 121.310, 121.339, or 121.340 is carried in a compartment or container?  SRRs: 121.309(b)(4)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection.

*Sources:* 121.367; 121.309(b)(4)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection.  
*Sources:* 121.367; 121.309(b)(4)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of emergency and flotation equipment, when carried in a compartment or container, the compartment or container, or the item itself, is marked as to date of last inspection.  
*Sources:* 121.367; 121.309(b)(4)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection.  
*Sources:* 121.367; 121.309(b)(4); 121.309(c)(7)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection.  
*Sources:* 121.367; 121.309(b)(4); 121.309(c)(2)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection.

<p><i>Sources:</i> 121.367; 121.309(b)(4); 121.309(c)(3) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley that is located in a passenger compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(c)(6) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each first-aid kit when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(d)(1)(i) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>9. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency medical kit, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(d)(1)(ii) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>10. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each approved means to assist the occupants in descending to the ground when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the item itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.310(a); 121.309(b)(4) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.7.160 Hand fire extinguishers of an approved type are the type and quantity of extinguishing agent that are suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used and, for passenger compartments, are designed to minimize the hazard of toxic gas concentrations? SRRs: 121.309(c)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently located on the flight deck for use by the flightcrew.</p> <p><i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(4)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that hand fire extinguishers of an approved type, designed to minimize the hazard of toxic gas concentrations, are provided for use in passenger compartments, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used.</p> <p><i>Sources:</i> 121.367; 121.309(c)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, for those cases where a galley is located in a passenger compartment, at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, designed to minimize the hazard of toxic gas concentrations, is conveniently located and easily accessible for use in the galley.</p> <p><i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(6)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.161 Cargo compartments have at least one hand fire extinguisher conveniently located for use in each class E cargo compartment that is accessible to crewmembers during flight?</p> <p>SRRs: 121.309(c)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with a class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment is conveniently located and accessible to crewmembers during flight for use in each class E compartment.</p> <p><i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each class E cargo compartment, is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each class E cargo compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(c)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.162 For galley compartments, at least one hand fire extinguisher is conveniently located for use in each galley located in a compartment other than a passenger, cargo, or crew compartment? SRRs: 121.309(c)(3) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently located on the flight deck for use by the flightcrew. <i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(4) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher, of an approved type, with the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur, is conveniently located for use in each galley, located in a compartment other than a passenger, cargo, or crew compartment. <i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(3) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(c)(3) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection.  <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(c)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.163 For flightcrew compartments, at least one hand fire extinguisher is conveniently located on the flight deck for use by the flightcrew?  SRRs: 121.309(c)(4)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that at least one hand fire extinguisher of an approved type, containing the type and quantity of extinguishing agent suitable for the kinds of fires likely to occur in the compartment, is conveniently located on the flight deck for use by the flightcrew.  <i>Sources:</i> 121.367; 121.309(c)(1); 121.309(c)(4)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.164 For passenger compartments, hand fire extinguishers for use in passenger compartments are conveniently located and, when two or more are required, uniformly distributed throughout each compartment?  SRRs: 121.309(c)(5)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.165 Hand fire extinguishers are provided in passenger compartments as follows:  SRRs: 121.309(c)(5)</p>	
<p>1.7.165.1 For airplanes having passenger seats accommodating more than 6 but fewer than 31 passengers, at least one?  SRRs: 121.309(c)(5)(i)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, whose airplane has passenger seats accommodating more than 6 but fewer than 31 passengers has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher is conveniently located in passenger compartment.  <i>Sources:</i> 121.367; 121.309(c)(5)(i)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.165.2 For airplanes having passenger seats accommodating more than 30 but fewer than 61 pasngers, at least two?  SRRs: 121.309(c)(5)(ii)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, whose airplane has passenger seats accommodating more than 30 but fewer than 61</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>passengers has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least two hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.</p> <p><i>Sources:</i> 121.367; 121.309(c)(5)(ii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.165.3 For airplanes having passenger seats accommodating more than 60 passengers, at least the number of hand fire extinguishers required by the table in 14 CFR 121.309(c)(5)(iii)? SRRs: 121.309(c)(5)(iii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, whose airplane has passenger seats accommodating 61 through 200 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least three hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. <i>Sources:</i> 121.367; 121.309(c)(5)(iii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, whose airplane has passenger seats accommodating 201 through 300 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least four hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. <i>Sources:</i> 121.367; 121.309(c)(5)(iii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, whose airplane has passenger seats accommodating 301 through 400 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least five hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. <i>Sources:</i> 121.367; 121.309(c)(5)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder, whose airplane has passenger seats accommodating 401 through 500 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least six hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment. <i>Sources:</i> 121.367; 121.309(c)(5)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>5. Check that the Certificate Holder, whose airplane has passenger seats accommodating 501 through 600 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least seven hand fire extinguishers that are conveniently located and</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>uniformly distributed throughout each compartment.  <i>Sources:</i> 121.367; 121.309(c)(5)(iii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder, whose airplane has passenger seats accommodating 601 or more passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least eight hand fire extinguishers that are conveniently located and uniformly distributed throughout each compartment.  <i>Sources:</i> 121.367; 121.309(c)(5)(iii)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.166 Approved protective breathing equipment (PBE) meeting the equipment, breathing gas, and communication requirements contained in 14 CFR 121.337(b) are provided?  <i>SRRs:</i> 121.337(a); 121.337(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is furnished with protective breathing equipment that will protect the flightcrew from the effects of smoke, carbon dioxide or other harmful gases or an oxygen deficient environment caused by other than an airplane depressurization while on flight deck duty.  <i>Sources:</i> 121.367; 121.337(a); 121.337(b)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that approved protective breathing equipment (PBE) that supplies breathing gas for 15 minutes at a pressure altitude of 8,000 feet that protects crewmembers from the effects of smoke, carbon dioxide or other harmful gases while combating fires on board the airplane.  <i>Sources:</i> 121.337(a); 121.337(b)(1); 121.337(b)(7)(i)(B); 121.367  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the part of the protective breathing equipment protecting the eyes does not impair the wearer's vision to the extent that a crewmember's duties cannot be accomplished and must allow corrective glasses to be worn without impairment of vision.  <i>Sources:</i> 121.337(b)(3); 121.367  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the part of the protective breathing equipment protecting the eyes does not impair the wearer's vision to the extent that a crewmember's duties cannot be accomplished and must allow corrective glasses to be worn</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

without impairment of vision.

*Sources:* 121.337(b)(3); 121.367

*Interfaces:* 1.3.1-aw; 1.3.2-aw

5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is provided that, while in use, allows any crewmember to use the airplane interphone system at any of the flight attendant stations.  
*Sources:* 121.337(b)(5); 121.367  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that breathing equipment (PBE) is provided, if other than chemical oxygen generators, there is a means to allow the crew to readily determine, during the equipment preflight that the gas supply is fully charged.  
*Sources:* 121.337(b)(7)(iii); 121.367  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment with a fixed or portable breathing gas supply meeting the requirements of this section is conveniently located on the flight deck and be easily accessible for immediate use by each required flight crewmember at his or her assigned duty station.  
*Sources:* 121.367; 121.337(b)(8)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment with a fixed or portable breathing gas supply meeting the requirements of this section is conveniently located on the flight deck and be easily accessible for immediate use by each required flight crewmember at his or her assigned duty station.  
*Sources:* 121.367; 121.337(b)(8)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
9. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that one PBE with a portable breathing gas supply is accessible and conveniently located for immediate use by crewmembers in combating fires for each hand fire extinguisher for use in a galley, other than a galley located in a passenger, cargo, or crew compartment.  
*Sources:* 121.367; 121.337(b)(9)(i)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
10. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that one PBE with a portable breathing gas supply is accessible and conveniently located for immediate use by crewmembers in combating fires on the flight deck.

<p><i>Sources:</i> 121.367; 121.337(b)(9)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>11. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures in each passenger compartment, one PBE with a portable breathing gas supply is located within 3 feet of each required hand fire extinguisher required by 14 CFR 121.309.</p> <p><i>Sources:</i> 121.367; 121.337(b)(9)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.167 The approved protective breathing equipment (PBE) equipment is inspected regularly in accordance with inspection guidelines and the inspection periods established by the equipment manufacturer to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes? SRRs: 121.337(b)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment is inspected regularly in accordance with inspection guidelines and the inspection periods established by the equipment manufacturer. <i>Sources:</i> 121.367; 121.337(a); 121.337(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment (PBE) is inspected regularly in accordance with inspection guidelines and established inspection periods. <i>Sources:</i> 121.337(b)(2); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.168 One PBE is provided for each hand fire extinguisher located for use in a galley other than a galley located in a passenger, cargo, or crew compartment? SRRs: 121.337(b)(9)(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.169 One PBE is provided on the flight deck? SRRs: 121.337(b)(9)(ii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that protective breathing equipment is easily accessible and conveniently located on the flight deck for immediate use by crewmembers in combating fires. <i>Sources:</i> 121.367; 121.337(a); 121.337(b)(9)(ii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.170 In each passenger compartment, one PBE is provided for each hand fire extinguisher required by 14 CFR 121.309 and located within 3 feet of each required hand fire extinguisher? SRRs: 121.337(b)(9)(iii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.171 When operating a turbine engine powered airplane with a pressurized cabin, oxygen and dispensing equipment is furnished that complies with 14 CFR 121.333(b) through (e) in the event of cabin pressurization failure? SRRs: 121.333(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered airplane at flight altitudes above flight level 250, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each flight crewmember on flight deck duty is provided with an oxygen mask, so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand. <i>Sources:</i> 121.367; 121.333(a); 121.333(c)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates a turbine engine powered airplane at flight altitudes above flight level 250, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each flight crewmember on flight deck duty is provided with an oxygen mask, so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system. <i>Sources:</i> 121.367; 121.333(a); 121.333(c)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates a turbine engine powered airplane with a pressurized cabin above flight level 250, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each flight crewmember on flight deck duty must be provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal so designed that it can be rapidly placed on his face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand, within five seconds and without disturbing eyeglasses or causing delay in proceeding with emergency duties. <i>Sources:</i> 121.367; 121.333(a); 121.333(c)(1); 25.1447(c)(2)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.172 Each flight crewmember on flight deck duty is provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal? SRRs: 25.1447(c)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered airplane at flight altitudes above flight level 250, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>flight crewmember on flight deck duty is provided with an oxygen mask, so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system.</p> <p><i>Sources:</i> 121.367; 121.333(a); 121.333(c)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.173 Quick-donning type oxygen dispensing units are immediately available to the flight crewmember when seated at his/her station, and installed so that it meets the requirements of 14 CFR 25.1447(c)(i) SRRs: 25.1447(c)(2)(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered airplane with a pressurized cabin above flight level 250, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each flight crewmember on flight deck duty is provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system. <i>Sources:</i> 121.367; 121.333(a); 121.333(c)(1); 25.1447(c)(2)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.174 A transport category airplane that was type certificated after January 1, 1958, or a nontransport category airplane manufactured after March 20, 1997, is equipped at each flight deck station with a combined safety belt and shoulder harness that meets the applicable requirements specified in 14 CFR 25.785, effective March 6, 1980? SRRs: 121.311(f); 25.785(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane that was type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped at each flight deck station with a combined safety belt and shoulder harness consisting of a combined safety belt and shoulder harness with a single-point release that permits the flight deck occupant, when seated with the restraint system fastened, to perform all of the occupant's necessary flight deck functions. <i>Sources:</i> 121.367; 121.311(f); 25.785(g) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates a transport category airplane that was type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each safety belt and shoulder harness on the flight deck has a means to secure each combined restraint system</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>when not in use to prevent interference with the operation of the airplane and with rapid egress in an emergency.  <i>Sources:</i> 121.367; 121.311(f); 25.785(g)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to provide an approved cockpit check procedure for each type of aircraft, designed so that a flight crewmember will not need to rely upon his memory for items to be checked, that includes each item necessary for flight crewmembers to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies.  <i>Sources:</i> 121.135(a)(1); 121.315(a); 121.315(b)  <i>Interfaces:</i> 3.1.4-op; 3.1.3-op; 1.1.2-aw</p> <p>4. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to provide an approved cockpit check procedure for each type of aircraft that is readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft.  <i>Sources:</i> 121.135(a)(1); 121.315(a); 121.315(c)  <i>Interfaces:</i> 1.1.2-aw; 3.1.3-op; 3.1.4-op</p> <p>5. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to make available a seat on the flight deck of each airplane used by it in air commerce, for occupancy by the Administrator while conducting en route inspections.  <i>Sources:</i> 121.135(a)(1); 121.581(a)  <i>Interfaces:</i> 1.1.2-aw; 3.1.4-op; 3.1.3-op</p>	
<p>1.7.175 Each airplane is equipped with a windshield wiper or equivalent for each pilot station?  SRRs: 121.313(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each airplane is equipped with a windshield wiper or equivalent for each pilot station.  <i>Sources:</i> 121.367; 121.313(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.176 Each airplane type certificated under Aero Bulletin 7A or part 04 of the Civil Air Regulations in effect before November 1, 1946, meets the special airworthiness requirements in 14 CFR 121.215 through 121.283?  SRRs: 121.211(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>compartment used by the crew or passengers is at least flash resistant.  <i>Sources:</i> 121.215(a); 121.215(b); 121.211(b); 121.367  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>2. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the wall and ceiling linings and the covering of upholstery, floors, and furnishings of each compartment used by the crew or passengers is flame resistant.  <i>Sources:</i> 121.215(c); 121.211(b); 121.367  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>3. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each compartment where smoking is to be allowed is equipped with self-contained ash trays that are completely removable.  <i>Sources:</i> 121.215(d); 121.211(b); 121.367  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>4. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each receptacle used for towels, papers, and waste is of fire-resistant material.  <i>Sources:</i> 121.215(e); 121.211(b); 121.367  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>5. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each receptacle used for towels, papers, and waste has a cover or other means of containing possible fires started in the receptacles.  <i>Sources:</i> 121.215(e); 121.211(b); 121.367  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.7.177 All materials in each compartment of a transport category airplane, or a nontransport category airplane type certificated before January 1, 1965, used by the crewmembers and passengers, meets the requirements of 14 CFR 25.853 in effect as listed in 14 CFR 121.312(a)(1) – (a)(5), or later amendment thereto, except for the materials covered by 14 CFR 121.312(b)?  SRRs: 121.312(a)  <i>Related Design JTI's:</i></p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

1. Check that the Certificate Holder, who operates a transport category airplane with passenger seating capacity of 20 or more manufactured after August 19, 1988, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers, also meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.  
*Sources:* 121.312(a)(1)(i); 121.367; 25.853(d)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
2. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1988, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers, also meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.  
*Sources:* 121.312(a)(1)(i); 121.367; 25.853(d)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
3. Check that the Certificate Holder, who operates a transport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.  
*Sources:* 121.312(a)(1)(ii); 121.367; 25.853(d)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
4. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, manufactured after August 19, 1990, with passenger seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that all interior materials in each compartment used by the crewmembers and passengers meets the test requirements of parts IV and V of Appendix F of FAR part 25, or other approved equivalent method.  
*Sources:* 121.312(a)(1)(ii); 121.367; 25.853(d)

*Interfaces:* 1.3.1–aw; 1.3.2–aw

5. Check that the Certificate Holder, who operates a transport category airplane for which application for type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after May 1, 1972, all interior materials in each compartment complies with the provisions of Sec. 25.853.

*Sources:* 121.312(a)(2)(i); 121.367

*Interfaces:* 1.3.2–aw; 1.3.1–aw

6. Check that the Certificate Holder, who operates a nontransport category airplane for which application for type certificate was filed prior to May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after May 1, 1972, all interior materials in each compartment complies with the provisions of Sec. 25.853.

*Sources:* 121.312(a)(2)(i); 121.367

*Interfaces:* 1.3.2–aw; 1.3.1–aw

7. Check that the Certificate Holder, who operates a transport category airplane for which the application for type certificate was filed on or after May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment complies with the material requirements under which the airplane was type certificated, regardless of passenger capacity.

*Sources:* 121.312(a)(2)(ii); 121.367

*Interfaces:* 1.3.1–aw; 1.3.2–aw

8. Check that the Certificate Holder, who operates a nontransport category airplane for which the application for type certificate was filed on or after May 1, 1972, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior on or after August 20, 1990, all interior materials in each compartment complies with the material requirements under which the airplane was type certificated, regardless of passenger capacity.

*Sources:* 121.312(a)(2)(ii)

- Interfaces:* 1.3.1–aw; 1.3.2–aw
9. Check that the Certificate Holder, who operates transport category airplane, type certificated after January 1, 1958 and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment complies with the heat release rate testing provisions of Sec. 25.853(d).  
*Sources:* 121.312(a)(3)(i); 121.367  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
10. Check that the Certificate Holder, who operates nontransport category airplane, type certificated after January 1, 1958 and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after March 6, 1995, all interior materials in each compartment complies with the heat release rate testing provisions of Sec. 25.853(d).  
*Sources:* 121.312(a)(3)(i); 121.367  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
11. Check that the Certificate Holder, who operates a transport category airplane type certificated before January 1, 1965, and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment complies with the heat release rate and smoke testing provisions of Sec. 25.853(d).  
*Sources:* 121.312(a)(3)(ii); 121.367; 25.853(d)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
12. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, and has a seating capacity of 20 or more, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that, if there is a substantially complete replacement of the cabin interior components identified in Sec. 25.853(d), on or after August 20, 1990 all interior materials in each compartment complies with the

heat release rate and smoke testing provisions of Sec. 25.853(d).

*Sources:* 121.312(a)(3)(ii); 121.367; 25.853(d)

*Interfaces:* 1.3.1–aw; 1.3.2–aw

13. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that seat cushions, except those on flight crewmember seats, in each compartment occupied by crew or passengers, meet the test requirements of part II of FAR 25, Appendix F or other equivalent methods.  
*Sources:* 121.312(b)(1); 121.367; 25.853(c)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
14. Check that the Certificate Holder, who operates an airplane that conforms to an amended or supplemental type certificate issued in accordance with SFAR No. 41 of 14 CFR part 21 for a maximum certificated takeoff weight in excess of 12,500 pounds has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR part 25, or other approved equivalent methods.  
*Sources:* 121.312(c); 121.367; 25.853(a)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
15. Check that the Certificate Holder, who operates a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.  
*Sources:* 121.367; 121.312(a)(1)(i)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
16. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, has an

inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d), except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.

*Sources:* 121.367; 121.312(a)(1)(i)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

17. Check that the Certificate Holder, who operates a transport category airplane, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of Sec. 25.853(d) in effect March 6, 1995, except that the total heat release over the first 2 minutes of sample exposure must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.

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

*Interfaces:* 1.3.2-aw; 1.3.1-aw

18. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies with the heat release rate testing provisions of 14 CFR 25.853(d).

