

**Safety Attribute Inspection (SAI) Data Collection Tool
3.1.3 Airmen Duties / Flight Deck Procedures (OP)**

ELEMENT SUMMARY INFORMATION

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

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

Objective (FAA oversight responsibility):

- To determine if the Certificate Holder's Airman Duties / Flight Deck Procedures process meet all applicable requirements of the Federal Aviation Regulations and FAA policies.
- To determine if the Certificate Holder's Airman Duties / Flight Deck Procedures process incorporates the System Safety Attributes.
- To identify any shortfalls in the Certificate Holder's Airman Duties / Flight Deck Procedures process.

Specific Instructions:

- Intentionally left blank

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

- SRRs:
 - 121.135(a)(1)
 - 121.135(b)(1)
 - 121.135(b)(2)
 - 121.153(a)(1)
 - 121.153(a)(2)
 - 121.306(a)
 - 121.308(a)
 - 121.308(b)
 - 121.310(b)(1)
 - 121.310(d)(1)(i)
 - 121.310(d)(1)(ii)
 - 121.310(d)(1)(iii)
 - 121.310(d)(2)
 - 121.311(h)
 - 121.311(i)
 - 121.315(a)

121.315(b)
121.315(c)
121.317(b)
121.317(c)
121.327(b)(1)
121.327(b)(2)
121.327(b)(3)
121.329(b)(1)
121.329(b)(2)
121.329(b)(3)
121.331(b)
121.333(b)
121.333(c)(1)
121.333(c)(2)(i)
121.333(c)(2)(i)(A)
121.333(c)(2)(i)(B)
121.333(c)(2)(ii)
121.333(c)(3)
121.333(c)(4)
121.337(b)
121.337(b)(9)
121.337(c)
121.337(c)(1)(i)
121.359(e)(1)
121.359(e)(2)
121.393(b)
121.542(a)
121.542(b)
121.543(a)
121.543(b)
121.543(b)(3)(ii)
121.545(a)
121.545(b)
121.545(c)
121.547(a)
121.547(b)
121.547(c)
121.548
121.549(a)
121.549(b)
121.550
121.557(a)
121.557(b)
121.557(c)
121.559(a)
121.559(b)
121.559(c)
121.563
121.565(a)
121.565(b)

121.565(c)
121.565(d)
121.567
121.579(a)
121.579(b)
121.579(b)(1)
121.579(b)(2)
121.579(c)
121.579(d)(1)
121.579(d)(2)
121.579(d)(3)
121.580
121.581(b)
121.587(a)
121.587(b)(1)
121.587(b)(2)
121.587(b)(3)
121.603(a)
121.603(b)
121.627(a)
121.627(b)
121.647(a)
121.647(b)
121.647(c)
121.651(a)
121.651(b)(1)
121.651(b)(2)
121.651(c)(1)
121.651(c)(2)
121.651(c)(3)(i)
121.651(c)(3)(i)thru(x)
121.651(c)(3)(ii)
121.651(c)(3)(iii)
121.651(c)(3)(iv)
121.651(c)(3)(ix)
121.651(c)(3)(v)
121.651(c)(3)(vi)
121.651(c)(3)(vii)
121.651(c)(3)(viii)
121.651(c)(3)(x)
121.651(c)(4)
121.651(d)
121.651(d)(1)
121.651(d)(2)
121.651(d)(3)(i)thru(x)
121.651(f)
121.659(a)
121.659(b)
121.661
SFAR 92.4

SFAR 92.5

Related CFRs & FAA Policy/Guidance:

- Related CFRs:
 - 121.135(a)(1)
 - 121.135(b)(1)
 - 121.173(e)
 - 121.303(d)(1)
 - 121.303(d)(2)
 - 121.305(a)
 - 121.305(b)
 - 121.305(c)
 - 121.305(d)
 - 121.305(e)
 - 121.305(f)
 - 121.305(g)
 - 121.305(h)
 - 121.305(i)
 - 121.305(j)
 - 121.308(a)
 - 121.308(b)
 - 121.308(d)
 - 121.311(a)(1)
 - 121.311(a)(2)
 - 121.311(h)
 - 121.311(i)
 - 121.313(g)
 - 121.317(b)
 - 121.317(g)(1)
 - 121.337(c)(1)(ii)
 - 121.337(c)(2)
 - 121.393(a)(2)(i)
 - 121.393(b)(1)(i)
 - 121.445(b)(1)
 - 121.445(d)(1)
 - 121.445(d)(2)
 - 121.533(b)
 - 121.533(d)
 - 121.533(e)
 - 121.535(b)
 - 121.535(d)
 - 121.535(e)
 - 121.535(f)
 - 121.537(b)
 - 121.537(e)
 - 121.543(a)
 - 121.543(b)(1)
 - 121.543(b)(3)(i)

121.543(b)(3)(ii)
121.553
121.555(a)
121.555(b)
121.561(a)
121.571(a)(1)
121.571(a)(2)
121.571(a)(3)
121.573(a)
121.577(a)
121.577(b)
121.583(b)(1)
121.583(b)(2)
121.583(c)
121.585(c)
121.585(g)
121.589(b)
121.590(a)
121.590(b)(2)(i)
121.590(b)(2)(ii)
121.593
121.595(a)
121.595(b)
121.597(a)
121.597(b)
121.597(c)
121.599(b)
121.605
121.609
121.611
121.613
121.615(a)
121.615(b)
121.615(c)
121.617(a)(1)
121.617(a)(2)
121.617(c)
121.623(a)
121.623(d)
121.625
121.628(a)(4)
121.629(a)
121.629(b)
121.629(c)
121.631(b)
121.631(c)
121.637(a)(1)
121.637(a)(2)
121.637(a)(3)
121.637(a)(4)(i)

121.637(a)(4)(ii)
121.637(b)
121.639(a)
121.639(b)
121.639(c)
121.643(a)
121.643(c)
121.645(b)
121.645(b)(1)
121.645(b)(2)
121.645(b)(3)
121.645(b)(4)
121.645(c)
121.649(a)(1)
121.649(a)(2)
121.649(b)
121.652(a)
121.657(a)
121.657(b)
121.657(c)
121.657(d)(1)
121.659(a)
121.659(b)
121.667(a)
121.695(a)(1)
121.695(a)(2)
121.695(a)(3)
121.697(a)(1)
121.697(a)(2)
121.697(a)(3)
121.697(a)(4)
121.697(a)(5)
121.697(c)
121.701(a)

- FAA Policy/Guidance:

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

SAI SECTION 1 – PROCEDURES ATTRIBUTE

Objective: Procedures, instructions, and information contained in the 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 (DCT) 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 questions regarding who, what, when, where and how. This section 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 Airman Duties / Flight Deck Procedures.
- 3 Review the Certificate Holder's manual to ensure that it contains policies, procedures, instructions, and information necessary for the Airman Duties / Flight Deck Procedures.

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 Airman Duties / Flight Deck Procedures:

- 1.1 Does the Certificate Holder's manual contain general policies for the Airman Duties / Flight Deck Procedures process that comply with the specific regulatory requirements?
 SRRs: 121.135(b)(1); 121.153(a)(1); 121.153(a)(2); 121.306(a); 121.308(a); 121.308(b); 121.310(b)(1); 121.311(h); 121.315(a); 121.315(b); 121.315(c); 121.317(b); 121.317(c); 121.327(b)(1); 121.327(b)(2); 121.327(b)(3); 121.329(b)(1); 121.329(b)(2); 121.329(b)(3); 121.331(b); 121.333(b); 121.333(c)(1); 121.333(c)(2)(i); 121.333(c)(2)(i)(A); 121.333(c)(2)(i)(B); 121.333(c)(2)(ii); 121.333(c)(3); 121.333(c)(4); 121.337(b); 121.359(e)(1); 121.359(e)(2); 121.542(a); 121.542(b); 121.543(a); 121.545(a); 121.545(b); 121.545(c); 121.548; 121.549(a); 121.549(b); 121.550; 121.557(a); 121.557(b); 121.557(c); 121.559(a); 121.559(b); 121.559(c); 121.563; 121.565(a); 121.565(b); 121.565(c); 121.565(d); 121.567; 121.579(a); 121.579(b); 121.579(d)(1); 121.579(d)(2); 121.579(d)(3); 121.580; 121.581(b); 121.587(a); 121.587(b)(1); 121.587(b)(2); 121.587(b)(3); 121.603(a); 121.603(b); 121.627(a); 121.627(b); 121.647(a); 121.647(b); 121.647(c); 121.651(b)(1); 121.651(b)(2); 121.651(c)(1); 121.651(c)(2); 121.651(c)(3)(i)thru(x); 121.651(c)(4); 121.651(d); 121.651(f); 121.659(a); 121.659(b); 121.661; 121.393(b); SFAR 92.4; 121.651(a); 121.651(c)(3)(i); 121.651(c)(3)(ii); 121.651(c)(3)(iii); 121.651(c)(3)(iv); 121.651(c)(3)(v); 121.651(c)(3)(vi); 121.651(c)(3)(vii); 121.651(c)(3)(viii);