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

*Interfaces:* 1.3.2-aw; 1.3.1-aw

19. Check that the Certificate Holder, who operates a nontransport category airplane type certificated before January 1, 1965, with passenger seating capacity of 20 or more, manufactured after August 19, 1990, but prior to August 20, 1990, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all materials in each compartment used by the crewmembers and passengers complies

<p>with the heat release rate testing provisions of 14 CFR 25.853(d).  <i>Sources:</i> 121.367; 121.312(a)(1)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.178 Each passenger-carrying airplane carries in a convenient location, for use of each passenger, printed cards supplementing the oral briefing and containing diagrams of, and methods of, operating the emergency exits; and other instructions necessary for use of emergency equipment?  SRRs: 121.571(b)(1); 121.571(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane, pertinent only to that type and model airplane, in convenient locations for use of each passenger, printed cards supplementing the oral briefing, containing diagrams of, and methods of operating, the emergency exits.  <i>Sources:</i> 121.135(b)(10); 121.571(b)(1); 121.571(b)(2)  <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 4.2.4-op; 3.1.2-op</li> <li>2. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane, pertinent only to that type and model airplane, in convenient locations for use of each passenger, printed cards supplementing the oral briefing, containing instructions necessary for use of emergency equipment.  <i>Sources:</i> 121.135(b)(10); 121.571(b)(1); 121.571(b)(2)  <i>Interfaces:</i> 3.1.2-op; 1.1.2-aw; 1.1.2-op; 4.2.4-op</li> <li>3. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to locate the emergency exit presented in the language in which briefings and oral commands are given by the crew, at each exit seat.  <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(1)  <i>Interfaces:</i> 1.1.2-aw; 3.1.6-op; 1.1.2-op; 3.1.2-op</li> <li>4. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to recognize the emergency exit opening mechanism at each exit.</li> </ol>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

- Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(2)  
*Interfaces:* 1.1.2–op; 3.1.2–op; 1.1.2–aw; 3.1.6–op
5. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to comprehend the instructions for operating the emergency exit.  
*Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(3)  
*Interfaces:* 1.1.2–aw; 3.1.6–op; 3.1.2–op; 1.1.2–op
6. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to operate the emergency exit.  
*Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(4)  
*Interfaces:* 3.1.2–op; 1.1.2–aw; 3.1.6–op; 1.1.2–op
7. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed.  
*Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(5)  
*Interfaces:* 3.1.6–op; 1.1.2–op; 3.1.2–op; 1.1.2–aw
8. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to follow oral directions and hand signals given by a crewmember.  
*Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(6)  
*Interfaces:* 3.1.6–op; 1.1.2–aw; 1.1.2–op; 3.1.2–op
9. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to stow or secure the emergency exit door so that it will not impede use of the exit.  
*Sources:* 121.135(a)(1); 121.571(b); 121.585(d)(7)  
*Interfaces:* 3.1.6–op; 1.1.2–aw; 1.1.2–op; 3.1.2–op
10. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to assess the condition of an escape slide, activate the slide, and stabilize the

<p>slide after deployment to assist others in getting off the slide.  <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(8)  <i>Interfaces:</i> 1.1.2–op; 3.1.2–op; 3.1.6–op; 1.1.2–aw</p> <p>11. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, pass expeditiously through the emergency exit.  <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(9)  <i>Interfaces:</i> 3.1.6–op; 1.1.2–op; 3.1.2–op; 1.1.2–aw</p> <p>12. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, assess, select, and follow a safe path away from the emergency exit.  <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(10)  <i>Interfaces:</i> 1.1.2–aw; 3.1.6–op; 3.1.2–op; 1.1.2–op</p>	
<p>1.7.179 At least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat?  SRRs: 121.317(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a sign or placard that reads: "Federal law provides for a penalty of up to \$2,000 for tampering with the smoke detector installed in this lavatory" installed in each lavatory.  <i>Sources:</i> 121.367; 121.317(e)  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.180 The floor surface of all areas that are likely to become wet in service have slip–resistant properties?  SRRs: 25.793</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that all floor surface areas which are likely to become wet in service have slip resistant properties.  <i>Sources:</i> 121.367; 25.793  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.181 Regardless of whether smoking is allowed in any other part of the airplane, lavatories have self–contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served?  SRRs: 25.853(g)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that lavatories have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served. <i>Sources:</i> 121.367; 25.853(g) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that lavatories have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served. <i>Sources:</i> 121.367; 25.853(g) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	
<p>1.7.182A placard is located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited? SRRs: 25.791(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a placard is located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited. <i>Sources:</i> 121.367; 25.791(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a placard, located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials, to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited. <i>Sources:</i> 121.367; 25.791(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.183 There is a door between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission? SRRs: 121.313(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a door between the passenger and pilot compartments (i.e., flightdeck door), with a locking</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>means to prevent passengers from opening it without the pilot's permission.  <i>Sources:</i> 121.367; 121.313(f)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.184 For airplanes equipped with a crew rest area having separate entries from the flightdeck and the passenger compartment, a door with such a locking means is provided between the crew rest area and the passenger compartment?  SRRs: 121.313(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates airplanes equipped with a crew rest area having separate entries from the flightdeck and the passenger compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is a door between the crew rest area and the passenger compartment, with a locking means to prevent passengers from opening it without the pilot's permission.  <i>Sources:</i> 121.367; 121.313(f)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.185 For airplanes required by 14 CFR 121.313(f) of this section that have a door between the passenger and pilot or crew rest compartments, and for transport category, all cargo airplanes that have a door installed between the pilot compartment and any other occupied compartment, each such door meets the requirements of 14 CRF Section 25.795 (a)(1) and (2) in effect on January 15, 2002?  SRRs: 121.313(j)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the flight deck door will resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle.  <i>Sources:</i> 121.367; 121.313(j)(1); 25.795(a)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the flight deck door will resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice Standard (NIJ) 0101.04.  <i>Sources:</i> 121.367; 121.313(j)(1); 25.795(a)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.186 For airplanes with a maximum passenger seating configuration of more than 20 seats, the emergency exit configuration is designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them? SRRs: 25.772(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates airplanes with a lockable door installed between the pilot compartment and the passenger compartment, and a maximum passenger seating configuration of more than 20 seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the emergency exit configuration is designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them. <i>Sources:</i> 121.367; 25.772(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who, operates airplanes with a maximum passenger seating configuration of more than 20 seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the emergency exit configuration is designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them. <i>Sources:</i> 121.367; 25.772(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.187 The airplane, although it may be damaged in emergency landing conditions on land or water, is designed as prescribed in 14 CFR 25.561 to protect each occupant under those conditions? SRRs: 25.561(b)(3)(i); 25.561(b)(3)(ii); 25.561(b)(3)(iii); 25.561(b)(3)(v); 25.561(b)(3)(iv); 25.561(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences upward, 3.0g inertia forces relative to the surrounding structure. <i>Sources:</i> 121.367; 25.561(b)(3)(i) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences forward, 9.0g relative to the surrounding structure. <i>Sources:</i> 121.367; 25.561(b)(3)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences sideward, 3.0g on the airframe.  <i>Sources:</i> 121.367; 25.561(b)(3)(iii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences sideward, 4.0g on the seats and their attachments.  <i>Sources:</i> 121.367; 25.561(b)(3)(iii)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences downward, 6.0g relative to the surrounding structure.  <i>Sources:</i> 121.367; 25.561(b)(3)(iv)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that aircraft structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences rearward, 1.5g relative to the surrounding structure.  <i>Sources:</i> 121.367; 25.561(b)(3)(v)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the structure is designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when the occupant experiences forward, 9.0g inertia forces relative to the surrounding structure.  <i>Sources:</i> 121.367; 25.561(b)(3)(ii)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.188 If cargo is to be carried in a passenger compartment, an approved cargo bin meets 14 CFR 121.285(b)(1) – (b)(8)?  SRRs: 121.285</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that will withstand the load factors and emergency landing</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

conditions applicable to the passenger seats of the airplane in which the bin is installed, multiplied by a factor of 1.15, using the combined weight of the bin and the maximum weight of cargo that may be carried in the bin.

*Sources:* 121.367; 121.285(b)(1)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

2. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is attached to the seat tracks or to the floor structure of the airplane, and its attachment must withstand the load factors and emergency landing conditions applicable to the passenger seats of the airplane in which the bin is installed, multiplied by either the factor 1.15 or the seat attachment factor specified for the airplane, whichever is greater, using the combined weight of the bin and the maximum weight of cargo that may be carried in the bin.  
*Sources:* 121.367; 121.285(b)(4)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
3. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is not installed in a position that restricts access to or use of any required emergency exit, or of the aisle in the passenger compartment.  
*Sources:* 121.367; 121.285(b)(5)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
4. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is fully enclosed and made of material that is at least flame resistant.  
*Sources:* 121.367; 121.285(b)(6)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
5. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that has suitable safeguards provided within the bin to prevent the cargo from shifting under emergency landing conditions.  
*Sources:* 121.367; 121.285(b)(7)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
6. Check that the Certificate Holder, who carries cargo in the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo is carried in an approved cargo bin that is not installed in a position that obscures any passenger's view of the "seat belt" sign "no smoking" sign, or any required exit

<p>sign, unless an auxiliary sign or other approved means for proper notification of the passenger is provided.  <i>Sources:</i> 121.367; 121.285(b)(8)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>7. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that cargo, including carry-on baggage is carried in an approved cargo rack, bin, or compartment installed in or on the airplane, if it is secured by an approved means.  <i>Sources:</i> 121.367; 121.285(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is an approved survival type emergency locator transmitter for use in one life raft.  <i>Sources:</i> 121.367; 121.339(a)(4); 25.1415(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.189A means is provided to prevent each item of galley equipment and each serving cart, when not in use, and each item of crew baggage, which is carried in a passenger or crew compartment, from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated?  SRRs: 121.576</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that means to prevent each item of galley equipment and each serving cart, when not in use, and each item of crew baggage, which is carried in a passenger or crew compartment from becoming a hazard by shifting under the appropriate load factors corresponding to the emergency landing conditions under which the airplane was type certificated.  <i>Sources:</i> 121.367; 121.576  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.190A suitable closet or baggage or cargo stowage compartment is placarded for its maximum weight, and proper restraint for all baggage or cargo stowed within that compartment is provided?  SRRs: 121.589(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a suitable closet or baggage or cargo stowage compartment placarded for its maximum weight and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>providing proper restraint for all baggage or cargo stowed within, and in a manner that does not hinder the possible use of any emergency equipment is provided for each article of baggage to be stowed.</p> <p>Sources: 121.367; 121.589(c)(1) Interfaces: 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.191 Each passenger seat under which baggage is allowed to be stowed is fitted with a means to prevent articles of baggage stowed under it from sliding forward? SRRs: 121.589(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each passenger seat under which baggage is allowed to be stowed is fitted with a means to prevent articles of baggage stowed under it from sliding forward. Sources: 121.367; 121.589(f) Interfaces: 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each aisle seat is fitted with a means to prevent articles of baggage stowed under it from sliding sideward into the aisle. Sources: 121.367; 121.589(f) Interfaces: 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.192 Each aisle seat is fitted with a means to prevent articles of baggage stowed under it from sliding sideward into the aisle under crash impacts severe enough to induce the ultimate inertia forces specified in the emergency landing condition regulations under which the airplane was type certificated? SRRs: 121.589(f)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.193 At least two of the required hand fire extinguisher installed in passenger-carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent? SRRs: 121.309(c)(7)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least two of the required hand fire extinguisher installed in passenger-carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent. Sources: 121.367; 121.309(c)(7) Interfaces: 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.194 At least one hand fire extinguisher in the passenger compartment contains Halon 1211 or equivalent? SRRs: 121.309(c)(7)</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that at least one hand fire extinguisher in the passenger compartment contains Halon 1211 or equivalent.  <i>Sources:</i> 121.367; 121.309(c)(7)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.195 For treatment of injuries or medical emergencies that might occur during flight time or in minor accidents, each passenger-carrying airplane has approved first aid kits and, in airplanes for which a flight attendant is required, an emergency medical kit that meets the specifications and requirements of appendix A of 14 CFR 121?  SRRs: 121.309(d)(1)(i); 121.309(d)(1)(ii)  <i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with up to 50 passenger seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has at least 1 approved first-aid kit.  <i>Sources:</i> 121.367; 121.309(d)(1)(i); 121 App..A  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with 51 to 150 passenger seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has at least 2 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.  <i>Sources:</i> 121.367; 121.309(d)(1)(i); 121 App..A  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an airplane with 151 to 250 passenger seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has at least 3 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.  <i>Sources:</i> 121.367; 121.309(d)(1)(i); 121 App..A  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>4. Check that the Certificate Holder, who operates an airplane with more than 250 passenger seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has at least 4 approved first-aid kits, distributed as evenly as practicable throughout the aircraft, readily accessible to the cabin flight attendants.</li> </ol>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

<p><i>Sources:</i> 121.367; 121.309(d)(1)(i); 121 App..A <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each first-aid kit is clearly identified. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(d)(1)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each first-aid kit when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(d)(1)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder, who operates a passenger carrying aircraft for which a flight attendant is required, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with an emergency medical kit. <i>Sources:</i> 121.367; 121.309(d)(1)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>8. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency medical kit is clearly identified. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(d)(1)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>9. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency medical kit, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the fire extinguisher itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(d)(1)(ii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.196 Pairs of protective latex gloves, or equivalent nonpermeable gloves, equal in number to the number of first aid kits on board the aircraft are distributed as evenly as practicable throughout the cabin of the aircraft? SRRs: 121.309(d)(2) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>program covering other maintenance, preventive maintenance and alterations ensures that pairs of protective latex gloves, or equivalent nonpermeable gloves, equal in number to the number of first aid kits on board the aircraft are distributed as evenly as practicable throughout the cabin of the aircraft.  <i>Sources:</i> 121.367; 121.309(d)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.197 Each crew and passenger area has emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the airplane being on fire?  SRRs: 25.803(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each crew and passenger area has emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the airplane being on fire.  <i>Sources:</i> 121.367; 25.803(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.198 Airplanes with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, comply with the requirements of 14 CFR 25.819(a) – (g)?  SRRs: 25.819(a); 25.819(c); 25.819(g)(3)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least two emergency evacuation routes, one at each end of each lower deck service compartment or two having sufficient separation within each compartment, which could be used by each occupant of the lower deck service compartment and to rapidly evacuate to the main deck under normal and emergency lighting conditions.  <i>Sources:</i> 121.367; 25.819(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw  2. Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least two emergency evacuation routes that provide for the evacuation of incapacitated persons, with assistance.  <i>Sources:</i> 121.367; 25.819(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw  3.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least two emergency evacuation routes that are not dependent on any powered device.  <i>Sources:</i> 121.367; 25.819(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>4. Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in the event the airplane's main power system or compartment main lighting system should fail, emergency illumination for each lower deck service compartment is automatically provided.  <i>Sources:</i> 121.367; 25.819(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an aural emergency alarm system, audible during normal and emergency conditions, to enable crewmembers on the flight deck and at each required floor level emergency exit to alert occupants of each lower deck service compartment of an emergency situation.  <i>Sources:</i> 121.367; 25.819(c)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder, who operates an airplane with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each powered lift system installed between a lower deck service compartment and the main deck for the carriage of persons or equipment, or both, has a hatch capable of being used for evacuating persons from the lift that is openable from inside and outside the lift without tools, with the lift in any position.  <i>Sources:</i> 121.367; 25.819(g)(3)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.199 Each passenger-carrying landplane emergency exit (other than over-the-wing) that is more than 6 feet from the ground with the airplane on the ground and the landing gear extended has an approved means to assist the occupants in descending to the ground?  SRRs: 121.310(a)</p> <p><i>Related Design JTI's:</i></p> <p>1.</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

<p>Check that the Certificate Holder, who operates a passenger-carrying landplane, with an emergency exit (other than over-the-wing) that is more than 6 feet from the ground, with the airplane on the ground and the landing gear extended, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an approved means to assist the occupants in descending to the ground.</p> <p><i>Sources:</i> 121.367; 121.310(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.200 The assisting means for occupants to descend to the ground for a floor-level emergency exit meets the requirements of 14 CFR 25.809(f)(1) in effect on April 30, 1972, except that, for any airplane for which the application for the type certificate was filed after that date, it meets the requirements under which the airplane was type certificated?</p> <p>SRRs: 121.310(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger-carrying landplane, with an emergency exit (other than over-the-wing) that is more than 6 feet from the ground, with the airplane on the ground and the landing gear extended, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an approved means to assist the occupants in descending to the ground.</li> </ol> <p><i>Sources:</i> 121.367; 121.310(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.201 A passenger emergency exit locator sign is above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign?</p> <p>SRRs: 25.811(d)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the location of each passenger emergency exit is indicated by a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom.</li> </ol> <p><i>Sources:</i> 121.367; 25.811(d)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.202 A passenger emergency exit marking sign is next to each passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily from the sign?</p> <p>SRRs: 25.811(d)(2)</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the location of each passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily from the sign.  <i>Sources:</i> 121.367; 25.811(d)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.203A sign is on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location?  <i>SRRs:</i> 25.811(d)(3)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.204 Each passenger-carrying airplane interior emergency exit marking complies with 14 CFR 121.310(b)(1) – (b)(2)(ii)?  <i>SRRs:</i> 121.310(b)(1); 25.811(d)(1); 25.811(d)(2); 25.812(b)(1)(i); 25.812(b)(1)(ii)  <i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each passenger emergency exit, its means of access, and its means of opening are conspicuously marked.  <i>Sources:</i> 121.367; 121.310(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the identity and location of each passenger emergency exit is recognizable from a distance equal to the width of the cabin.  <i>Sources:</i> 121.367; 121.310(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the location of each passenger emergency exit is indicated by a sign visible to occupants approaching along the main passenger aisle.  <i>Sources:</i> 121.367; 121.310(b)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a locating sign above the aisle near each over-the-wing passenger emergency exit, or at another ceiling location if it is more practical because of low headroom.  <i>Sources:</i> 121.367; 121.310(b)(1)(i)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>5. Check that the Certificate Holder's inspection program and</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>program covering other maintenance, preventive maintenance and alterations ensures that, on each bulkhead or divider that prevents fore and aft vision along the passenger cabin, there is a sign to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location.</p> <p><i>Sources:</i> 121.367; 121.310(b)(1)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.205 For a transport category airplane where the application for the type certificate was filed on or after May 1, 1972, each passenger emergency exit marking and each locating sign is manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated?</p> <p><i>SRRs:</i> 121.310(b)(2)(ii); 25.811(d)(1); 25.811(d)(2); 25.812(b)(1)(i); 25.812(b)(1)(ii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration, excluding pilot seats, of 10 seats or more, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit locator sign required by Sec. 25.811(d)(1) and each passenger emergency exit marking sign required by Sec. 25.811(d)(2) is internally electrically illuminated and has red letters at least 1½ inches high on an illuminated white background, and has an area of at least 21 square inches excluding the letters. <i>Sources:</i> 121.367; 25.812(b)(1)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with a passenger seating configuration, excluding pilot seats, of 10 seats or more, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit locator sign on each bulkhead or divider, that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, is internally electrically illuminated or self-illuminated by other than electrical means and has red letters at least 1½ inches high on a white background having an area of at least 21 square inches excluding the letters. <i>Sources:</i> 121.367; 25.811(d)(3); 25.812(b)(1)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
<p>1.7.206 For a transport category airplane where the application for the type certificate was filed on or after May 1, 1972, emergency exit marking and each locating sign may not continue to be used if its luminescence (brightness) decreases to below 250 microlamberts?</p> <p><i>SRRs:</i> 121.310(b)(2)(ii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane for which the application for the type certificate</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit marking and each locating sign is manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated.  <i>Sources:</i> 121.367; 121.310(b)(2)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a nontransport category turbopropeller powered airplane type certificated after December 31, 1964, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passenger emergency exit marking is manufactured to meet the requirements of Sec. 23.811(b).  <i>Sources:</i> 121.367; 121.310(b)(2)(iii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.207 For each Type III exit, regardless of the passenger capacity of the airplane in which it is installed, there are placards that meet the requirements of 14 CFR 25.813(c)(3)?  SRRs: 25.813(c)(3)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with Type III exits, regardless of passenger capacity of the airplane in which it is installed, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that for each Type III exit placards that there are placards that accurately state or illustrate the proper method of opening the exit, including the use of handholds.  <i>Sources:</i> 121.367; 25.813(c)(3)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates an airplane with Type III exits, regardless of passenger capacity of the airplane in which it is installed, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that for each Type III exit if the exit is a removable hatch, there are placards that state the weight of the hatch and indicate an appropriate location to place the hatch after removal.  <i>Sources:</i> 121.367; 25.813(c)(3)(iii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.208 A large airplane certificated for operations above 25,000 feet or a turbine engine powered airplane records data with a flight recorder, within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 for parameters (a)(1) through (a)(6)?  SRRs: 121.343(a)(1)thru(6)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a large airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, manufactured before May 26, 1989, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1) Time; (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Control column or pitch control surface position; and (11) Thrust of each engine.</p> <p><i>Sources:</i> 121.367; 121.343(c)(1)thru(11)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.209A large airplane or a turbine engine powered airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, that was equipped before May 26, 1989 with a digital flight recorder, records data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 for parameters (b)(1) through (b)(6)?  SRRs: 121.343(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.210A large airplane or a turbine engine powered airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, that was equipped before May 26, 1994, with a digital flight recorder, records data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 for parameters (c)(1) through (c)(11)?  SRRs: 121.343(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a large airplane, type certificated up to and including September 9, 1969, for operations above 25,000 feet altitude, manufactured before May 26, 1989, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1) Time; (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Control column or pitch control surface position; and (11) Thrust of each engine.</p> <p><i>Sources:</i> 121.367; 121.343(c)(1)thru(11)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder, who operates a turbine engine powered airplane, Type Certificated before September 9, 1969,</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>manufactured before May 26, 1989, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1) Time; (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Control column or pitch control surface position; and (11) Thrust of each engine.  <i>Sources:</i> 121.367; 121.343(c)(1)thru(11)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.211 A large airplane or a turbine engine powered airplane, type certificated after September 30, 1969, for operations above 25,000 feet altitude, or manufactured after May 26, 1989, is equipped with one or more approved digital flight recorders that record data within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 for parameters (d)(1) through (d)(17)?  SRRs: 121.343(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a large airplane, type certificated up to and including September 9, 1969 for operations above 25,000 feet altitude, manufactured between May 26, 1989 and October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1)Time (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Pitch trim position; (11) Control column or pitch control surface position; (12) Control wheel or lateral control surface position; (13) Rudder pedal or yaw control surface position; (14) Thrust of each engine; (15) Position of each thrust reverser; (16) Trailing edge flap or cockpit flap control position; and (17) Leading edge flap or cockpit flap control position.  <i>Sources:</i> 121.367; 121.343(d)(1)thru(17)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates a turbine engine powered airplane, type certificated before September 9, 1969, manufactured between May 26, 1989 and October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1)Time (2) Altitude; (3) Airspeed; (4)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Pitch trim position; (11) Control column or pitch control surface position; (12) Control wheel or lateral control surface position; (13) Rudder pedal or yaw control surface position; (14) Thrust of each engine; (15) Position of each thrust reverser; (16) Trailing edge flap or cockpit flap control position; and (17) Leading edge flap or cockpit flap control position.

*Sources:* 121.367; 121.343(d)(1)thru(17)

*Interfaces:* 1.3.1–aw; 1.3.2–aw

3. Check that the Certificate Holder, who operates a large airplane, type certificated after September 9, 1969 for operations above 25,000 feet altitude, manufactured before October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1)Time (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Pitch trim position; (11) Control column or pitch control surface position; (12) Control wheel or lateral control surface position; (13) Rudder pedal or yaw control surface position; (14) Thrust of each engine; (15) Position of each thrust reverser; (16) Trailing edge flap or cockpit flap control position; and (17) Leading edge flap or cockpit flap control position.

*Sources:* 121.367; 121.343(d)(1)thru(17)

*Interfaces:* 1.3.1–aw; 1.3.2–aw

4. Check that the Certificate Holder, who operates a turbine–engine powered airplane, Type Certificated after September 30, 1969, manufactured before October 11, 1991 has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more approved flight recorders that record data from which the following may be determined within the ranges, accuracies, and recording intervals specified in Appendix B of 14 CFR 121 (1)Time (2) Altitude; (3) Airspeed; (4) Vertical acceleration; (5) Heading; (6) Time of each radio transmission either to or from air traffic control; (7) Pitch attitude; (8) Roll attitude; (9) Longitudinal acceleration; (10) Pitch trim position; (11) Control column or pitch control surface position; (12) Control wheel or lateral control surface position; (13) Rudder pedal or yaw control surface position; (14) Thrust of each engine; (15) Position of each thrust reverser; (16) Trailing edge flap or cockpit flap control position; and (17) Leading edge flap or cockpit flap control position.

*Sources:* 121.367; 121.343(d)(1)thru(17)

<p><i>Interfaces: 1.3.2-aw; 1.3.1-aw</i></p> <p>1.7.212A large airplane, after October 11,1991, equipped with a digital data bus and an ARINC 717 digital flight data acquisition unit (DFDAU) and each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data for any parameters specified in Appendix B of Part 121 that are available on the digital data bus that must be recorded within the ranges, accuracies, and resolutions, and sampling intervals specified? SRRs: 121.343(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a large airplane, equipped with a digital data bus and an ARINC 717 digital flight data acquisition unit (DFDAU) has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data any parameters specified in Appendix B of Part 121 that are available on the digital data bus. <i>Sources: 121.343(e); 121.367</i> <i>Interfaces: 1.3.1-aw; 1.3.2-aw; 1.1.2-aw</i></li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.213A large airplane or a turbine engine powered airplane, type certificated up to and including September 30,1969, for operations above 25,000 feet, or a large airplane or a turbine engine powered airplane type certificated after September 30,1969, and manufactured after October 11, 1991, is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of 14 CFR Part 121 that must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified? SRRs: 121.343(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a large airplane, manufactured after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of Part 121. <i>Sources: 121.367; 121.343(f)</i> <i>Interfaces: 1.3.1-aw; 1.3.2-aw</i></li> <li>2. Check that the Certificate Holder, who operates a turbine engine powered airplane, manufactured after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing data specified in Appendix B of Part 121. <i>Sources: 121.367; 121.343(f)</i> <i>Interfaces: 1.3.2-aw; 1.3.1-aw</i></li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.214A turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), is equipped with one or more flight recorders that utilize a digital method of recording and storing parameters (a)(1) through (a)(18) of 14 CFR Section 121.344 (a)? SRRs: 121.344a(b)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration <i>Sources:</i> 121.367; 121.344(b)(1); 121.344(a)(2); 121.344(a)(3); 121.344(a)(1); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.215A turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is equipped with a Flight Data Acquisition Unit (FDAU), is equipped with one or more flight recorders that utilize a digital method of recording and storing parameters (a)(1) through (a)(22) of 14 CFR 121.344(a) within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR Part 121? SRRs: 121.344a(b)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that is equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane)</p> <p><i>Sources:</i> 121.367; 121.344(a)(2); 121.344(a)(3); 121.344a(b)(2); 121.344(a)(1); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22)</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.216 For a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996, with one or more digital data bus(es) and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), the parameters (a)(1) through (a)(22) of 14 CFR 121.344(a) are recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR Part 121?</p> <p>SRRs: 121.344(c)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996 with one or more digital data bus(es) and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane)</p> <p><i>Sources:</i> 121.367; 121.344(c)(1); 121.344(a)(2); 121.344(a)(3); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22)</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.217 For a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996, with one or more digital data bus(es) and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), all additional parameters for which information sources are installed and which are connected to the recording system must be recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of 14 CFR Part 121?</p> <p>SRRs: 121.344(c)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane, manufactured on or before October 11, 1991, that was equipped as of July 16, 1996 with one ore more digital data bus(es) and an ARINC 717 Digital Flight Data Acquisition unit (DFDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing all additional parameters for which information sources are installed and which are connected to the recording system.</li> </ol> <p><i>Sources:</i> 121.367; 121.344(c)(2)</p> <p><i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
<p>1.7.218 For a turbine powered, transport category airplane manufactured after October 11, 1991, the parameters listed in 14 CFR 121.344(a)(1) through (a)(34) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR Part 121 Appendix M?</p> <p>SRRs: 121.344(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after October 11, 1991 , has an inspection program and program covering other maintenance, preventive maintenance, and alterations that</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121 Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed)</p> <p><i>Sources:</i> 121.367; 121.344(d)(1); 121.344(a)(2); 121.344(a)(3); 121.344(a)(1); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(23); 121.344(a)(24); 121.344(a)(25); 121.344(a)(26); 121.344(a)(27); 121.344(a)(28); 121.344(a)(29); 121.344(a)(30); 121.344(a)(31); 121.344(a)(32); 121.344(a)(33); 121.344(a)(34)</p> <p><i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.7.219 For a turbine powered, transport category airplane manufactured after August 18, 2000, the parameters listed in 14 CFR 121.344(a)(1) through (a)(57) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR Part 121 Appendix M?</p> <p>SRRs: 121.344(e)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

*Related Design JTI's:*

1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after August 18, 2000, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121 Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system;

(36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed);

*Sources:* 121.367; 121.344(e)(1); 121.344(a)(2); 121.344(a)(3); 121.344(a)(1); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18); 121.344(a)(19); 121.344(a)(20); 121.344(a)(21); 121.344(a)(22); 121.344(a)(23); 121.344(a)(24); 121.344(a)(25); 121.344(a)(26); 121.344(a)(27); 121.344(a)(28); 121.344(a)(29); 121.344(a)(30); 121.344(a)(31); 121.344(a)(32); 121.344(a)(33); 121.344(a)(34); 121.344(a)(35); 121.344(a)(36); 121.344(a)(37); 121.344(a)(38); 121.344(a)(39); 121.344(a)(40); 121.344(a)(41); 121.344(a)(42); 121.344(a)(43); 121.344(a)(44); 121.344(a)(45); 121.344(a)(46); 121.344(a)(47); 121.344(a)(48); 121.344(a)(49); 121.344(a)(50); 121.344(a)(51); 121.344(a)(52); 121.344(a)(53); 121.344(a)(54); 121.344(a)(55); 121.344(a)(56); 121.344(a)(57)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

<p>1.7.220 For a turbine powered, transport category airplane manufactured after August 19, 2002, the parameters listed in 14 CFR 121.344(a)(1) through (a)(88) are recorded within the ranges, accuracies, resolutions, and recording intervals specified in 14 CFR part 121 Appendix M? SRRs: 121.344(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered, transport category airplane manufactured after August 19, 2002, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing, within the ranges, accuracies, resolutions, and recording intervals specified in FAR Part 121 Appendix M, (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
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Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed); (73) Computed center of gravity (when an information source is installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection (88) All cockpit flight control input forces (control wheel, control column, rudder pedal)  
*Sources:* 121.367; 121.344(a)(1)thru(88); 121.344(f)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw

<p>1.7.221 A turbine powered airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991, or that was registered outside the United States and added to the operator's U.S. operations specifications after October 11, 1991, has an approved flight recorder that uses a digital method of recording and storing the parameters listed in 14 CFR 121.344(a)(1) through (a)(18) within the ranges, accuracies, and resolutions specified in Appendix B of 14 CFR Part 135? SRRs: 121.344(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine engine powered, transport category airplane, with more than two engines, manufactured on or before October 11, 1991, that is not equipped with a Flight Data Acquisition Unit (FDAU), has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with one or more flight recorders that utilize a digital method of recording and storing: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration – only if enough capacity available on the flight recorder <i>Sources:</i> 121.367; 121.344(b)(1); 121.344(a)(2); 121.344(a)(3); 121.344(a)(1); 121.344(a)(4); 121.344(a)(5); 121.344(a)(6); 121.344(a)(7); 121.344(a)(8); 121.344(a)(9); 121.344(a)(10); 121.344(a)(11); 121.344(a)(12); 121.344(a)(13); 121.344(a)(14); 121.344(a)(15); 121.344(a)(16); 121.344(a)(17); 121.344(a)(18) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> <li>2. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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<p>control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration;  <i>Sources:</i> 121.367; 121.344a(a)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was registered outside the United States and added to the operators U.S. operations specifications after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration;  <i>Sources:</i> 121.367; 121.344a(a)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.222A turbine powered airplane with a seating configuration of 10 to 19 passengers that was brought on to the U.S. register after October 11, 1991, or that was registered outside the United States and added to the operator's U.S. operations specifications after October 11, 1991, records, commensurate with the capacity of the recording system installed the parameters listed in 121.344(a)(19) through (a)(22) within the ranges, accuracies and resolutions specified in Appendix B of 14 CFR Part 135?  <i>SRRs:</i> 121.344a(a)(2)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was that was brought on to the U.S. register after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain  <input type="checkbox"/> Not Applicable</p>

Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; and commensurate with the capacity of the recording system (FDAU or equivalent and the DFDR the parameters: (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) must also be recorded

*Sources:* 121.367; 121.344(a)(2)

*Interfaces:* 1.3.2–aw; 1.3.1–aw

2. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was registered outside the United States and added to the operators U.S. operations specifications after October 11, 1991, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; and commensurate with the capacity of the recording system (FDAU or equivalent and the DFDR the parameters: (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane) must also be recorded

*Sources:* 121.367; 121.344a(a)(2)

*Interfaces:* 1.3.2–aw; 1.3.1–aw

<p>1.7.223A turbine powered airplane with a seating configuration of 10 to 19 passengers that was manufactured after August 18, 2000, in which each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing the parameters listed in 14 CFR 121.344(a)(1) through (a)(57) within the ranges, accuracies, and resolutions specified in Appendix M of 14 CFR Part 121? SRRs: 121.344a(b)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was manufactured after August 18, 2000, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing within the ranges, accuracies and resolutions specified in Appendix B of CFR part 135: (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration; (19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed) and commensurate with the capacity of the recording system the additional parameters: (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed); (73) Computed center of gravity (when an information source is installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection (88) All cockpit flight control input forces (control wheel, control column, rudder pedal) For which information sources are installed and connected to the recording system, are recorded within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of CFR part 121

*Sources:* 121.367; 121.344a(b)(1)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