- Yes
 No, Explain

<p>121.651(c)(3)(ix); 121.651(c)(3)(x); 121.337(c); 121.543(b); 121.579(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual, which is conducting flag operations, has a general policy that no pilot may operate an aircraft in a careless or reckless manner so as to endanger life or property. <i>Sources:</i> 121.535(f); 121.135(b)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op</p>	
<p>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)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.3 Does the Certificate Holder's manual contain the duties and responsibilities for personnel who will accomplish the Airman Duties / Flight Deck Procedures process? SRRs: 121.135(b)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.4 Does the Certificate Holder's manual include instructions and information for personnel to meet the requirements of the Airman Duties / Flight Deck Process? SRRs: 121.135(a)(1)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual's manual contains a general policy that the Certificate Holder meets the requirements of airman duties and flight deck procedures in accordance with the Federal Aviation Regulations. <i>Sources:</i> 121.135(b)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5 Does the Certificate Holder's manual specify, except as provided in paragraph (c) of CFR 14 Part 121.153, that the Certificate Holder will not operate an aircraft unless that aircraft:</p>	
<p>1.5.1 Is registered as a civil aircraft of the United States? SRRs: 121.153(a)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5.2 Carries an appropriate current airworthiness certificate issued under this chapter? SRRs: 121.153(a)(1)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that each crewmember will ensure that the aircraft is not operated unless that aircraft is registered as a civil aircraft of the United States and carries an appropriate current airworthiness certificate issued under this chapter. <i>Sources:</i> 121.153(a)(1) <i>Interfaces:</i> 1.1.1-aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5.3 Is in an airworthy condition? SRRs: 121.153(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5.4 Meets the applicable airworthiness requirements of this chapter, including those relating to identification? SRRs: 121.153(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5.5 Meets the applicable airworthiness requirements of this chapter, including those relating to equipment?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SRRs: 121.153(a)(2)	
<p>1.6 Does the Certificate Holder's manual specify, except as provided in paragraph (b) of CFR 14 Part 121.306, that the pilot in command will not allow the operation of any portable electronic device on any U.S. – registered civil aircraft operating under this CFR 14 Part 121 ?</p> <p>SRRs: 121.306(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate or pilot in command of an aircraft allow the operation of, any portable electronic device on any U.S.–registered civil aircraft operating under this part.</p> <p>Sources: 121.306(a)</p> <p>Interfaces: 3.1.2–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.7 Does the Certificate Holder's manual require, except as provided in paragraphs (c) and (d) of CFR 14 Part 121.308, that each lavatory in the airplane be equipped with:</p>	
<p>1.7.1 An approved smoke detector system or equivalent ?</p> <p>SRRs: 121.308(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate a passenger–carrying airplane unless 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.</p> <p>Sources: 121.308(a)</p> <p>Interfaces: 1.1.2–aw; 1.1.2–op; 3.1.2–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.7.2 An approved built – in fire extinguisher for each disposal receptacle, for towels or paper or waste, located within the lavatory?</p> <p>SRRs: 121.308(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate a passenger–carrying airplane unless 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. The built–in fire extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle.</p> <p>Sources: 121.308(b)</p> <p>Interfaces: 1.1.2–aw; 1.1.2–op; 3.1.2–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.8 Does the Certificate Holder's manual specify that each light required by 14 CFR Section 121.310 (c) and (h) must:	
1.8.1 Be operable manually from the flightcrew station? SRRs: 121.310(d)(1)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8.2 Have a means to prevent inadvertent operation of the manual controls? SRRs: 121.310(d)(1)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8.3 When armed or turned on at either station, remain lighted or become lighted upon interruption of the airplane's normal electric power? SRRs: 121.310(d)(1)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8.4 Be armed or turned on during taxiing? SRRs: 121.310(d)(2) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an aircraft unless each aircraft is equipped with Emergency Lighting System that must be armed or turned on during taxiing, takeoff, and landing. <i>Sources:</i> 121.310(d)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8.5 Be armed or turned on during takeoff? SRRs: 121.310(d)(2) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an aircraft unless each aircraft is equipped with Emergency Lighting System that must be armed or turned on during taxiing, takeoff, and landing. <i>Sources:</i> 121.310(d)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8.6 Be armed or turned on during landing? SRRs: 121.310(d)(2) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an aircraft unless each aircraft is equipped with Emergency Lighting System that must be armed or turned on during taxiing, takeoff, and landing. <i>Sources:</i> 121.310(d)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.9 Does the Certificate Holder's manual require that each occupant of a seat equipped with a shoulder harness or with a combined safety belt / shoulder harness must have the shoulder harness or combined safety belt / shoulder harness properly secured about that occupant during takeoff and landing? SRRs: 121.311(h) <i>Related Design JTIs:</i> 1.	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's manual has instructions and information that each occupant of a seat equipped with a shoulder harness, if installed, or with a combined safety belt and shoulder harness must have the shoulder harness or combined safety belt and shoulder harness properly secured about that occupant during takeoff and landing, except that a shoulder harness that is not combined with a safety belt may be unfastened if the occupant cannot perform the required duties with the shoulder harness fastened.</p> <p><i>Sources:</i> 121.311(h); 121.135(a)(1) <i>Interfaces:</i> 6.1.3-op</p>	