<p>1.7.224 Records containing the total time in service of the airframe are kept? SRRs: 121.380(a)(2)(i)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the total time in service of the airframe are kept. <i>Sources:</i> 121.367; 121.380(a)(2)(i) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.225 Records containing the total time in service of each engine and propeller are kept? SRRs: 121.380(a)(2)(ii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the total time in service of each engine and propeller are kept. <i>Sources:</i> 121.367; 121.380(a)(2)(ii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.226 Records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept? SRRs: 121.380(a)(2)(iii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the current status of life-limited parts of each airframe, engine, propeller, and appliance are kept. <i>Sources:</i> 121.367; 121.380(a)(2)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.227 Records containing the time since last overhaul of all items installed on the aircraft that are required to be overhauled on a specified time basis are kept? SRRs: 121.380(a)(2)(iv)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis are kept. <i>Sources:</i> 121.367; 121.380(a)(2)(iv) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.228 Records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained, are kept? SRRs: 121.380(a)(2)(v)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that records containing the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained are kept.  <i>Sources:</i> 121.367; 121.380(a)(2)(v)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.229 Records containing the current status of applicable airworthiness directives, including the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action is required are kept?  SRRs: 121.380(a)(2)(vi)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder keeps the current status of all applicable airworthiness directives, including the date and methods of compliance, and, if the airworthiness directive involves recurring action, the time and date when the next action is required.  <i>Sources:</i> 121.367(a); 121.380(a)(2)(vi)  <i>Interfaces:</i> 1.3.6-aw; 2.1.1-aw; 2.1.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.230 Records containing a list of current major alterations to each airframe, engine, propeller, and appliance are kept?  SRRs: 121.380(a)(2)(vii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the Certificate Holder maintains a list of current major alterations to each airframe, engine, propeller, and appliance.  <i>Sources:</i> 121.367; 121.380(a)(2)(vii)  <i>Interfaces:</i> 1.2.2-aw; 1.2.3-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.231 Each airplane is equipped with a crash ax?  SRRs: 121.309(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each airplane is equipped with a crash ax.  <i>Sources:</i> 121.367; 121.309(e)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.232 For a nontransport or a transport category airplane type certificated before January 1, 1965, or an airplane with passenger seating capacity of 20 or more, manufactured after August 19, 1988, but prior to August 20, 1990, or manufactured after August 19, 1990, all</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>materials in each compartment used by the crewmembers and passengers comply with the heat release rate testing provisions of 14 CFR 25.853(d)? SRRs: 121.312(a)</p>	
<p>1.7.233 In each Class E compartment, all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods? SRRs: 25.855(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods. <i>Sources:</i> 121.367; 25.855(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who, operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in Class D cargo compartments all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR Part 25, Part I of Appendix F or other approved equivalent methods. <i>Sources:</i> 121.367; 25.855(d) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in each Class E compartment, all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods. <i>Sources:</i> 121.367; 25.855(d) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.7.234 Each Class D compartment, regardless of volume, meets the standards of 14 CFR Secs.25.857(c) and 25.858 for a Class C compartment unless the operation is an all-cargo operation in which case each Class D compartment may meet the standards in Sec. 25.857(e) for a Class E compartment? SRRs: 121.314(c)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that After March 19, 2001, each Class D compartment, regardless of volume, meets the standards of 14 CFR 25.857(c) for a Class C compartment. <i>Sources:</i> 121.367; 121.314(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	
<p>1.7.235 For each cargo and baggage compartment not occupied by crew or passengers and classified as a Class C cargo compartment, all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods? SRRs: 25.855(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other approved equivalent methods. <i>Sources:</i> 121.367; 25.855(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who, operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in Class D cargo compartments all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR Part 25, Part I of Appendix F or other approved equivalent methods. <i>Sources:</i> 121.367; 25.855(d) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in each Class E compartment, all other materials used in the construction of the cargo or baggage compartment meet the applicable test criteria prescribed in 14 CFR 25, Part I of Appendix F or other</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>approved equivalent methods.  <i>Sources:</i> 121.367; 25.855(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.236 Each cargo and baggage compartment not occupied by crew or passengers and classified as a Class B through Class E cargo or baggage compartments, as defined in 14 CFR Section 25.857, has a liner, and the liner is separate from (but may be attached to) the airplane structure?  SRRs: 25.855(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment has a liner, separate from (but may be attached to) the airplane structure.  <i>Sources:</i> 121.367; 25.855(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class C cargo and baggage compartment not occupied by crew or passengers has a liner that is separate from (but may be attached to) the airplane structure.  <i>Sources:</i> 121.367; 25.855(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a liner, separate from (but may be attached to) the airplane structure.  <i>Sources:</i> 121.367; 25.855(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.237 If cargo compartment lamps are installed, each lamp is installed so as to prevent contact between lamp bulb and cargo?  SRRs: 25.787(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an aircraft with cargo compartments installed has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lamp is installed so as to prevent contact between lamp bulb and cargo.  <i>Sources:</i> 121.367; 25.787(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>2. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, if cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.  <i>Sources:</i> 121.367; 25.787(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.238 Pressurized cabins and compartments to be occupied are equipped to provide a cabin pressure altitude of not more than 8,000 feet at the maximum operating altitude of the airplane under normal operating conditions?  SRRs: 25.841(a)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that pressurized cabins and compartments to be occupied are equipped to provide a cabin pressure altitude of not more than 8,000 feet at the maximum operating altitude of the airplane under normal operating conditions.  <i>Sources:</i> 121.367; 25.841(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.239A means is provided to enable the occupants of the flight crew compartment to control the temperature and quantity of ventilating air supplied to their compartment independently of the temperature and quantity of air supplied to other compartments and areas?  SRRs: 25.831(e)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures a means is provided to enable the occupants of the flight crew compartment to control the temperature and quantity of ventilating air supplied to their compartment independently of the temperature and quantity of air supplied to other compartments and areas.  <i>Sources:</i> 121.367; 25.831(e)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures a means is provided to enable the occupants of the crewmember compartments and areas, other than the flight crew compartment, to control the temperature and quantity of ventilating air supplied to their compartment independently of the temperature and quantity of air supplied to other compartments and areas.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Sources:</i> 121.367; 25.831(e)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.240A means is provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of 14 CFR 25.561(b)? SRRs: 25.789(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that a means is provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of 14 CFR 25.561(b). <i>Sources:</i> 121.367; 25.789(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.7.241 Each source of heat within a cargo and baggage compartment not occupied by crew or passengers is shielded and insulated to prevent igniting the cargo or baggage? SRRs: 25.855(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, sources of heat within the compartment are shielded and insulated to prevent igniting the cargo or baggage. <i>Sources:</i> 121.367; 25.855(g) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that sources of heat within the compartment are shielded and insulated to prevent igniting the cargo or baggage. <i>Sources:</i> 121.367; 25.855(g) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, in each cargo and baggage compartment not occupied by crew or passengers, sources of heat within the compartment must be shielded and insulated to prevent igniting the</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>cargo or baggage.  <i>Sources:</i> 121.367; 25.855(g)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.242 Galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried, meets the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method?  SRRs: 25.853(d)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.  <i>Sources:</i> 121.367; 25.853(d)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.243 If smoking is to be allowed in any other compartment occupied by the crew or passengers, an adequate number of self-contained, removable ashtrays are provided for all seated occupants?  SRRs: 25.853(f)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, if smoking is to be allowed in any other compartment occupied by the crew or passengers, an adequate number of self-contained, removable ashtrays is provided for all seated occupants.  <i>Sources:</i> 121.367; 25.853(f)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.244 Interior ceiling and wall panels, in each compartment occupied by the crew or passengers (other than lighting lenses and windows), meet the test requirements of parts IV and V of Appendix F of 14 CFR Part 25, or other approved equivalent method?  SRRs: 25.853(d)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection and a program and program covering other maintenance preventive maintenance and alterations that</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>ensures that each compartment occupied by the crew or passengers, interior ceiling and wall panels, other than lighting lenses and windows meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.  <i>Sources:</i> 121.367; 25.853(d)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.245 Seat cushions, except those on flight crewmember seats, in each compartment occupied by the crew or passengers meet the test requirements of part II of appendix F of 14 CFR Part 25, or other equivalent methods, regardless of the passenger capacity of the airplane?  SRRs: 25.853(c)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each compartment occupied by the crew or passengers, seat cushions, except those on flight crewmember seats, meet the test requirements of part II of appendix F of 14 CFR Part 25, or other equivalent methods, regardless of the passenger capacity of the airplane.  <i>Sources:</i> 121.367; 25.853(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.246 Materials (including finishes or decorative surfaces applied to the materials) in each compartment occupied by the crew or passengers meet the applicable test criteria prescribed in part I of appendix F of 14 CFR Part 25, or other approved equivalent methods, regardless of the passenger capacity of the airplane?  SRRs: 25.853(a)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each compartment occupied by the crew or passengers, materials (including finishes or decorative surfaces applied to the materials) meet the applicable test criteria prescribed in part I of appendix F of 14 CFR Part 25, or other approved equivalent methods, regardless of the passenger capacity of the airplane.  <i>Sources:</i> 121.367; 25.853(a)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.247 Each marking and placard shall not be easily erased, disfigured, or obscured?  SRRs: 25.1541(b)(2)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>maintenance and alterations ensures that the airplane cockpit contains the specified markings and placards displayed in a conspicuous place that may not be easily erased, disfigured, or obscured.  <i>Sources:</i> 121.367; 25.1541(a)(1); 25.1541(b)(2); 25.1541(b)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each marking and placard may not be easily erased, disfigured, or obscured.  <i>Sources:</i> 121.367; 25.1541(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each marking and placard may not be easily erased, disfigured, or obscured.  <i>Sources:</i> 121.367; 25.1541(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.248 Each interphone restraint system is designed so that when subjected to the load factors specified in 14 CFR 25.561(b)(3), the interphone will remain in its stowed position?  SRRs: 25.789(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each interphone restraint system is designed so that when subjected to the load factors specified in 14 CFR 25.561(b)(3), the interphone will remain in its stowed position.  <i>Sources:</i> 121.367; 25.789(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.249 Each airplane is equipped with a power supply and distribution system that is able to produce and distribute the load for the required instruments and equipment, with use of an external power supply if any one power source or component of the power distribution system fails?  SRRs: 121.313(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each airplane is equipped with a power supply and distribution system that is able to produce and distribute the load for the required instruments and equipment, with use of an external power supply if any one power source or component of the power distribution system fails.  <i>Sources:</i> 121.367; 121.313(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces: 1.3.2-aw; 1.3.1-aw</i></p> <p>1.7.250 For an airplane with protective fuses installed, the number of spare fuses approved for that airplane is appropriately described in the Certificate Holder's manual and installed in the airplane? SRRs: 121.313(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that protective fuses are installed on an airplane, the number of spare fuses approved for that airplane and appropriately described in the Certificate Holder's manual. <i>Sources: 121.367; 121.313(a)</i> <i>Interfaces: 1.3.1-aw; 1.3.2-aw</i></li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.251 An airplane with a seating capacity of more than 19 passengers is equipped with a crewmember interphone system that is capable of operation independent of the public address system required by 14 CFR Section 121.318 except for handsets, headsets, microphones, selector switches, and signaling devices; and meets the requirements of paragraph (b) of 14 CFR Section 121.319? SRRs: 121.319</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation independent of the public address system required by 14 CFR 121.318(a) except for handsets, headsets, microphones, selector switches, and signaling devices. <i>Sources: 121.367; 121.319(a)(2)</i> <i>Interfaces: 1.3.1-aw; 1.3.2-aw</i></li> <li>2. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot compartment and each passenger compartment. <i>Sources: 121.367; 121.319(a)(3); 121.319(b)(1)(i)</i> <i>Interfaces: 1.3.2-aw; 1.3.1-aw</i></li> <li>3. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is and provides a means of two-way communication between the pilot</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

compartment each galley located on other than the main passenger deck level.

*Sources:* 121.367; 121.319(a)(3); 121.319(b)(1)(ii)

*Interfaces:* 1.3.2–aw; 1.3.1–aw

4. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment.  
*Sources:* 121.367; 121.319(a)(3); 121.319(b)(2)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
5. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use from at least one normal flight attendant station in each passenger compartment.  
*Sources:* 121.367; 121.319(a)(3); 121.319(b)(3)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
6. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at those stations in each passenger compartment from which its use is accessible.  
*Sources:* 121.367; 121.319(a)(3); 121.319(b)(4)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
7. Check that the Certificate Holder, who operates a large turbojet–powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and is accessible for use at enough flight attendant stations so that all floor–level emergency exits (or entryways to those exits in the case of exits located within galleys) in each passenger compartment are observable from one or more of those stations so equipped.  
*Sources:* 121.367; 121.319(a)(3); 121.319(b)(5)(i)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
8. Check that the Certificate Holder, who operates a large turbojet–powered airplanes airplane with a seating capacity of

<p>more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system incorporating aural or visual signals for use by flight crewmembers to alert flight attendants and for use by flight attendants to alert flight crewmembers.</p> <p><i>Sources:</i> 121.367; 121.319(a)(3); 121.319(b)(5)(ii) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>9. Check that the Certificate Holder, who operates a large turbojet–powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and has an alerting system with a means for the recipient of a call to determine whether it is a normal call or an emergency call.</p> <p><i>Sources:</i> 121.367; 121.319(a)(3); 121.319(b)(5)(iii) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>10. Check that the Certificate Holder, who operates a large turbojet–powered airplanes airplane with a seating capacity of more than 19 passengers has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the airplane is equipped with a crewmember interphone system that is approved in accordance with 14 CFR 21.305 and when the airplane is on the ground, provides a means of two–way communication between ground personnel and either of at least two flight crewmembers in the pilot compartment. The interphone system station for use by ground personnel must be so located that personnel using the system may avoid visible detection from within the airplane.</p> <p><i>Sources:</i> 121.367; 121.319(a)(3); 121.319(b)(5)(iv) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	
<p>1.7.252 An airplane with a seating capacity of more than 19 passengers is equipped with a public address system that meets the requirement of 14 CFR Section 121.318?</p> <p>SRRs: 121.318(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14CFR 21.305 and is capable of operation independent of the crewmember interphone system required by 14 CFR 121.319, except for handsets, headsets, microphones, selector switches, and signaling devices.</p> <p><i>Sources:</i> 121.367; 121.318(a); 121.318(b)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p><i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>1.7.253A passenger–carrying airplane is equipped with flashlight stowage provisions accessible from each flight attendant seat? SRRs: 121.310(l)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger–carrying airplane has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each airplane is equipped with flashlight stowage provisions accessible from each flight attendant seat. <i>Sources:</i> 121.367; 121.310(l) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.254A passenger–carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, is equipped with a slip–resistant exterior emergency escape route meeting the requirements under which the airplane was type certificated? SRRs: 121.310(h)(1)(ii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger–carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting meeting the exterior emergency lighting requirements under which the airplane was type certificated. <i>Sources:</i> 121.367; 121.310(h)(1)(ii) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.255A passenger–carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, is equipped with exterior emergency lighting meeting the exterior emergency lighting requirements under which the airplane was type certificated? SRRs: 121.310(h)(1)(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger–carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat. <i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(f)(1) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> <li>2. Check that the Certificate Holder, who operates a passenger–carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed.

*Sources:* 121.367; 121.310(h)(1)(i); 25.812(f)(2)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

3. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that has an "on," "off," and "armed" position so that when armed in the cockpit or turned on at either the cockpit or flight attendant station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the airplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the "armed" or "on" positions.

*Sources:* 121.367; 121.310(d)(1)(ii); 121.310(h)(1)(i)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

4. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle (measured normal to the direction of the incident light) on a 2-square-foot area where an evacuee is likely to make his first step outside the cabin.

*Sources:* 121.367; 121.310(h)(1)(i); 25.812(g)(1)(i)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

5. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.05 foot-candle (measured normal to the direction of incident light) along the 30 percent of the slip-resistant portion of the escape route required in <sup>a</sup>5.810(c) that is farthest from the exit for the minimum required width of the escape route.

*Sources:* 121.367; 121.310(h)(1)(i); 25.812(g)(1)(ii)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

6. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection

<p>program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior emergency lighting at each overwing emergency exit the illumination with not less than 0.03 foot-candle on the ground surface with the landing gear extended (measured normal to the direction of the incident light) where an evacuee using the established escape route would normally make first contact with the ground.</p> <p><i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(g)(1)(iii) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane, not required by <sup>a</sup>5.809(f) to have descent assist means, is equipped with exterior emergency lighting at each non-overwing emergency exit, with illumination not less than 0.03 foot-candle (measured normal to the direction of the incident light) on the ground surface with the landing gear extended where an evacuee is likely to make his first contact with the ground outside the cabin.</p> <p><i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(g)(1)(iii) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.256A passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, is equipped with exterior emergency lighting that meets the requirements of 14 CFR 25.812 (f) and (g)?</p> <p>SRRs: 121.310(h)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.257A passenger-carrying airplane emergency lighting system, required by 14 CFR 121.310(c) and (h), is operable manually both from the flightcrew station and, for airplanes on which a flight attendant is required, from a point in the passenger compartment that is readily accessible to a normal flight attendant seat?</p> <p>SRRs: 121.310(d)(1)(i)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light is operable manually both from the flightcrew station and, for airplanes on which a flight attendant is required, from a point in the passenger compartment that is readily accessible to a normal flight attendant seat.</p> <p><i>Sources:</i> 121.367; 121.310(c)(1); 121.310(d)(1)(i) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.258Each emergency light has a means to prevent inadvertent operation of the manual controls?</p> <p>SRRs: 121.310(d)(1)(ii)</p> <p><i>Related Design JTI's:</i></p> <p>1.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light has a means to prevent inadvertent operation of the manual controls.  <i>Sources:</i> 121.367; 121.310(c)(1); 121.310(d)(1)(ii)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.259 Each emergency light provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing?  SRRs: 121.310(d)(3)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing.  <i>Sources:</i> 121.367; 121.310(c)(1); 121.310(d)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.260 Each emergency light has a cockpit control device that has an "on," "off," and "armed" position?  SRRs: 121.310(d)(4)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, has a cockpit control device that has an "on," "off," and "armed" position.  <i>Sources:</i> 121.367; 121.310(c)(1); 121.310(d)(4)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw  2. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed.  <i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(f)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.261 Each airplane's emergency lighting system has a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed?  SRRs: 25.812(f)(2)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a normal flight attendant seat.  <i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(f)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with exterior lighting that is a flight crew warning light, which illuminates when power is on in the airplane and the emergency lighting control device is not armed.  <i>Sources:</i> 121.367; 121.310(h)(1)(i); 25.812(f)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.262 For each airplane equipped with emergency lighting, when emergency lighting is armed or turned on at either station, it remains lighted or become lighted upon interruption of the airplane's normal electric power?  <i>SRRs:</i> 121.310(d)(1)(iii)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each emergency light, when armed or turned on at either station, remain lighted or become lighted upon interruption of the airplane's normal electric power.  <i>Sources:</i> 121.367; 121.310(c)(1); 121.310(d)(1)(iii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.263 For a passenger-carrying airplane with a seating capacity of more than 99 passengers has at least two megaphones installed, one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal flight attendant seat?  <i>SRRs:</i> 121.309(f)(2)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a passenger-carrying airplane with a seating capacity of more than 99 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least two megaphones are installed, one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal flight attendant seat.  <i>Sources:</i> 121.367; 121.309(f)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>alterations that ensures that each megaphone is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.  <i>Sources:</i> 121.367; 121.309(b)(1); 121.309(f)(1); 121.309(f)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is clearly identified and clearly marked to indicate its method of operation.  <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(f)(1); 121.309(f)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the megaphone itself, is marked as to date of last inspection.  <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(f)(1); 121.309(f)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.264 For a passenger-carrying airplane with a seating capacity of more than 60 and less than 100 passengers, one megaphone is installed at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat?  SRRs: 121.309(f)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a passenger-carrying airplane with a seating capacity of more than 60 and less than 100 passengers, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one megaphone is installed at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat.  <i>Sources:</i> 121.367; 121.309(f)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.  <i>Sources:</i> 121.367; 121.309(b)(1); 121.309(f)(1); 121.309(f)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>3. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone is clearly identified and clearly marked to indicate its method of operation. <i>Sources:</i> 121.367; 121.309(b)(3); 121.309(f)(1); 121.309(f)(2) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, who operates a passenger-carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each megaphone, when carried in a compartment or container, is carried in a compartment or container marked as to contents and the compartment or container, or the megaphone itself, is marked as to date of last inspection. <i>Sources:</i> 121.367; 121.309(b)(4); 121.309(f)(1); 121.309(f)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.265 For nontransport category airplanes type certificated after December 31, 1964, with a passenger seat configuration of 10-19 seats, or a passenger-carrying airplane, lavatories are equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or an audio warning that would be readily detected by the flightcrew? SRRs: 121.308(a); 121.308(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a passenger carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or audio warning in the passenger cabin which would be readily detected by a flight attendant, taking into consideration the positioning of flight attendants throughout the passenger compartment during various phases of flight. <i>Sources:</i> 121.367; 121.308(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder, who operates a nontransport category airplane type certificated after December 31, 1964, with a passenger seat configuration of 10-19 seats, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a smoke detector system or equivalent that provides a warning light in the cockpit or provides a warning light or an audio warning that would be readily detected by the flightcrew. <i>Sources:</i> 121.367; 121.308(d) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>1.7.266 Passenger-carrying airplane lavatories are equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory, designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle? SRRs: 121.308(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a passenger carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each lavatory in the airplane is equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory, designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle. <i>Sources:</i> 121.367; 121.308(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.267 Each item of installed equipment is installed according to limitations specified for that equipment? SRRs: 25.1301(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of installed equipment is installed according to limitations specified for that equipment. <i>Sources:</i> 121.367; 25.1301(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.268 Each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors? SRRs: 25.1301(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each item of installed equipment is labeled as to its identification, function, or operating limitations, or any applicable combination of these factors. <i>Sources:</i> 121.367; 25.1301(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.269 A placard is installed on each door that is the means of access to a required passenger emergency exit, to indicate that it must be open during takeoff and landing? SRRs: 121.313(h)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a placard is installed on each door that is the means of access to a required passenger emergency exit, to</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>indicate that it must be open during takeoff and landing.  <i>Sources:</i> 121.367; 121.313(h)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.270 Ventral exits and tailcone exits are marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight?  SRRs: 121.310(k)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates large passenger-carrying turbojet-powered airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each ventral exit and tailcone exit is marked with a placard readable from a distance of 30 inches and installed at a conspicuous location near the means of opening the exit, stating that the exit has been designed and constructed so that it cannot be opened during flight.  <i>Sources:</i> 121.367; 121.310(k)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.271 There is a means for the crew, in an emergency, to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers?  SRRs: 121.313(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.272 Except for the flightdeck door, there is a key for each door that separates a passenger compartment from another compartment that has emergency exit provisions?  SRRs: 121.313(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, except for the flightdeck door, there is a key for each door that separates a passenger compartment from another compartment that has emergency exit provisions.  <i>Sources:</i> 121.367; 121.313(g)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a means for the crew, in an emergency to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers.  <i>Sources:</i> 121.367; 121.313(g)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.273 A door is installed between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission?  SRRs: 121.313(f)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a door is installed between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission (except that nontransport category airplanes certificated after December 31, 1964).  <i>Sources:</i> 121.367; 121.313(f)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.274 At least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat?  SRRs: 121.317(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a passenger-carrying airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that at least one legible sign or placard that reads "Fasten Seat Belt While Seated" is visible from each passenger seat.  <i>Sources:</i> 121.367; 121.317(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.275 An airplane is equipped with passenger information signs that meet the requirements of 14 CFR Section 25.791 the signs must be constructed so that the crewmembers can turn them on and off?  SRRs: 121.317(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each airplane is equipped with passenger information signs that notify when seat belts should be fastened, constructed so that the crewmembers can turn them on and off and, when illuminated, are legible under all probable conditions of cabin illumination to each person seated in the cabin.  <i>Sources:</i> 121.367; 121.317(a); 25.791(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.276 Lavatories have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door?  SRRs: 25.791(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that lavatories have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door.  <i>Sources:</i> 121.367; 25.791(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.7.277 The passenger aisle width is in compliance with 14 CFR Section 25.815? SRRs: 25.815</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 10 or less has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats less than 25 inches from the floor is at least 12 inches. <i>Sources:</i> 121.367; 25.815 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 10 or less has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats 25 inches or more from the floor is at least 15 inches. <i>Sources:</i> 121.367; 25.815 <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 11 through 19 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats less than 25 inches from the floor is at least 12 inches. <i>Sources:</i> 121.367; 25.815 <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>4. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 11 through 19 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats 25 inches or more from the floor is at least 20 inches. <i>Sources:</i> 121.367; 25.815 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>5. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 20 or more has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats less than 25 inches from the floor is at least 15 inches. <i>Sources:</i> 121.367; 25.815 <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>6. Check that the Certificate Holder, who operates an airplane with a passenger seating capacity of 20 or more has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the aisle width at any point between the seats 25 inches or more from the floor is at</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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<p>least 20 inches.  <i>Sources:</i> 121.367; 25.815  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	
<p>1.7.278 No more than three seats abreast are placed on each side of the aisle in any one row on airplanes having only one passenger aisle?  SRRs: 25.817</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, on airplanes having only one passenger aisle, no more than 3 seats abreast are placed on each side of the aisle in any one row.  <i>Sources:</i> 121.367; 25.817  <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.279 For a transport category airplane type certificated after January 1, 1958, each Class C or Class D compartment that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels that are constructed of glass fiber reinforced resin or materials that meet the test requirements of 14 CFR Part 25, Appendix F, Part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum?  SRRs: 121.314</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class C or Class D compartment, that is greater than 200 cubic feet in volume has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin or materials which meet the test requirements of part 25, appendix F, part III of this chapter; or in the case of liner installations approved prior to March 20, 1989, aluminum.  <i>Sources:</i> 121.367; 121.314(a)(1); 121.314(a)(2); 121.314(a)(3)  <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> <li>2. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of glass fiber reinforced resin, or meet the test requirements of 14 CFR part 25, appendix F, part III.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Sources:</i> 121.367; 121.314(a)(1); 121.314(a)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder, who operates a transport category airplane type certificated after January 1, 1958 with a Class C cargo compartment, that is greater than 200 cubic feet in volume, that has liner installations approved prior to March 20, 1989 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has ceiling and sidewall liner panels which are constructed of aluminum.</p> <p><i>Sources:</i> 121.367; 121.314(a)(3)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.7.280 Each flight attendant has a seat for takeoff and landing in the passenger compartment that is equipped with a restraint system consisting of a combined safety belt and shoulder harness unit, equipped with a metal to metal latching device, with a single point release?  SRRs: 121.311(g); 25.785(h)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is near a required floor level emergency exit, except that another location is acceptable if the emergency egress of passengers would be enhanced with that location.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is located adjacent to each Type A or B emergency exit.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is, to the extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the flight attendant is responsible.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>and landing in the passenger compartment that is located to minimize the probability that occupants would suffer injury by being struck by items dislodged from service areas, stowage compartments, or service equipment.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(4)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is either forward or rearward facing with an energy absorbing rest that is designed to support the arms, shoulders, head, and spine.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(5)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is equipped with a restraint system consisting of a combined safety belt and shoulder harness unit, equipped with a metal to metal latching device, with a single point release. There must be means to secure each restraint system when not in use to prevent interference with rapid egress in an emergency.  <i>Sources:</i> 121.367; 121.311(g); 25.785(i); 25.785(h)(6)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.7.281 Each flight attendant has a seat for takeoff and landing in the passenger compartment that is positioned so that the seat will not interfere with the use of a passageway or exit when the seat is not in use?  <i>SRRs:</i> 25.785(h)(3)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each flight attendant has a seat for takeoff and landing in the passenger compartment that is positioned so that the seat will not interfere with the use of a passageway or exit when the seat is not in use.  <i>Sources:</i> 121.367; 121.311(g); 25.785(h)(3)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.282 Each projecting object that would injure persons seated or moving about the airplane in normal flight must be padded?  <i>SRRs:</i> 25.785(k)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each projecting object that would injure persons seated or moving about the airplane in normal flight must be padded.  <i>Sources:</i> 121.367; 25.785(k)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>1.7.283 Oxygen pressure tanks, and lines between tanks and the shutoff means, are protected from unsafe temperatures and located where the probability and hazards of rupture in a crash landing are minimized? SRRs: 25.1453(a); 25.1453(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that oxygen pressure tanks, and lines between tanks and the shutoff means, are protected from unsafe temperatures; and located where the probability and hazards of rupture in a crash landing are minimized. <i>Sources:</i> 121.367; 25.1453(a); 25.1453(b) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.284 There is an approved safety belt, equipped with a metal to metal latching device, for separate use by each person on board the airplane who has reached his/her second birthday? SRRs: 121.311(a)(2); 25.785(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is an approved safety belt, equipped with a metal to metal latching device, for separate use by each person on board the airplane who has reached his second birthday. <i>Sources:</i> 121.367; 121.311(a)(2); 25.785(i) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7.285 An approved cockpit check procedure is provided and readily usable in the cockpit for each type of aircraft? SRRs: 121.315(a); 121.315(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to provide an approved cockpit check procedure for each type of aircraft that is readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft. <i>Sources:</i> 121.135(a)(1); 121.315(a); 121.315(c) <i>Interfaces:</i> 1.1.2–aw; 3.1.3–op; 3.1.4–op</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.8 For turbine powered airplanes, does the Certificate Holder's Airplane Flight manual contain appropriate ground proximity warning system procedures as required by 14 CFR Section 121.360? SRRs: 121.360(b)(1)(i); 121.360(b)(1)(ii); 121.360(b)(1)(iii); 121.360(b)(1)(iv); 121.360(b)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine–powered airplane manufactured before January 3, 1991, not listed in 14 CFR Part 121.358(b)(1)(i) through 121.358(b)(1)(x), has an inspection</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with an approved airborne windshear warning system, an approved airborne windshear detection and avoidance system, or an approved combination of these systems.  <i>Sources:</i> 121.367; 121.358(b)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a turbine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that each airplane is equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92.  <i>Sources:</i> 121.367; 121.360(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder, who operates a turbine-powered airplane, has in the Airplane Flight manual, appropriate procedures for the use of the equipment.  <i>Sources:</i> 121.360(b)(1)(i)  <i>Interfaces:</i> 3.1.3-op; 4.2.3-op</p> <p>4. Check that the Certificate Holder, who operates a turbine-powered airplane, has in the Airplane Flight manual, appropriate procedures for proper flightcrew action with respect to the equipment.  <i>Sources:</i> 121.360(b)(1)(ii)  <i>Interfaces:</i> 4.2.3-op; 3.1.3-op</p> <p>5. Check that the Certificate Holder, who operates a turbine-powered airplane, has in the Airplane Flight manual, appropriate procedures for deactivation for planned abnormal and emergency conditions.  <i>Sources:</i> 121.360(b)(1)(iii)  <i>Interfaces:</i> 4.2.3-op; 3.1.3-op</p> <p>6. Check that the Certificate Holder, who operates a turbine-powered airplane, has in the Airplane Flight manual, appropriate procedures for inhibition of Mode 4 warnings based on flaps being in other than the landing configuration if the system incorporates a Mode 4 flap warning inhibition control.  <i>Sources:</i> 121.360(b)(1)(iv)  <i>Interfaces:</i> 4.2.3-op; 3.1.3-op</p> <p>7. Check that the Certificate Holder, who operates a turbine-powered airplane, has in the Airplane Flight manual, an outline of all input sources that must be operating.  <i>Sources:</i> 121.360(b)(2)  <i>Interfaces:</i> 3.1.3-op; 4.2.3-op</p>	
<p>1.9 Do the Certificate Holder's approved cockpit check procedures include each item necessary for flight crewmembers to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies?  <i>SRRs:</i> 121.315(a)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>
<p>1.10 Are the Certificate Holder's approved cockpit check procedures designed so that a flight crewmember will not need to rely upon his/her memory for items to be checked?</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

<p>SRRs: 121.315(c)</p> <p>1.11 Does the Certificate Holder include on passenger information cards, at each exit seat affected by 14 CFR Section 121.585, information that, in the event of an emergency in which a crewmember is not available to assist, a passenger occupying an exit seat may use if called upon to perform the functions identified in 121.585(d)? SRRs: 121.585(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to locate the emergency exit presented in the language in which briefings and oral commands are given by the crew, at each exit seat. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(1) <i>Interfaces:</i> 1.1.2-aw; 3.1.6-op; 1.1.2-op; 3.1.2-op</li> <li>2. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to recognize the emergency exit opening mechanism at each exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(2) <i>Interfaces:</i> 1.1.2-op; 3.1.2-op; 1.1.2-aw; 3.1.6-op</li> <li>3. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to comprehend the instructions for operating the emergency exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(3) <i>Interfaces:</i> 1.1.2-aw; 3.1.6-op; 3.1.2-op; 1.1.2-op</li> <li>4. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to operate the emergency exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(4) <i>Interfaces:</i> 3.1.2-op; 1.1.2-aw; 3.1.6-op; 1.1.2-op</li> <li>5. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(5) <i>Interfaces:</i> 3.1.6-op; 1.1.2-op; 3.1.2-op; 1.1.2-aw</li> <li>6. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger-carrying airplane passenger information cards, which include information, in the event of an emergency, to follow oral directions and hand signals given by a crewmember.</li> </ol>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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<p><i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(6) <i>Interfaces:</i> 3.1.6–op; 1.1.2–aw; 1.1.2–op; 3.1.2–op</p> <p>7. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to stow or secure the emergency exit door so that it will not impede use of the exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(7) <i>Interfaces:</i> 3.1.6–op; 1.1.2–aw; 1.1.2–op; 3.1.2–op</p> <p>8. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(8) <i>Interfaces:</i> 1.1.2–op; 3.1.2–op; 3.1.6–op; 1.1.2–aw</p> <p>9. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, pass expeditiously through the emergency exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(9) <i>Interfaces:</i> 3.1.6–op; 1.1.2–op; 3.1.2–op; 1.1.2–aw</p> <p>10. Check that the Certificate Holder's manual contains information appropriate for personnel to carry on each passenger–carrying airplane passenger information cards, which include information, in the event of an emergency, assess, select, and follow a safe path away from the emergency exit. <i>Sources:</i> 121.135(a)(1); 121.571(b); 121.585(d)(10) <i>Interfaces:</i> 1.1.2–aw; 3.1.6–op; 3.1.2–op; 1.1.2–op</p>	
<p>1.12 Has the Certificate Holder incorporated in its maintenance program FAA Aircraft Certification Office (ACO) approved repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs) for the aircraft listed in 14 CFR 121.370(a) that meet the requirements of that paragraph? SRRs: 121.370(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs), are incorporated in its maintenance program in accordance with specified flight cycle implementation time. <i>Sources:</i> 121.367; 121.370(a)(1); 121.370(a)(2); 121.370(a)(3); 121.370(a)(4); 121.370(a)(5); 121.370(a)(6); 121.370(a)(7); 121.370(a)(8); 121.370(a)(9); 121.370(a)(10); 121.370(a)(11); 121.370(a)(12) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

1.13 Does the Certificate Holder's manual specify that it will carry on board each airplane: SRRs: 121.141(b)	
1.13.1 The applicable flight manual? SRRs: 121.141(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.13.2 The manual required by 14 CFR 121.133, if it contains the information required for the applicable flight manual and this information is clearly identified as flight manual requirements? SRRs: 121.141(b)  <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual contains instructions and information necessary for the personnel concerned to prepare and keep current the manual required by Sec. 121.133, if it contains the information required for the applicable flight manual and this information is clearly identified as flight manual requirements. <i>Sources:</i> 121.133(a); 121.135(a)(1); 121.141(b) <i>Interfaces:</i> 3.1.3-op; 2.1.1-aw; 3.1.9-op; 2.1.1-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.14 Has the Certificate Holder clearly identified the revised applicable flight manual operating procedures sections and modified performance data presentation, approved by the Administrator, as airplane flight manual requirements? SRRs: 121.141(b)(1); 121.141(b)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.15 Does the Certificate Holder's manual contain the required references to, or excerpts from, the applicable operations specifications? SRRs: 119.43(b); D.072(c); D.072(d); B.036c(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.16 If the Certificate Holder's manual includes excerpts from its operations specifications, are the excerpts clearly identified as part of the operations specifications? SRRs: 119.43(b)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.17 Does the Certificate Holder's manual require compliance with the applicable operations specifications? SRRs: 119.43(b)(2); D.072(c); D.072(d); B.036c(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.18 Does the Certificate Holder's manual contain a method for keeping all persons engaged in its operations informed of the provisions of the applicable operations specifications? SRRs: 119.43(c); D.072(c); D.072(d); B.036c(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.19 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.628? Related CFRs: 121.628(a)(1)  <i>Related Design JTI's:</i> 1. Check that the Certificate Holder, who has an approved Minimum Equipment list, has instructions and information in its manual necessary for the personnel concerned to prepare a Minimum Equipment List specific for that airplane. <i>Sources:</i> 121.135(a)(1); 121.628(a)(1) <i>Interfaces:</i> 1.3.5-aw; 3.2.3-op; 2.1.1-aw; 2.1.1-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.20 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR Section 25.1549? Related CFRs: 25.1549(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each required powerplant instrument, each engine, or propeller speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. <i>Sources:</i> 121.367; 25.1549(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, for each auxiliary power unit instrument, , auxiliary power unit speed range that is restricted because of excessive vibration stresses is marked with red arcs or red lines. <i>Sources:</i> 121.367; 25.1549(d) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.21 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.217? Related CFRs: 121.217</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that where internal doors are equipped with louvers or other ventilating means, there is a means, convenient to the crew, for closing the flow of air through the door when necessary. <i>Sources:</i> 121.217; 121.211(b); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that where internal doors are equipped with louvers or other ventilating means, there must be a means convenient to the crew for closing the flow of air through the door when necessary. <i>Sources:</i> 121.367; 121.217 <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.22 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.219? Related CFRs: 121.219</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane that was type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946, has an inspection</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is suitable ventilation in each passenger or crew compartment.  <i>Sources:</i> 121.219; 121.211(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each passenger or crew compartment is suitably ventilated. Carbon monoxide concentration may not be more than one part in 20,000 parts of air, and fuel fumes may not be present.  <i>Sources:</i> 121.367; 121.219  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that in any case where partitions between compartments have louvers or other means allowing air to flow between compartments, there is a means convenient to the crew for closing the flow of air through the partitions, when necessary.  <i>Sources:</i> 121.367; 121.219  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, where partitions between compartments have louvers or other means allowing air to flow between compartments, there is a means convenient to the crew for closing the flow of air through the partitions, when necessary.  <i>Sources:</i> 121.367; 121.219  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.23 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.310?  Related CFRs: 121.310(c)(1); 121.310(c)(2); 121.310(c)(3); 121.310(e)(1); 121.310(e)(2); 121.310(f)(1); 121.310(f)(2); 121.310(f)(2); 121.310(f)(3); 121.310(f)(4); 121.310(f)(5); 121.310(f)(6); 121.310(h)(2)(i); 121.310(h)(2)(ii); 121.310(j); 121.310(k)(1); 121.310(m)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the location of each passenger emergency exit operating handle, and instructions for opening the exit, are shown by a marking on or near the exit that is readable from a distance of 30 inches.  <i>Sources:</i> 121.367; 121.310(e)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

covering other maintenance, preventive maintenance and alterations that ensures that, for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening is shown by a red arrow with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70° of arc at a radius approximately equal to three-fourths of the handle length.

*Sources:* 121.367; 121.310(e)(1)(i)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

3. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, for each Type I and Type II emergency exit with a locking mechanism released by rotary motion of the handle, the instructions for opening is shown by the word "open" in red letters 1 inch high placed horizontally near the head of the arrow.

*Sources:* 121.367; 121.310(e)(1)(ii)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

4. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the location of each passenger emergency exit operating handle and instructions for opening the exit are shown in accordance with the requirements under which the airplane was type certificated.

*Sources:* 121.367; 121.310(e)(2)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

5. Check that the Certificate Holder, who operates a passenger carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no operating handle or operating handle cover may continue to be used if its luminescence (brightness) decreases to below 100 microlamberts.

*Sources:* 121.367; 121.310(e)(2)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

6. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each passage way between individual passenger areas, or leading to a Type I or Type II emergency exit, is unobstructed and at least 20 inches wide.

*Sources:* 121.367; 121.310(f)(1)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

7. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive

maintenance and alterations that ensures that there is enough space next to each Type I or Type II emergency exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below 20 inches.

*Sources:* 121.367; 121.310(f)(1); 121.310(f)(2)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

8. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is enough space next to each Type I or Type II emergency exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below 20 inches.  
*Sources:* 121.367; 121.310(f)(1); 121.310(f)(2)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
9. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is access from the main aisle to each Type III and Type IV exit which is not obstructed by seats, berths, or other protrusions in a manner that would reduce the effectiveness of the exit.  
*Sources:* 121.367; 121.310(f)(3)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
10. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, type certificated after January 1, 1958, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that required emergency exit distribution is as uniform as practical, taking passenger distribution into account.  
*Sources:* 121.367; 121.310(f)(3)(iii); 25.813(c)(1)(i)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
11. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that if it is necessary to pass through a passageway between passenger compartments to reach any required emergency exit from any seat in the passenger cabin, the passageway is not obstructed.  
*Sources:* 121.367; 121.310(f)(4)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
12. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no door is installed in any partition between passenger compartments.  
*Sources:* 121.367; 121.310(f)(5)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw

13. Check that the Certificate Holder, who operates a passenger-carrying transport category airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that if it is necessary to pass through a doorway separating the passenger cabin from other areas to reach required emergency exit from any passenger seat, the door has a means to latch it in open position.  
*Sources:* 121.367; 121.310(f)(6)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
14. Check that the Certificate Holder, who operates an airplane having an emergency exit configuration installed and authorized for operation prior to October 16, 1987, that is required to have more than one passenger emergency exit for each side of the fuselage, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that no passenger emergency exit is more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges.  
*Sources:* 121.367; 121.310(m)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
15. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that approved emergency exits in the passenger compartments that are in excess of the minimum number of required emergency exits meet all of the applicable provisions of 121.310 except paragraphs (f)(1), (2), and (3) and are readily accessible.  
*Sources:* 121.367; 121.310(j)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
16. Check that the Certificate Holder, who operates a large passenger-carrying turbojet-powered airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each ventral exit and tailcone exit is designed and constructed so that it cannot be opened during flight.  
*Sources:* 121.367; 121.310(k)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
17. Check that the Certificate Holder, who operates a passenger carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that illuminates each passenger exit marking and locating sign.  
*Sources:* 121.367; 121.310(c)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
18. Check that the Certificate Holder, who operates a passenger carrying airplane, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that provides enough

general lighting in the passenger cabin so that the average illumination when measured at 40-inch intervals at seat armrest height, on the centerline of the main passenger aisle, is at least 0.05 foot-candles.

*Sources:* 121.367; 121.310(c)(2)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

19. Check that the Certificate Holder, who operates passenger-carrying airplanes, type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat.  
*Sources:* 121.367; 121.310(c)(3); 25.812(e)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
20. Check that the Certificate Holder, who operates passenger-carrying airplanes, type certificated after January 1, 1958 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane has an emergency lighting system, independent of the main lighting system that includes floor proximity emergency escape path marking which enables each passenger to readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 4 feet above the cabin floor.  
*Sources:* 121.367; 121.310(c)(3); 25.812(e)(2)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
21. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed prior to May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with a slip-resistant escape route established from each overwing emergency exit.  
*Sources:* 121.367; 121.310(h)(2)(i); 25.810(c)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
22. Check that the Certificate Holder, who operates a passenger-carrying airplane for which the application for the type certificate was filed on or after May 1, 1972, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with a slip-resistant escape route meeting the requirements under which the airplane was type certificated.  
*Sources:* 121.367; 121.310(h)(2)(ii)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw

1.24 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.811?

Related CFRs: 25.811(e)

*Related Design JTI's:*

Yes

No, Explain

<p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the location of the operating handle and instructions for opening exits from the inside of the airplane is self-illuminated with an initial brightness of at least 160 microlamberts, or is conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.  <i>Sources:</i> 121.367; 25.811(e); 25.811(e)(2)(i); 25.811(e)(2)(ii)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.25 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.339?  Related CFRs: 121.339(a)(1); 121.339(a)(2); 121.339(a)(3); 121.339(b); 121.339(c)  <i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is an approved survival type emergency locator transmitter for use in one life raft.  <i>Sources:</i> 121.367; 121.339(a)(4); 25.1415(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder, who operates in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that batteries used in the approved survival type emergency locator transmitter, are replaced (or recharged, if the battery is rechargeable) when the transmitter has been in use for more than 1 cumulative hour, or when 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life of charge) has expired.  <i>Sources:</i> 121.367; 121.339(a)(4)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>3. Check that the Certificate Holder, who operates in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each approved survival type emergency locator transmitter is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.  <i>Sources:</i> 121.367; 121.339(a)(4); 121.309(b)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that required the survival type emergency locator transmitter is easily accessible in the event of a ditching without appreciable time for preparatory procedures.  <i>Sources:</i> 121.367; 121.339(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>5. Check that the Certificate Holder's inspection program and program</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

covering other maintenance, preventive maintenance and alterations ensures that required life rafts, life preservers, and survival type emergency locator transmitter are installed in conspicuously marked, approved locations.

*Sources:* 121.367; 121.339(b)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

6. Check that the Certificate Holder, who operates in extended overwater operations has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with a life preserver equipped with an approved survivor locator light, for each occupant of the airplane.

*Sources:* 121.367; 121.339(a)(1)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

7. Check that the Certificate Holder, who operates in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each life preserver is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.

*Sources:* 121.367; 121.339(a)(1); 121.309(b)(1)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

8. Check that the Certificate Holder, who operates an airplane in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the airplane is equipped with enough approved life rafts (each equipped with an approved survivor locator light) of a rated capacity and buoyancy to accommodate the occupants of the airplane.

*Sources:* 121.367; 121.339(a)(2); 25.1415(b)(1)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

9. Check that the Certificate Holder, who operates an airplane in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the airplane is equipped with either excess rafts or rafts of enough buoyancy and seating capacity beyond the rated capacity of the rafts to accommodate all occupants of the airplane in the event of a loss of one raft of the largest rated capacity.

*Sources:* 121.367; 121.339(a)(2)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

10. Check that the Certificate Holder, who operates an airplane in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each life raft is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.

<p><i>Sources:</i> 121.367; 121.339(a)(2); 121.309(b)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>11. Check that the Certificate Holder, who operates an airplane in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the airplane is equipped with at least one pyrotechnic signaling device for each life raft. <i>Sources:</i> 121.339(a)(3); 121.367 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>12. Check that the Certificate Holder, who operates an airplane in extended overwater operations, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each pyrotechnic signaling device is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.339(a)(3); 121.309(b)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>13. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a survival kit, appropriately equipped for the route to be flown, is attached to each required life raft. <i>Sources:</i> 121.367; 121.339(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>14. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each survival kit is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes. <i>Sources:</i> 121.367; 121.339(c); 121.309(b)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.26 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.353? Related CFRs: 121.353(a); 121.353(b); 121.353(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who conducts flag or supplemental operations or a domestic operations within the States of Alaska or Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with an approved survival type emergency locator transmitter. <i>Sources:</i> 121.367; 121.353(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>2. Check that the Certificate Holder, who conducts flag or supplemental operations or a domestic operation within the States of Alaska or Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the airplane is equipped with a suitable pyrotechnic signaling device. <i>Sources:</i> 121.367; 121.353(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder, who conducts flag or supplemental operations or a domestic operation within the States of Alaska or Hawaii over an uninhabited area or any other area that (in its operations specifications) the Administrator specifies required equipment for search and rescue in case of an emergency, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the airplane is equipped with enough survival kits, appropriately equipped for the route to be flown for the number of occupants of the airplane. <i>Sources:</i> 121.367; 121.353(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.27 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.340? Related CFRs: 121.340(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates in any overwater operation, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each airplane is equipped with life preservers in accordance with Sec. 121.339(a)(1) or with an approved flotation means for each occupant that is within easy reach of each seated occupant and is readily removable from the airplane. <i>Sources:</i> 121.367; 121.340(a) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.28 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1439? Related CFRs: 25.1439(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is installed for the use of appropriate crewmembers in each class A, B, or E cargo compartment. <i>Sources:</i> 121.367; 25.1439(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that protective breathing equipment is installed in each isolated separate compartment in the airplane, including upper and lower lobe galleys, in which crewmember occupancy is permitted during flight for the maximum number of crewmembers expected to be in the area during any operation.  <i>Sources:</i> 121.367; 25.1439(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.29 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1441?  Related CFRs: 25.1441(c)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is a means to allow the crew to readily determine, during flight, the quantity of oxygen available in each source of supply.  <i>Sources:</i> 121.367; 25.1441(c)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.30 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1445?  Related CFRs: 25.1445(a)(1); 25.1445(a)(2)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that when oxygen is supplied to both crew and passengers, the distribution system is designed for either a source of supply for the flight crew on duty and a separate source for the passengers and other crewmembers; or a common source of supply with means to separately reserve the minimum supply required by the flight crew on duty.  <i>Sources:</i> 121.367; 25.1445(a)(1); 25.1445(a)(2)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.31 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1447?  Related CFRs: 25.1447(a); 25.1447(b); 25.1447(c)(1)  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, if oxygen dispensing units are installed, there is an individual dispensing unit for each occupant for whom supplemental oxygen is to be supplied, designed to cover the nose and mouth and is equipped with a suitable means to retain the unit in position on the face.  <i>Sources:</i> 121.367; 25.1447(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw  2. Check that the Certificate Holder, who operates up to and including</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>25,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that an oxygen supply terminal and unit of oxygen dispensing equipment for the immediate use of oxygen by each crewmember is within easy reach of that crewmember.  <i>Sources:</i> 121.367; 25.1447(b)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>3. Check that the Certificate Holder, who operates above 25,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is an oxygen dispensing unit connected to oxygen supply terminals immediately available to each occupant, wherever seated.  <i>Sources:</i> 121.367; 25.1447(c)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, who operates above 25,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least two oxygen dispensing units connected to oxygen terminals in each lavatory.  <i>Sources:</i> 121.367; 25.1447(c)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>5. Check that the Certificate Holder, who operates above 25,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the total number of dispensing units and outlets in the cabin exceeds the number of seats by at least 10 percent and the extra units are as uniformly distributed throughout the cabin as practicable.  <i>Sources:</i> 121.367; 25.1447(c)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>6. Check that the Certificate Holder, who operates above 30,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the oxygen dispensing units providing the required oxygen flow are automatically presented to the occupants before the cabin pressure altitude exceeds 15,000 feet.  <i>Sources:</i> 121.367; 25.1447(c)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder, who operates above 30,000 feet, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the crew is provided with a manual means of making the dispensing units immediately available in the event of failure of the automatic system.  <i>Sources:</i> 121.367; 25.1447(c)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.32 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1449?  Related CFRs: 25.1449</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

<p>covering other maintenance, preventive maintenance and alterations ensures that there is a means to allow the crew to determine whether oxygen is being delivered to the dispensing equipment.  <i>Sources:</i> 121.367; 25.1449  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.33 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.785?  Related CFRs: 25.785(c); 25.785(j)  <i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each sideward facing seat is approved.  <i>Sources:</i> 121.367; 121.311(d); 25.785(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that if the seat backs do not provide a firm handhold, there is a handgrip or rail along each aisle to enable persons to steady themselves while using the aisles in moderately rough air.  <i>Sources:</i> 121.367; 25.785(j)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.34 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.221?  Related CFRs: 121.221(a)(1); 121.221(a)(2); 121.221(a)(3); 121.221(a)(4); 121.221(b)(1); 121.221(b)(2); 121.221(c)(1); 121.221(c)(2); 121.221(c)(3); 121.221(d)(1); 121.221(d)(2); 121.221(d)(3); 121.221(d)(4); 121.221(e)(1); 121.221(e)(2); 121.221(e)(3); 121.221(f)(1); 121.221(f)(2); 121.221(f)(3); 121.221(f)(4)  <i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, materials used in the construction of the compartments, including tie-down equipment, is at least flame resistant.  <i>Sources:</i> 121.367; 121.221(a)(3)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that no compartment includes controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment.  <i>Sources:</i> 121.367; 121.221(a)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that cargo or baggage may not interfere with the functioning of the fire-protective features of the compartment.  
*Sources:* 121.367; 121.221(a)(2)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
4. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each compartment, when used for storing cargo or baggage, is designed so that materials used in the construction of the compartments, including tie-down equipment, are at least flame resistant.  
*Sources:* 121.367; 121.221(a)(3)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
5. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that, for each cargo and baggage compartment not occupied by crew or passengers, no compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard.  
*Sources:* 121.367; 121.221(a)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
6. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, there is a means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment.  
*Sources:* 121.367; 121.221(a)(2)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
7. Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that a fire therein would be readily discernible to a member of the crew while at his station.  
*Sources:* 121.367; 121.221(b)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
8. Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that all parts of the compartment are easily accessible in flight.  
*Sources:* 121.367; 121.221(b)(2)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
9. Check that the Certificate Holder, who operates an airplane with a Class A cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and

- alterations that ensures that there is a hand fire extinguisher available for each Class A compartment.  
*Sources:* 121.367; 121.221(b)(2)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
10. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each Class A cargo compartment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.  
*Sources:* 121.367; 121.221(b)(2); 121.309(b)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
11. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher is clearly identified and clearly marked to indicate its method of operation.  
*Sources:* 121.367; 121.221(b)(2); 121.309(b)(1)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
12. Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.  
*Sources:* 121.367; 121.221(c)(1)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
13. Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment has a hand fire extinguisher available for the compartment.  
*Sources:* 121.367; 121.221(c)(2)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
14. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each Class B cargo compartment is inspected regularly in accordance with inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes.  
*Sources:* 121.367; 121.221(c)(2); 121.309(b)(1)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
15. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that each hand fire extinguisher for use in each Class B cargo compartment is clearly identified and clearly marked to indicate its method of operation.  
*Sources:* 121.367; 121.221(c)(2); 121.309(b)(1)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw

16. Check that the Certificate Holder, who operates an airplane with a Class B cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class B compartment is be lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.  
*Sources:* 121.367; 121.221(c)(3)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
17. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.  
*Sources:* 121.367; 121.221(d)(1)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
18. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment has an approved built-in fire-extinguishing system controlled from the pilot or flight engineer station.  
*Sources:* 121.367; 121.221(d)(2)  
*Interfaces:* 1.3.1-aw; 1.3.2-aw
19. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment is designed to exclude hazardous quantities of smoke, flames, or extinguishing agents from entering into any compartment occupied by the crew or passengers.  
*Sources:* 121.367; 121.221(d)(3)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
20. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment ventilation and draft is controlled so that the extinguishing agent provided can control any fire that may start in the compartment.  
*Sources:* 121.367; 121.221(d)(4)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
21. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each class C cargo compartment is lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.  
*Sources:* 121.367; 121.221(d)(5)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
- 22.

Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class D compartment has a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering any compartment occupied by the crew or passengers.

*Sources:* 121.367; 121.221(e)(1)

*Interfaces:* 1.3.1-aw; 1.3.2-aw

23. Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in each Class D compartment, ventilation and drafts are controlled within each compartment so that any fire likely to occur in the compartment will not progress beyond safe limits.

*Sources:* 121.367; 121.221(e)(2)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

24. Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class D compartment is completely lined with fire-resistant material.

*Sources:* 121.367; 121.221(e)(3)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

25. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment is completely lined with fire-resistant material.

*Sources:* 121.367; 121.221(f)(1)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

26. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a separate system of an approved type smoke or fire detector to give warning at the pilot or flight engineer station.

*Sources:* 121.367; 121.221(f)(2)

*Interfaces:* 1.3.2-aw; 1.3.1-aw

27. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a means to shut off the ventilating air flow to or within the compartment and the controls for that means must be accessible to the flight crew in the crew compartment.

- Sources:* 121.367; 121.221(f)(3)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
28. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the flight crew compartment.  
*Sources:* 121.367; 121.221(f)(4)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
29. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, no Class E compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that cannot be damaged by the movement of cargo in the compartment.  
*Sources:* 121.367; 121.221(a)(1)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
30. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, no Class E compartment contains any controls, wiring, lines, equipment, or accessories whose damage or failure would affect safe operation, unless those items are protected so that their breakage or failure will not create a fire hazard.  
*Sources:* 121.367; 121.221(a)(1)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
31. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is a means to prevent cargo or baggage from interfering with the functioning of the fire protective features of the compartment.  
*Sources:* 121.367; 121.221(a)(2)  
*Interfaces:* 1.3.2–aw; 1.3.1–aw
32. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each Class E compartment is completely lined with fire–resistant material.  
*Sources:* 121.367; 121.221(f)(1)  
*Interfaces:* 1.3.1–aw; 1.3.2–aw
33. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that materials used in the construction of the compartments, including tie–down equipment, is at least flame resistant.  
*Sources:* 121.367; 121.221(a)(3)

<p><i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>34. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that compartments, when used for storing cargo or baggage, include no controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment. <i>Sources:</i> 121.367; 121.221(a)(1) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>35. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that cargo or baggage will not interfere with the functioning of the fire–protective features of the compartment. <i>Sources:</i> 121.367; 121.221(a)(2) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>36. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, when used for storing cargo or baggage, each compartment includes provisions for safeguarding against fires according to the classifications set forth in 14 CFR Part 121.221 paragraphs (b) through (f). <i>Sources:</i> 121.367; 121.221(a)(4) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.35 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.578? Related CFRs: 121.578(b)(1); 121.578(b)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane at flight levels above 320, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures it is successfully demonstrated to the Administrator that the concentration of ozone inside the cabin will not exceed 0.25 parts per million by volume, sea level equivalent, at any time above that flight level. <i>Sources:</i> 121.367; 121.578(b)(1) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>2. Check that the Certificate Holder, who operates an airplane at flight levels above 270, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures it is successfully demonstrated to the Administrator that the concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time–weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level. <i>Sources:</i> 121.367; 121.578(b)(2) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p>3. Check that the Certificate Holder, who operates an airplane above flight level 320, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that concentration of ozone inside the cabin will not exceed 0.25 parts per million by volume, sea level equivalent, at any time above that flight level. <i>Sources:</i> 121.367; 121.578(b)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, who operates an airplane above flight level 270, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that concentration of ozone inside the cabin will not exceed 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours and includes flight above that flight level. (For this purpose, the amount of ozone below flight level 180 is considered to be zero). <i>Sources:</i> 121.367; 121.578(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.36 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.317? Related CFRs: 121.317(c) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane on a flight on which smoking is prohibited by part 252 has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that either the "No Smoking" passenger information signs are lighted during the entire flight, or one or more "No Smoking" placards meeting the requirements of 14 CFR Part 25.1541 of are posted during the entire flight segment. <i>Sources:</i> 121.367; 121.317(c) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.37 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.853? Related CFRs: 25.853(d)(2); 25.853(d)(4) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the crew or passengers, partitions, other than transparent panels needed to enhance cabin safety meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method. <i>Sources:</i> 121.367; 25.853(d)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates an airplane with a passenger capacity of 20 or more has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that each compartment occupied by the</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>crew or passengers, large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps meet the test requirements of parts IV and V of appendix F 14 CFR Part 25, or other approved equivalent method.  <i>Sources:</i> 121.367; 25.853(d)(4)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.38 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1519?  Related CFRs: 25.1519</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.39 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1583?  Related CFRs: 25.1583(c)(2); 25.1583(c)(1); 25.1583(c)(3)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, whose aircraft was converted from a passenger to a Class E cargo compartment has in its manual information that an Airplane Flight Manual must be furnished with each airplane, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual, including condition of the airplane and the items included in the empty weight.  <i>Sources:</i> 121.135(b)(24); 25.1583(c)(1); 25.1581(a)(1)  <i>Interfaces:</i> 1.3.17-aw; 3.2.2-op</li> <li>2. Check that the Certificate Holder, whose aircraft was converted from a passenger to a Class E cargo compartment has in its manual information that an Airplane Flight Manual must be furnished with each airplane, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual, including loading instructions necessary to ensure loading of the airplane within the weight and center of gravity limits, and to maintain the loading within these limits in flight.  <i>Sources:</i> 121.135(b)(24); 25.1583(c)(2)  <i>Interfaces:</i> 1.3.17-aw; 3.2.2-op</li> <li>3. Check, that the Certificate Holder, whose aircraft was converted from a passenger to a Class E cargo compartment has in its manual information that an Airplane Flight Manual must be furnished with each airplane, containing the weight distribution limitations, either in the Airplane Flight Manual or in a separate weight and balance control and loading document that is incorporated by reference in the Airplane Flight Manual including, if certification for more than one center of gravity range is requested, the appropriate limitations, with regard to weight and loading procedures, for each separate center of gravity range.  <i>Sources:</i> 121.135; 25.1583(c)(3)  <i>Interfaces:</i> 3.2.2-op; 1.3.17-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.40 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1581? Related CFRs: 25.1581(a)(2)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check, that the Certificate Holder, whose aircraft was converted from a passenger to a Class E cargo compartment has in its manual information that an Airplane Flight Manual must be furnished with each airplane, containing other information that is necessary for safe operation because of design, operating, or handling characteristics. <i>Sources:</i> 121.135(b)(24); 25.1581(a)(2) <i>Interfaces:</i> 1.3.17-aw; 3.2.2-op</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.41 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.685? Related CFRs: 121.685</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who conducts domestic, flag or commuter operations, has in its manual, instructions and information necessary for the personnel concerned to obtain operations specifications containing type of aircraft, registration markings, and serial numbers of each aircraft authorized for use. <i>Sources:</i> 121.135(a)(1); 121.685; 119.49(a)(4) <i>Interfaces:</i> 3.2.2-op; 1.3.17-aw</li> <li>2. Check that the Certificate Holder, who conducts domestic, flag or commuter operations, has in its manual, instructions and information necessary for the personnel concerned to send a copy of the record (current list of each aircraft that it operates) and each change to the certificate-holding district office. <i>Sources:</i> 121.135(a)(1); 121.685 <i>Interfaces:</i> 2.1.1-aw; 2.1.3-aw; 1.2.6-aw; 2.1.1-op; 2.1.3-op</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.42 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.318? Related CFRs: 121.318(b); 121.318(c); 121.318(d); 121.318(e); 121.318(f); 121.318(g)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is accessible for immediate use from each of two flight crewmember stations in the pilot compartment. <i>Sources:</i> 121.367; 121.318(b); 121.318(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

2. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and for each required floor-level passenger emergency exit which has an adjacent flight attendant seat, has a microphone which is readily accessible to the seated flight attendant, except that one microphone may serve more than one exit, provided the proximity of the exits allows unassisted verbal communication between seated flight attendants.  
*Sources:* 121.367; 121.318(b); 121.318(d)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
3. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is capable of operation within 10 seconds by a flight attendant at each of those stations in the passenger compartment from which its use is accessible.  
*Sources:* 121.367; 121.318(b); 121.318(e)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
4. Check that the Certificate Holder, who operates an airplane with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is audible at all passenger seats, lavatories, and flight attendant seats and work stations.  
*Sources:* 121.367; 121.318(b); 121.318(f)  
*Interfaces:* 1.3.2-aw; 1.3.1-aw
5. Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground, after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for a time duration of at least 10 minutes,

<p>including an aggregate time duration of at least 5 minutes of announcements made by flight and cabin crewmembers, considering all other loads which may remain powered by the same source when all other power sources are inoperative.  <i>Sources:</i> 121.367; 121.318(b); 121.318(g); 25.1423(a)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is powerable when the aircraft is in flight or stopped on the ground, after the shutdown or failure of all engines and auxiliary power units, or the disconnection or failure of all power sources dependent on their continued operation, for an additional time duration in its standby state appropriate or required for any other loads that are powered by the same source and that are essential to safety of flight or required during emergency conditions.  <i>Sources:</i> 121.367; 121.318(b); 121.318(g); 25.1423(a)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>7. Check that the Certificate Holder, who operates a transport category airplane, manufactured on or after November 27, 1990, with a seating capacity of more than 19 passengers, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that it is equipped with a public address system which is approved in accordance with 14 CFR 21.305 and is designed so that no unused, unstowed microphone will render the system inoperative.  <i>Sources:</i> 121.367; 121.318(b); 121.318(g); 25.1423(d)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.43 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.215?  Related CFRs: 121.215(e)  <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that each receptacle used for the disposal of flammable waste material is fully enclosed, constructed of at least fire resistant materials, and will contain fires likely to occur in it under normal use.  <i>Sources:</i> 121.367; 121.215(e)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.44 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.223?  
Related CFRs: 121.223

*Related Design JTI's:*

1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.