<p>1.10 Does the Certificate Holder's manual require that at each unoccupied seat, the safety belt or safety belt / shoulder harness, if installed, must be secured so as not to interfere with crewmembers in the performance of their duties? SRRs: 121.311(i)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each unoccupied seat, the safety belt and shoulder harness, if installed, must be secured so as not to interfere with crewmembers in the performance of their duties or with the rapid egress of occupants in an emergency. <p><i>Sources:</i> 121.311(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.11 Does the Certificate Holder's manual require that at each unoccupied seat, the safety belt or safety belt / shoulder harness, if installed, must be secured so as not to interfere with the rapid egress of occupants in an emergency? SRRs: 121.311(i)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each unoccupied seat, the safety belt and shoulder harness, if installed, must be secured so as not to interfere with crewmembers in the performance of their duties or with the rapid egress of occupants in an emergency. <p><i>Sources:</i> 121.311(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.12 Does the Certificate Holder's manual specify that the Certificate Holder shall provide an approved cockpit check procedure for each type of aircraft? SRRs: 121.315(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.13 Do the Certificate Holder's approved procedures include each item necessary for flight crewmembers to check for safety:</p>	
<p>1.13.1 Before starting engines? SRRs: 121.315(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.13.2 Before taking off? SRRs: 121.315(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.13.3 Before landing? SRRs: 121.315(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.13.4 In engine emergencies? SRRs: 121.315(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.13.5 In systems emergencies? SRRs: 121.315(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.14 Does the Certificate Holder's manual require that the approved cockpit check procedures be readily usable in the cockpit of each aircraft? SRRs: 121.315(c) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that each approved cockpit check procedure must be readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft. <i>Sources:</i> 121.315(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.15 Does the Certificate Holder's manual specify that the flight crew shall follow approved cockpit check procedures when operating the aircraft? SRRs: 121.135(a)(1); 121.315(c) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that each approved cockpit check procedure must be readily usable in the cockpit of each aircraft and the flight crew shall follow them when operating the aircraft. <i>Sources:</i> 121.315(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.16 Does the Certificate Holder's manual require, except as provided in paragraph (l) of CFR 14 Part 121.317, the "Fasten Seat Belt" sign shall be turned on:	
1.16.1 During any movement on the surface? SRRs: 121.317(b) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that the "Fasten Seat Belt" sign shall be turned on during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command. <i>Sources:</i> 121.317(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.16.2 For each takeoff? SRRs: 121.317(b) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that the "Fasten Seat Belt" sign shall be turned on during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command. <i>Sources:</i> 121.317(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.16.3 For each landing? SRRs: 121.317(b) <i>Related Design JTIs:</i> 1.	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>Check that the Certificate Holder's manual has instructions and information that the "Fasten Seat Belt" sign shall be turned on during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command.</p> <p>Sources: 121.317(b)</p>	
<p>1.16.4 At any other time considered necessary by the pilot in command? SRRs: 121.317(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the "Fasten Seat Belt" sign shall be turned on during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command.</p> <p>Sources: 121.317(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.17 Does the Certificate Holder's manual require that on a flight on which smoking is prohibited either the "No Smoking" passenger information signs are lighted during the entire flight or one or more approved "No Smoking" placards are posted during the entire flight segment? SRRs: 121.317(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.18 Does the Certificate Holder's manual specify that if both the lighted signs and the placards are used, the signs must remain lighted during the entire flight segment? SRRs: 121.317(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.19 Does the Certificate Holder's manual specify that smoking is prohibited on scheduled flight segments in accordance with 121.317(c), to include all subparts? SRRs: 121.317(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.20 If the Certificate Holder operates reciprocating engine powered airplanes, does the manual ensure that oxygen is used under the following conditions:</p>	