*Sources:* 121.367; 121.223

*Interfaces:* 1.3.2-aw; 1.3.1-aw

2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and the dissipation of the extinguishing agent in Class "C" compartments was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.

*Sources:* 121.367; 121.223

*Interfaces:* 1.3.1-aw; 1.3.2-aw

3. Check that the Certificate Holder, who operates a non-transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that, in Class D cargo compartments, the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers was shown by tests in flight that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.

*Sources:* 121.367; 121.223

*Interfaces:* 1.3.1-aw; 1.3.2-aw

4.

- Yes  
 No, Explain  
 Not Applicable

<p>Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that each Class E compartment has been shown by tests in flight, that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.</p> <p><i>Sources:</i> 121.367; 121.223 <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.45 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.855? Related CFRs: 25.855(c); 25.855(h)(1); 25.855(h)(2); 25.855(h)(3)(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning compartment accessibility. <i>Sources:</i> 121.367; 25.855(h)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> <li>2. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning the entries of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers. <i>Sources:</i> 121.367; 25.855(h)(1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>3. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that for each cargo and baggage compartment not occupied by crew or passengers, flight tests were conducted to show compliance with the provisions of 14 CFR 25.857 concerning the dissipation of the extinguishing agent in Class C compartments, and that no inadvertent operation of smoke or fire detectors in any compartment would occur as a result of fire contained in any other compartment, either during or after extinguishment, unless the extinguishing system floods each such compartment</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>simultaneously.  <i>Sources:</i> 121.367; 25.855(h)(3)(i)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder, who operates an airplane with a Class C cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that the ceiling and sidewall liner panels of Class C compartments meet the test requirements of 14 CFR part 25, Part III of Appendix F or other approved equivalent methods.  <i>Sources:</i> 121.367; 25.855(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>5. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show the required crew emergency exits are accessible under any cargo loading condition.  <i>Sources:</i> 121.367; 25.857(e)(5); 25.855(h)(1)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show there are means to exclude hazardous quantities of smoke, flames, or noxious gases, from the flight crew compartment.  <i>Sources:</i> 121.367; 25.857(e)(4); 25.855(h)(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.46 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.857?  Related CFRs: 25.857(e)(4); 25.857(e)(5)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates an airplane with a class E cargo compartment has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that the required crew emergency exits are accessible under any cargo loading condition.  <i>Sources:</i> 121.367; 25.857(e)(5)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show the required crew emergency exits are accessible under any cargo loading condition.  <i>Sources:</i> 121.367; 25.857(e)(5); 25.855(h)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder, who operates an airplane with a Class E cargo compartment, has an inspection and a program and program covering other maintenance preventive maintenance and alterations that ensures that flight tests were conducted to show there are means to exclude hazardous quantities of smoke, flames, or noxious gases, from the flight crew compartment.</p> <p><i>Sources:</i> 121.367; 25.857(e)(4); 25.855(h)(2)</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.47 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 21.113? Related CFRs: 21.113</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance preventive maintenance and alterations ensures that when introducing a major change in type design, not great enough to require a new application for a type certificate under Sec. 21.19, he shall apply to the Administrator for a supplemental type certificate, in a form and manner prescribed by the Administrator.</p> <p><i>Sources:</i> 121.367; 21.113</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.48 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.571? Related CFRs: 121.571(a)(3)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance, and alterations ensures that the time limitations for inspections and checks of airframes includes Damage Tolerance Ratings.</p> <p><i>Sources:</i> 121.367; 121.135(b)(17); 25.571(a)(3)</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.49 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.831? Related CFRs: 25.831(a); 25.831(b)(1); 25.831(b)(2); 25.831(c); 25.831(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that in the event of any probable failure conditions of any system which would adversely affect the ventilating air, the ventilation system is designed to provide each occupant with an airflow containing at least 0.55 pounds of fresh air per minute to enable the crewmembers to perform their duties without undue discomfort or fatigue and to provide reasonable passenger comfort.</p> <p><i>Sources:</i> 121.367; 25.831(a)</p> <p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that carbon monoxide concentrations in crew and passenger compartment air does not exceed one part in 20,000 parts of air. <i>Sources:</i> 121.367; 25.831(b)(1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that carbon monoxide concentrations in crew and passenger compartment air does not exceed 0.5 percent by volume (sea level equivalent). <i>Sources:</i> 121.367; 25.831(b)(2) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>4. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that provisions are made to ensure crew and passenger compartment air does not exceed one part in 20,000 parts of air and crew and passenger compartment air does not exceed 0.5 percent by volume after reasonably probable failures or malfunctioning of the ventilating, heating, pressurization, or other systems and equipment. <i>Sources:</i> 121.367; 25.831(b)(1); 25.831(b)(2); 25.831(c) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that if accumulation of hazardous quantities of smoke in the cockpit area is reasonably probable, smoke evacuation is readily accomplished, starting with full pressurization and without depressurizing beyond safe limits. <i>Sources:</i> 121.367; 25.831(d) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that, for normal operating conditions, the ventilation system provides each occupant with an airflow containing at least 0.55 pounds of fresh air per minute. <i>Sources:</i> 121.367; 25.831(a) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.50 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.832? Related CFRs: 25.832(a)(1); 25.832(a)(2); 25.832(c)(1); 25.832(c)(2)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates at flight levels above 320, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that airplane cabin ozone concentration during flight will not to exceed 0.25 parts per million by volume, sea level equivalent. <i>Sources:</i> 121.367; 25.832(a)(1)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>2. Check that the Certificate Holder, who operates at flight levels above 270 during any 3 hour interval, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that airplane cabin ozone concentration during flight will not to exceed 0.1 parts per million by volume, sea level equivalent, time–weighted average. <i>Sources:</i> 121.367; 25.832(a)(2) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>3. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that the airplane will not be operated at an altitude which would result in cabin ozone concentrations exceeding the limits prescribed by paragraph 14 CFR 25.832(a), or the ventilation system, including any ozone control equipment, has been shown by analysis or tests, based on airplane operational procedures and performance limitation, that demonstrate that the will maintain cabin ozone concentrations at or below the limits prescribed by 14 CFR 25.832(a). <i>Sources:</i> 121.367; 25.832(c)(1); 25.832(c)(2) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.51 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.211? Related CFRs: 121.211(e)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates a non–transport category airplane, or an airplane type certificated before January 1, 1958, with a Class D cargo compartment has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that a fire occurring therein will be completely confined without endangering the safety of the airplane or the occupants. <i>Sources:</i> 121.367; 121.211(e) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.52 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.1529? Related CFRs: 25.1529</p> <p><i>Related Design JTI's:</i></p> <p>1. Check, that the Certificate Holder, whose aircraft was converted from a passenger to a Class E cargo compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that instructions for continued airworthiness were prepared in accordance with 14 CFR part 25, Appendix H that are acceptable to the Administrator. <i>Sources:</i> 121.367; 25.1529</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>1.53 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 119.49? Related CFRs: 119.49(b)(4)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who conducts supplemental operations, has in its manual, instructions and information necessary for the personnel concerned to obtain operations specifications containing type of aircraft, registration markings, and serial numbers of each aircraft authorized for use. <i>Sources:</i> 121.135(a)(1); 119.49(b)(4) <i>Interfaces:</i> 2.1.1–aw; 1.2.6–aw; 2.1.1–op</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.54 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.135? Related CFRs: 121.135(b)(20)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect the aircraft flight deck equipment for condition, proper installation, and identification. <i>Sources:</i> 121.135(b)(16); 121.367 <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> <li>2. Check that the Certificate Holder's manual contains methods and procedures for maintaining the aircraft weight and center of gravity within approved limits. <i>Sources:</i> 121.135(b)(20) <i>Interfaces:</i> 3.2.2–op; 1.3.17–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.55 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.344a? Related CFRs: 121.344a(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine powered airplane with a seating configuration of 10 to 19 passengers that was manufactured after August 19, 2002, has an inspection program and program covering other maintenance, preventive maintenance, and alterations that ensures that each aircraft is equipped with one or more approved flight recorders that use a digital method of recording and storing (1) Time; (2) Pressure altitude; (3) Indicated airspeed; (4) Heading—primary flight crew reference (if selectable, record discrete, true or magnetic); (5) Normal acceleration (Vertical); (6) Pitch attitude; (7) Roll attitude; (8) Manual radio transmitter keying, or CVR/DFDR synchronization reference; (9) Thrust/power of each engine—primary flight crew reference; (10) Autopilot engagement status; (11) Longitudinal acceleration; (12) Pitch control input; (13) Lateral control input; (14) Rudder pedal input; (15) Primary pitch control surface position; (16) Primary lateral control surface position; (17) Primary yaw control surface position; (18) Lateral acceleration;</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

(19) Pitch trim surface position or parameters of paragraph (a)(82) of this section if currently recorded; (20) Trailing edge flap or cockpit flap control selection (except when parameters of paragraph (a)(85) of this section apply); (21) Leading edge flap or cockpit flap control selection (except when parameters of paragraph (a)(86) of this section apply); (22) Each Thrust reverser position (or equivalent for propeller airplane); (23) Ground spoiler position or speed brake selection (except when parameters of paragraph (a)(87) of this section apply); (24) Outside or total air temperature; (25) Automatic Flight Control System (AFCS) modes and engagement status, including autothrottle; (26) Radio altitude (when an information source is installed); (27) Localizer deviation, MLS Azimuth; (28) Glideslope deviation, MLS Elevation; (29) Marker beacon passage; (30) Master warning; (31) Air/ground sensor (primary airplane system reference nose or main gear); (32) Angle of attack (when information source is installed); (33) Hydraulic pressure low (each system); (34) Ground speed (when an information source is installed); (35) Ground proximity warning system; (36) Landing gear position or landing gear cockpit control selection; (37) Drift angle (when an information source is installed); (38) Wind speed and direction (when an information source is installed); (39) Latitude and longitude (when an information source is installed); (40) Stick shaker/pusher (when an information source is installed); (41) Windshear (when an information source is installed); (42) Throttle/power lever position; (43) Additional engine parameters (as designated in Appendix M of this part); (44) Traffic alert and collision avoidance system; (45) DME 1 and 2 distances; (46) Nav 1 and 2 selected frequency; (47) Selected barometric setting (when an information source is installed); (48) Selected altitude (when an information source is installed); (49) Selected speed (when an information source is installed); (50) Selected mach (when an information source is installed); (51) Selected vertical speed (when an information source is installed); (52) Selected heading (when an information source is installed); (53) Selected flight path (when an information source is installed); (54) Selected decision height (when an information source is installed); (55) EFIS display format; (56) Multi-function/engine/alerts display format; (57) Thrust command (when an information source is installed); (58) Thrust target (when an information source is installed); (59) Fuel quantity in CG trim tank (when an information source is installed); (60) Primary Navigation System Reference; (61) Icing (when an information source is installed); (62) Engine warning each engine vibration (when an information source is installed); (63) Engine warning each engine over temp. (when an information source is installed); (64) Engine warning each engine oil pressure low (when an information source is installed); (65) Engine warning each engine over speed (when an information source is installed); (66) Yaw trim surface position; (67) Roll trim surface position; (68) Brake pressure (selected system); (69) Brake pedal application (left and right); (70) Yaw or sideslip angle (when an information source is installed); (71) Engine bleed valve position (when an information source is installed); (72) De-icing or anti-icing system selection (when an information source is installed);

<p>(73) Computed center of gravity (when an information source is installed); (74) AC electrical bus status; (75) DC electrical bus status; (76) APU bleed valve position (when an information source is installed); (77) Hydraulic pressure (each system); (78) Loss of cabin pressure; (79) Computer failure; (80) Heads-up display (when an information source is installed); (81) Para-visual display (when an information source is installed); (82) Cockpit trim control input position--pitch; (83) Cockpit trim control input position--roll; (84) Cockpit trim control input position--yaw; (85) Trailing edge flap and cockpit flap control position; (86) Leading edge flap and cockpit flap control position; (87) Ground spoiler position and speed brake selection All cockpit flight control input forces (control wheel, control column, rudder pedal) within the ranges, accuracies, resolutions, and sampling intervals specified in Appendix M of CFR part 121  <i>Sources:</i> 121.367; 121.344a(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.56 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 43.13?  Related CFRs: 43.13(a); 43.13(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, when painting an aircraft, engine, propeller, or appliance, it will use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator.  <i>Sources:</i> 121.367; 43.13(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, when painting an aircraft, engine, propeller, or appliance, it will use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).  <i>Sources:</i> 121.367; 43.13(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.57 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.369?  Related CFRs: 121.369(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual includes instructions and procedures to inspect engines for condition, loose/missing equipment, leakage and other indications of defect.  <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder's manual includes instructions and procedures to inspect APU's for condition, loose/missing equipment, leakage and other indications of defect. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>3. Check that the Certificate Holder's manual includes instructions and procedures to inspect nacelles and compartments for condition, loose/missing equipment, corrosion and other indications of defect. <i>Sources:</i> 121.135(b)(16); 121.367(c); 121.369(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>4. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that engines and APU's are maintained in an airworthy condition. <i>Sources:</i> 121.367(c); 121.369(b) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>5. Check that the Certificate Holder's manual includes instructions and procedures to inspect electrical/electronics compartments for condition, loose/missing equipment, fluid contamination and other indications of defect. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>6. Check that the Certificate Holder's manual includes instructions and procedures to inspect the aircraft interior, including the forward and rear pressure bulkhead and under floor areas to be inspected for general condition, damage, corrosion, fluid leaks, security of attachment, and corrosion prevention treatment application. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>7. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations includes instructions and procedures to inspect the aircraft flight deck for condition, loose/missing equipment, deterioration, breakage, leakage, corrosion, and evidence of defects in windshields, windows, paneling, flooring, controls, lighting, and wiring installations. <i>Sources:</i> 121.135(b)(16); 121.367; 121.369(b) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	
<p>1.58 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.325? Related CFRs: 121.325(c)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable. <i>Sources:</i> 121.367; 121.325(c)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p><i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>2. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that their direct rays are shielded from the pilot's eyes. <i>Sources:</i> 121.367; 121.325(c) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>3. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that instrument lights are installed so that no objectionable reflections are visible to the pilot. <i>Sources:</i> 121.367; 121.325(c) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</p> <p>4. Check that the Certificate Holder, who operates in IFR over the top conditions has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that there is a means of controlling the intensity of illumination of instrument lights unless it is shown that nondimming instrument lights are satisfactory. <i>Sources:</i> 121.367; 121.325(c) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p>	
<p>1.59 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.305? Related CFRs: 121.305(k)(4); 121.305(k)(5); 121.305(k)(6)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is operative without selection after total failure of the electrical generating system. <i>Sources:</i> 121.367; 121.305(k)(4) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>2. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is located on the instrument panel in a position acceptable to the Administrator that will make it plainly visible to and usable by each pilot at his or her station. <i>Sources:</i> 121.367; 121.305(k)(5) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</p> <p>3. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that, in addition to two</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p>gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed that is appropriately lighted during all phases of operation.  <i>Sources:</i> 121.367; 121.305(k)(6)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.60 Does the Certificate Holder's Aircraft Airworthiness process meet the related requirements of 14 CFR 121.307?  Related CFRs: 121.307(h)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's inspection program and a program covering other maintenance, preventive maintenance, and alterations ensures that each airplane is equipped with an oil quantity indicator for each oil tank when a transfer or separate oil reserve supply is used.  <i>Sources:</i> 121.367; 121.307(h)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.61 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 121.360?  Related CFRs: 121.360(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates a turbine-powered airplane, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that whenever a ground proximity warning system is deactivated, an entry will be made in the airplane maintenance record that includes the date and time of deactivation.  <i>Sources:</i> 121.367; 121.360(d)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.62 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 91.705?  Related CFRs: 91.705(a)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates in airspace designated as Minimum Navigation Performance Specifications (MNPS) airspace, has an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that the aircraft has approved navigation performance capability that complies with the requirements of appendix C of 14 CFR part 91.  <i>Sources:</i> 121.367; 91.705(a)(1)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.63 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.791?  Related CFRs: 25.791(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who operates an airplane on a flight on which smoking is prohibited has an inspection program and</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>program covering other maintenance, preventive maintenance and alterations that ensures that there is at least one placard so stating that is legible to each person seated in the cabin.  <i>Sources:</i> 121.367; 25.791(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p> <p>2. Check that the Certificate Holder, who operates an airplane on a flight on which smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, has an inspection program and program covering other maintenance, preventive maintenance and alterations that ensures that there is at least one sign, operable by a member of the flightcrew, legible under all probable conditions of cabin illumination to each person seated in the cabin, notifying when smoking is prohibited.  <i>Sources:</i> 121.367; 25.791(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.64 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of 14 CFR 25.772?  Related CFRs: 25.791(c); 25.791(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that a means is provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.  <i>Sources:</i> 121.367; 25.772(b)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p> <p>2. Check that the Certificate Holder's inspection program and program covering other maintenance, preventive maintenance and alterations ensures that there is an emergency means to enable a flight attendant to enter the pilot compartment in the event that the flightcrew becomes incapacitated.  <i>Sources:</i> 121.367; 25.772(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.65 Does the Certificate Holder's Aircraft Airworthiness process comply with the related requirements of FAA Airworthiness Directives (ADs)?</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holders inspection program has instructions that ensure that before any airplane that is subject to a CPCP can be added to the air carrier's operations specifications, the tasks required by the applicable AD are accomplished.  <i>Sources:</i> AD 90-25-03 AD 92-22-08 R1 AD 94-18-02  <i>Interfaces:</i> 1.3.6-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.66 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in FAA Order 8300.10?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual system has procedures to ensure that it's MEL actually reflects the aircraft being operated. <i>Sources:</i> 8300.10, Vol.2, Chapter 37, Section 1, Paragraph 7A <i>Interfaces:</i> 3.2.3–op; 1.3.5–aw</li> <li>2. Check that the Certificate Holder's procedures ensure that the approved Weight and Balance manual is appropriate for the make model and series of the aircraft concerned. <i>Sources:</i> 8300.10 Vol. 2, Chapter 74, Section 1 Paragraph 5B <i>Interfaces:</i> 3.2.2–op; 1.3.17–aw</li> <li>3. Check that the Certificate Holder, who operates in MNPS using inertial navigation systems, has instructions and information that the equipment must meet the requirements specified in 14 CFR part 121, Appendix G <i>Sources:</i> 8300.10 Volume 2 Chapter 241 Paragraph 5 A (1) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> <li>4. Check that the Certificate Holder, who operates in MNPS using Doppler systems, has instructions and information that the equipment must meet the requirements specified in 14 CFR part 121, appendix G. <i>Sources:</i> 8300.10 Volume 2 Chapter 241 Paragraph 5 A (1) <i>Interfaces:</i> 1.3.1–aw; 1.3.2–aw</li> <li>5. Check that the Certificate Holder's inspection program contains instructions that additional age–related structural inspections are incorporated into the maintenance program in accordance with the requirements of the supplemental structural inspection document. <i>Sources:</i> 8300.10 Vol. 2 Chapter 64 Section 1 Paragraph 7 C (2)(b) <i>Interfaces:</i> 1.3.2–aw; 1.3.1–aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.67 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in FAA Order 8400.10?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holders manual, who is required by 14 CFR Part 121.391 to provide flight attendants, contains descriptions and/or diagrams pertinent to each type/model of aircraft showing: <ul style="list-style-type: none"> <li>· Duty station for each crewmember (including flight crew) during an evacuation or ditching</li> <li>· The emergency equipment location should be given for each type of aircraft</li> <li>· Each exit (clearly show what type of exit)</li> <li>· Approved crew bag stowage areas</li> <li>· A description for operations at floor level exits</li> <li>· Description of operation for evacuation slides, slide/rafts</li> <li>· A description of operation at window exits</li> <li>· A description pertinent to ventral stairs</li> <li>· The information about the operation pertinent to tailcones</li> <li>· Describe or depict the opening and</li> </ul> </li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>the use of any equipment that would assist in reaching the ground (such as escape ropes) · Escape routes other than cabin. Information should show the method of reaching these exits, the opening, and actions necessary to exit · Door safety Straps · Description of each type of F/A station · Information about circuit breakers, heat, or ventilation located in the cabin. · Location of emergency lights, emergency light switches · Public address and interphone systems · Evacuation alarm location · Description and location for each kind of portable oxygen dispensing unit · Locations of each piece of galley equipment · Location of carry-on baggage restraints · Location of the smoke alarms · Location, of trash container doors · Safety equipment on upper/lower decks · Lifts · Location, of flotation cushions · Life preservers · Liferafts and slides used in floatation · Location of fire extinguisher/PBE · Location of smoke barriers · Location of first aid/medical kits</p> <p><i>Sources:</i> 8400.10 volume 3 Chapter. 15 Section 6 Figure 3.15.6.1 <i>Interfaces:</i> 3.1.6-op; 4.2.4-op</p> <p>2. Check that the Certificate Holders manual, who is required by 121.391 to provide flight attendants, contains the location of any items of equipment which vary from one aircraft to another, and that the N-numbers are provided for that specific equipment. <i>Sources:</i> 8400.10 Volume 3, Chapter 15, Section 6, Figure 3.15.6.1 <i>Interfaces:</i> 4.2.4-op; 3.1.6-op</p>	
<p>1.68 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 20-131A?</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holders instructions covering maintenance and preventive maintenance ensures that, if there is an aircraft registration number change, the discrete aircraft address for the Mode S transponder that identifies the aircraft is obtained from the appropriate airworthiness authority, <i>Sources:</i> AC 20-131A Paragraph 3 c (1) <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.69 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-77?</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holders instructions covering maintenance and preventive maintenance ensures that the operator is responsible for determining that major repairs and major alterations have been accomplished in accordance with technical data approved by the Administrator. <i>Sources:</i> AC 120-77 Paragraph 9c <i>Interfaces:</i> 1.2.2-aw; 1.2.3-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.70 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-73?</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1. Check that the Certificate Holder's inspection program includes instructions to accomplish a survey of the structure of each airplane for structural repairs without accompanying documentation.  <i>Sources:</i> AC 120-73 Paragraph 5a(1)(a)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	
<p>1.71 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-27C?  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's weight and balance system includes methods by which the operator will maintain a complete, current, and continuous record of the static balancing of flight controls after painting.  <i>Sources:</i> AC 120-27C Paragraph 15  <i>Interfaces:</i> 1.2.3-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.72 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-1329-1A?  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder's airplane flight manual includes the deviation profile indicating the lowest altitude at which the autopilot can be used.  <i>Sources:</i> AC 25.1329-1A Paragraph 5 f (3)(c)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.73 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-7A?  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates an airplane in which provisions for passenger entertainment are included, has instructions and information that adequate override of the music/audio by the cockpit crew attendants, or by prerecorded announcements, should be demonstrated.  <i>Sources:</i> AC 25-7A Paragraph 170 b(3)(i)  <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.74 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-10?  <i>Related Design JTI's:</i>  1. Check that the Certificate Holder, who operates an airplane in which there has been an alteration limited to the installation of miscellaneous, nonrequired electrical equipment, has instructions and information that flammability requirements should be met for materials used in nonelectrical components, or materials external to a metal enclosure (which will contain a fire) used for electrical components.  <i>Sources:</i> AC 25-10 Paragraph 5b(2)  <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.75 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 25-15?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's instructions and information include a requirement that all Flight Management System (FMS) software changes be identified in the outside of the associated line replaceable unit. <i>Sources:</i> AC 25.15 Paragraph 5 I. (1) <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.76 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in AC 120-28D?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holders instructions and information require at least two approved radio altimeter systems which meet the performance requirements outlined in Appendix 3, or acceptable earlier criteria. <i>Sources:</i> AC 120-28D Section 5.2 <i>Interfaces:</i> 1.3.1-aw; 1.3.2-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.77 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in HBAT 99-08?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's instructions and information include a requirement that documentation of appropriate continuing airworthiness maintenance practices and procedures have been adopted. <i>Sources:</i> HBAT 99-08 Paragraph 5B <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> <li>2. Check that the Certificate Holder's instructions and information include a requirement that the MEL, be reviewed and revised as necessary, to address any pertinent VNAV or FMS operating requirements. <i>Sources:</i> HBAT 99-08 Paragraph 5C <i>Interfaces:</i> 1.3.2-aw; 1.3.1-aw</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.78 Does the Certificate Holder's Aircraft Airworthiness process comply with the guidance contained in FSAW 94-32A?</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder, who is authorized to utilize a Global Positioning System has instructions that the AFMS/RFMS or Supplemental AFM must include all provisions pertaining to the system's normal operations, either directly or by reference, and all appropriate operating limitations, emergency/abnormal procedures, and performance details. <i>Sources:</i> FSAW 94-32A Paragraph 7 A <i>Interfaces:</i> 4.2.3-op; 3.1.3-op</li> <li>2. Check that the Certificate Holder, who is authorized to utilize a Global Positioning System for primary means of navigation for oceanic and remote operations, has instructions that international operational procedures must be identified in the AFMS or Supplemental AFM.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<i>Sources:</i> FSAW 94–32A Paragraph 8 B <i>Interfaces:</i> 3.1.3–op; 4.2.3–op	
1.79 If alternate procedures exist for use during irregular conditions, do the alternate procedures provide an equivalent level of safety to achieve the same results as the primary procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<b>SAI SECTION 1 – PROCEDURES ATTRIBUTE –Drop Down Menu</b>
1. No procedures, policy, instructions or information specified.
2. Procedures or instructions and information do not identify (who, what, when, where, how).
3. Procedures, policy or instructions and information do not comply with CFR.
4. Procedures, policy or instructions and information do not comply with FAA policy and guidance.
5. Procedures, policy or instructions and information do not comply with other documentation (e.g., manufacturer's data, Jeppesen's Charts, etc.).
6. Procedures, policy or instructions and information unclear or incomplete.
7. Documentation quality (e.g., unreadable or illegible).
8. Procedures, policy or instructions and information inconsistent across Certificate Holder manuals (FOM – Flight Operations Manual to GMM – General Maintenance Manual, etc.).
9. Procedures, policy or instructions and information inconsistent across media (e.g., paper, microfiche, electronic).
10. Resource requirements incomplete (personnel, facilities, equipment, technical data).
11. Other.

**SAI SECTION 2 – CONTROLS ATTRIBUTE**

**Objective:** Controls are checks and restraints designed into a process to ensure a desired result. The questions in this section of the data collection tool are designed to assist the inspector in determining if checks and restraints are designed into the process to ensure the desired result is achieved. Controls should be written into the manual system to ensure that the most important manual policies, procedures or instructions and information will be complied with.

Controls may be in the form of "administrative controls" which are secondary or supplemental written procedures. Like written procedures, administrative controls also need to provide answers to the associated who, what, when, where and how type questions. Controls may also be in the form of "engineered controls" such as automated features or mechanical actions or devices (i.e., safety devices, warning devices, etc.).

**Tasks**

To meet this objective, the inspector must accomplish the following tasks:

- 1 Review the control questions below.
- 2 Review the Certificate Holder's policies, procedures, instructions and information to gain an understanding of the controls that it has documented.

**Questions**

To meet this objective, the inspector must answer the following questions:

2. Are the following controls built into the Aircraft Airworthiness process:
  - 2.1 Is there a control in place to ensure that the Certificate Holder's aircraft meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 2.2 Is there a control in place to ensure that the Certificate Holder's engines and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 2.3 Is there a control in place to ensure that the Certificate Holder's propellers and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
<input type="checkbox"/> Not Applicable
  - 2.4 Is there a control in place to ensure that the Certificate Holder's appliances and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 2.5 Is there a control in place to ensure that the Certificate Holder's emergency equipment and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 2.6 Is there a control in place to ensure that the Certificate Holder's airframe and parts thereof meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 2.7 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's aircraft meet the requirements of its inspection program and the program covering
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain

other maintenance, preventive maintenance, and alterations?	
2.8 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's engines and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.9 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's propellers and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.10 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's appliances and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.11 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's emergency equipment and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.12 Is there a control in place to ensure that the Certificate Holder's inspection and maintenance records show that the Certificate Holder's airframe and parts thereof meet the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.13 Does the Certificate Holder have a documented method for assessing the impact of any changes made to the controls in the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<b>SAI SECTION 2 – CONTROLS ATTRIBUTE –Drop Down Menu</b>
1. No controls specified.
2. Documentation for the controls do not identify (who, what, when, where, how).
3. Controls incomplete.
4. Controls could be circumvented.
5. Controls could be unenforceable.
6. Resource requirements incomplete (personnel, facilities, equipment, technical data).
7. Other.

**SAI SECTION 3 – PROCESS MEASUREMENT ATTRIBUTE**

**Objective:** Process measurements are used by the Certificate Holder to measure and assess its processes to identify and correct problems or potential problems and to make improvements to the processes. The questions in this section of the data collection tool are designed to assist the inspector in determining if the Certificate Holder measures or assesses information to identify, analyze and document potential problems with the process. Process measurements are basically a Certificate Holder's internal evaluation or auditing of the most important policies, procedures or instructions and information associated with an element.

To prevent the duplication of work that would otherwise occur, Process Measurements are most commonly addressed through a combination of auditing features contained in both the Certificate Holder's Safety Program/Internal Evaluation Program (for Operations and Cabin Safety related issues) and the auditing function of the Continuous Analysis & Surveillance System (for Airworthiness or Maintenance/Inspection related issues). The Director of Safety and the Quality Assurance Department often work in conjunction to accomplish this function for the Certificate Holder. This approach simply requires amendment of the Safety Program/Internal Evaluation Program audit forms or checklists and the Continuous Analysis & Surveillance System audit forms or checklists to include the specific process measurements for each element.

**Tasks**

To meet this objective, the inspector must accomplish the following tasks:

- 1 Review the process measurement questions below.
- 2 Review the Certificate Holder's policies, procedures, instructions and information to gain an understanding of the process measurements that it has documented.

**Questions**

To meet this objective, the inspector must answer the following questions:

3. Does the Certificate Holder's Aircraft Airworthiness process include the following process measurements:
 

3.1 Process measurements that would reveal when the Certificate Holder's aircraft failed to meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.2 Process measurements that would reveal when the Certificate Holder's engines and parts thereof failed to meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.3 Process measurements that would reveal when the Certificate Holder's propellers and parts thereof failed to meet meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.4 Process measurements that would reveal when the Certificate Holder's appliances and parts thereof failed to meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.5 Process measurements that would reveal when the Certificate Holder's emergency equipment and parts thereof failed to meet	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	
3.6 Process measurements that would reveal when the Certificate Holder's airframe and parts thereof failed to meet the requirements of the Certificate Holder's inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.7 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's aircraft met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.8 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's engines and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.9 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's propellers and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.10 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's appliances and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.11 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's emergency equipment and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.12 Process measurements that would reveal when the Certificate Holder's inspection and maintenance records failed to show that the Certificate Holder's airframe and parts thereof met the requirements of its inspection program and the program covering other maintenance, preventive maintenance, and alterations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.13 Does the Certificate Holder document its process measurement methods and results?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.14 Does the organization that conducts the process measurements have direct access to the person with responsibility for the Aircraft Airworthiness process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<b>SAI SECTION 3 – PROCESS MEASUREMENT ATTRIBUTE –Drop Down Menu</b>
1. No process measurements specified.
2. Documentation for the process measurements does not identify (who, what, when, where, how).
3. Inability to identify negative findings.
4. No provisions for implementing corrective actions.
5. Ineffective follow-up to determine effectiveness of corrective actions.
6. Resources requirements (personnel, facilities, equipment, technical data).
7. Other.

**SAI SECTION 4 – INTERFACES ATTRIBUTE**

**Objective:** Interfaces are used by the Certificate Holder to identify and manage the interactions between processes. The questions in this section of the data collection tool are designed to assist the inspector in determining whether or not interactions between the procedures, policies or instructions and information associated with other independent processes within the Certificate Holder's organization are documented. Written procedures, policies or instructions and information that are interrelated and located in different manuals within the Certificate Holder's manual system need to be consistent and complement each other. For the interfaces to be effectively managed, it is not only important to identify what the interfaces are, but it is imperative to document the specific location of the interfaces within the Certificate Holder's manual system.

**Tasks**

To meet this objective, the inspector must accomplish the following tasks:

- 1 Review the interfaces associated with the Aircraft Airworthiness process that have been identified along with the individual questions in the Procedures Section (1) of this data collection tool.
- 2 Review the Certificate Holder's policies, procedures, instructions and information to gain an understanding of the interfaces that it has documented.

**Questions**

To meet this objective, the inspector must answer the following questions:

NOTE: ALL EXPLANATIONS IN THE DROP DOWN MENU FOR "NO" ANSWERS MUST INCLUDE THE INDIVIDUAL QUESTION NUMBER FROM THE PROCEDURES SECTION (1) OF THIS DATA COLLECTION TOOL AND THE ELEMENT NUMBER(S) OF THE INTERFACE(S) THAT WERE NOT ADDRESSED.

4. Does the Certificate Holder's manual:

- |   |  |
|---|--|
| 4.1 Properly address the interfaces that are identified along with the individual questions in the Procedures Section (1)?            | <input type="checkbox"/> Yes<br><input type="checkbox"/> No, Explain |
| 4.2 Document a method for assessing the impact of any changes to the associated interfaces within the Aircraft Airworthiness process? | <input type="checkbox"/> Yes<br><input type="checkbox"/> No, Explain |
| 4.3 List additional interfaces identified during the accomplishment of this SAI.  |  |

<b>SAI SECTION 4 – INTERFACES ATTRIBUTE –Drop Down Menu</b>
1. No interfaces specified.
2. The following interfaces not identified within the Certificate Holder's manual system:
3. Interfaces listed are inaccurate.
4. Specific location of interfaces not identified within the manual system.
5. Other

**SAI SECTION 5 – MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE**

**Objective:** The questions in this section of the data collection tool address the responsibility and authority of the process. They are designed to assist the inspector in determining if there is a clearly identifiable, qualified and knowledgeable person who is responsible for the process, is answerable for the quality of the process and has the authority to establish and modify the process. (The person with the authority may or may not be the person with the responsibility.)

**Tasks**

To meet this objective, the inspector must accomplish the following tasks:

- 1 Identify the person who has overall responsibility for the Aircraft Airworthiness process.
- 2 Identify the person who has overall authority for the Aircraft Airworthiness process.
- 3 Review the duties and responsibilities of the person(s), documented in the Certificate Holder's manual.
- 4 Review the appropriate organizational chart.

**Questions**

To meet this objective, the inspector must answer the following questions:

5. Are the following aspects of the Management Responsibility and Authority Attributes addressed in the Aircraft Airworthiness process:
  - 5.1 Does the Certificate Holder's manual clearly identify who is responsible for the quality of the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain Name/Title: <input style="width: 100%;" type="text"/>
  - 5.2 Does the Certificate Holder's manual clearly identify who has authority to establish and modify the policies, procedures, instructions and information for the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain Name/Title: <input style="width: 100%;" type="text"/>
  - 5.3 Does the Certificate Holder's manual include the duties and responsibilities of those who manage the work required by the Aircraft Airworthiness process?  
SRRs: 121.135(b)(2)
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 5.4 Does the Certificate Holder's manual include instructions and information for those who manage the work required by the Aircraft Airworthiness process?  
SRRs: 121.135(a)(1)
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 5.5 Does the Certificate Holder's manual clearly and completely document the authority for this position?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 5.6 Does the Certificate Holder's manual clearly and completely document their qualification standards for the person having responsibility for the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 5.7 Does the Certificate Holder's manual clearly and completely document their qualification standards for the person having authority to establish and modify the Certificate Holder's policies, procedures, instructions and information for the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
  - 5.8 Does the Certificate Holder's manual clearly and completely document the procedures for delegation of authority for the Aircraft Airworthiness process?
 

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain

<b>SAI SECTION 5 – MANAGEMENT RESPONSIBILITY &amp; AUTHORITY ATTRIBUTE –Drop Down Menu</b>
1. Not documented.
2. Documentation unclear.
3. Documentation incomplete.
4. Other.