<p>1.20.1 When the cabin altitude is between 10,000 feet and 12,000 feet, the Certificate Holder ensures that oxygen is provided for and used by the flight crewmembers on duty when the flight exceeds 30 minutes duration between 10,000 feet and 12,000 feet? SRRs: 121.327(b)(1)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes.</p> <p>Sources: 121.327(b)(1) Interfaces: 1.1.2-aw; 1.1.2-op; 3.1.2-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.20.2 When the cabin altitude is between 10,000 feet and 12,000 feet, the Certificate Holder ensures that oxygen is provided for other flight crewmembers when the flight exceeds 30 minutes duration between 10,000 feet and 12,000 feet? SRRs: 121.327(b)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes. <i>Sources:</i> 121.327(b)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.20.3 When oxygen is provided for, and used by, each member of the flight crew on flight deck duty when the cabin pressure altitude is above 12,000 feet? SRRs: 121.327(b)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.20.4 When oxygen is provided for other crewmembers, when the cabin pressure altitude is above 12,000 feet? SRRs: 121.327(b)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.327(b)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.20.5 When a flight crewmember is required to use oxygen, the Certificate Holder's manual requires the flight crewmember to use oxygen continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his/her regular duties? SRRs: 121.327(b)(3)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.327(b)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.20.6 When a standby crewmember is on call or is definitely going to have flight deck duty before completing the flight, the Certificate Holder insures that he/she is provided with an amount of supplemental oxygen equal to that provided for crewmembers on duty? SRRs: 121.327(b)(3)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.327(b)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.20.7 If a standby crewmember is not on call and will not be on flight deck duty during the remainder of the flight, the Certificate Holder considers him/her to be a passenger for the purposes of supplemental oxygen requirements? SRRs: 121.327(b)(3)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.327(b)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.21 If the Certificate Holder Operates turbine engine powered airplanes, does the manual ensure that oxygen is used under the following conditions:</p>	
<p>1.21.1 When the cabin altitude is between 10,000 feet and 12,000 feet, the Certificate Holder ensures that oxygen is provided for and used by the flight crewmembers on duty when the flight exceeds 30 minutes duration between 10,000 feet and 12,000 feet? SRRs: 121.329(b)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes. <i>Sources:</i> 121.329(b)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 2. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information at cabin pressure altitudes above 12,000 feet, oxygen must be provided for, 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.329(b)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p>	
<p>1.21.2 When the cabin altitude is between 10,000 feet and 12,000 feet, does the Certificate Holder ensure that oxygen is provided for other flight crewmembers when the flight exceeds 30 minutes duration between 10,000 feet and 12,000 feet? SRRs: 121.329(b)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes. <i>Sources:</i> 121.329(b)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 2. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information at cabin pressure altitudes above 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew on flight deck duty, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.329(b)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.21.3 Is oxygen provided for, and used by, each member of the flight crew on flight deck duty when the cabin pressure altitude is above 12,000 feet? SRRs: 121.329(b)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.329(b)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.21.4 Is oxygen provided for other crewmembers, when the cabin pressure altitude is above 12,000 feet? SRRs: 121.329(b)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>those altitudes. <i>Sources:</i> 121.329(b)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p>	
<p>1.21.5 When a flight crewmember is required to use oxygen, does the Certificate Holder's manual require him/her to use oxygen continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his/his regular duties? SRRs: 121.329(b)(3) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.329(b)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.21.6 When a standby crewmember is on call or is definitely going to have flight deck duty before completing the flight, does the Certificate Holder ensure that he/she is provided with an amount of supplemental oxygen equal to that provided for crewmembers on duty? SRRs: 121.329(b)(3) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.329(b)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.21.7 If a standby crewmember is not on call and will not be on flight deck duty during the remainder of the flight, does the Certificate Holder consider him/her to be a passenger for the purposes of supplemental oxygen requirements? SRRs: 121.329(b)(3) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.329(b)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.22 If the Certificate Holder is operating pressurized reciprocating engine powered airplanes, are the following requirements met:</p>	
<p>1.22.1 For crewmembers, operating at flight altitudes above 10,000 feet, does the Certificate Holder provide enough oxygen for each crewmember for the entire flight at those altitudes and not less than a two – hour supply for each flight crewmember on flight deck duty?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

SRRs: 121.331(b)	
1.22.2 Does the Certificate Holder require a two hour supply of oxygen, which is the quantity of oxygen necessary for a constant rate of descent from the airplane's maximum certificated operating altitude to 10,000 feet in ten minutes and followed by 110 minutes at 10,000 feet? SRRs: 121.331(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.22.3 Does the Certificate Holder consider the oxygen required by 121.337 (Protective Breathing Equipment) in determining the supplemental breathing supply required by the flight crewmembers in the event of a cabin pressurization failure? SRRs: 121.331(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.23 If the Certificate Holder is operating a turbine engine powered airplanes with pressurized cabins, are the following requirements met:	
1.23.1 For crewmembers, operating at flight altitudes above 10,000 feet, does the Certificate Holder provide enough oxygen to comply with 121.329 (Supplemental oxygen for sustenance: Turbine engine powered airplanes) for each crewmember for the entire flight at those altitudes and not less than a two – hour supply for each flight crewmember on flight deck duty? SRRs: 121.333(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.23.2 Does the Certificate Holder require a two hour supply of oxygen, which is the quantity of oxygen necessary for a constant rate of descent from the airplane's maximum certificated operating altitude to 10,000 feet in ten minutes and followed by 110 minutes at 10,000 feet? SRRs: 121.333(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.23.3 Does the Certificate Holder consider the oxygen required by 121.337 (Protective Breathing Equipment) in determining the supplemental oxygen required by the flight crewmembers in the event of a cabin pressurization failure? SRRs: 121.333(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.23.4 If the Certificate Holder operates at altitudes above flight level 250, does it provide flight deck crewmembers with an oxygen mask that can be rapidly placed on the face, properly sealed, supply oxygen on demand, and not prevent immediate communications with other crewmembers over the airplane intercommunication system? SRRs: 121.333(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.23.5 Does the Certificate Holder ensure that the oxygen masks that are required for operations above flight level 250 are located so as to be within the immediate reach of the flight crewmember while at his/her duty station? SRRs: 121.333(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.24 Does the Certificate Holder ensure that when operating at flight altitudes above flight level 250, one pilot at the controls shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following:	

<p>1.24.1 If the seating configuration is more than 30 passenger seats or payload of more than 7,500 lb, does the Certificate Holder's manual instruct the flight crewmembers that one pilot need not wear a quick donning mask at flight level 410 and below, if it can be placed on the face, properly secured, sealed, and supplying oxygen upon demand with one hand in five seconds? SRRs: 121.333(c)(2)(i)(A)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information that the pilot in command, when operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flight deck duty has a quick-donning type of oxygen mask that the Certificate Holder's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410. <i>Sources:</i> 121.333(c)(2)(i)(A) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.24.2 If the seating configuration is less than 31 passenger seats or payload of less than 7,500 lb, does the Certificate Holder's manual instruct the flight crewmembers that one pilot need not wear a quick donning mask at flight level 350 and below, if it can be placed on the face, properly secured, sealed, and supplying oxygen upon demand with one hand in five seconds? SRRs: 121.333(c)(2)(i)(B)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information that the pilot in command when operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: One pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flight deck duty has a quick-donning type of oxygen mask that the Certificate Holder's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds for airplanes having a passenger seat configuration of less 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>than 31 seats, excluding any required crewmember seat, and a payload capacity of 7,500 pounds or less, at or below flight level 350. <i>Sources:</i> 121.333(c)(2)(i)(B) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	
<p>1.24.3 Does the Certificate Holder ensure that if the oxygen mask has to be put on, it can be donned without disturbing eye glasses and without hindering crew members from their assigned duties? <i>SRRs:</i> 121.333(c)(2)(ii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.24.4 Does the Certificate Holder ensure that the oxygen mask, after being put on, does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercommunication system? <i>SRRs:</i> 121.333(c)(2)(ii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.25 Does the Certificate Holder ensure that if at any time it is necessary for one pilot to leave his station at the controls of the airplane at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to their duty station? <i>SRRs:</i> 121.333(c)(3) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining if for any reason at any time it is necessary for one pilot to leave his station at the controls of the airplane when operating at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to his duty station. <i>Sources:</i> 121.333(c)(3) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.26 Does the Certificate Holder ensure that before the takeoff of a flight, each flight crewmember shall personally preflight his oxygen equipment to ensure that the oxygen mask is functioning, fitted properly, and connected to appropriate supply terminals, and that the oxygen supply and pressure are adequate for use? <i>SRRs:</i> 121.333(c)(4) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning. <i>Sources:</i> 121.333(c)(4) <i>Interfaces:</i> 3.1.2-op 2. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is fitted properly. <i>Sources:</i> 121.333(c)(4) <i>Interfaces:</i> 3.1.2–op</p> <p>3. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is connected to appropriate supply terminals. <i>Sources:</i> 121.333(c)(4) <i>Interfaces:</i> 3.1.2–op</p> <p>4. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure the oxygen supply and pressure are adequate for use. <i>Sources:</i> 121.333(c)(4) <i>Interfaces:</i> 3.1.2–op</p>	
<p>1.27 Does the Certificate Holder's manual specify that protective breathing equipment with a portable breathing gas supply must be easily accessible while being conveniently located for immediate use by crewmembers in combating fires? <i>SRRs:</i> 121.337(b)(9)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.28 Does the Certificate Holder's manual require that before each flight, each item of PBE at flight crewmember duty stations be checked by the flight crewmember who will use the equipment? <i>SRRs:</i> 121.337(c)(1)(i)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE at a flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal–fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use. <i>Sources:</i> 121.337(c)(1)(i) <i>Interfaces:</i> 1.1.2–aw; 1.1.2–op; 3.1.2–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE at flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment for chemical oxygen generator systems is serviceable.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p><i>Sources:</i> 121.337(c)(1)(ii) <i>Interfaces:</i> 3.1.2–op</p>	
<p>1.29 Does the Certificate Holder's manual (for multiengine turbine – powered airplane having a passenger seat configuration of 20 to 30 seats) specify that the carrier will not operate an airplane unless it is equipped with an approved cockpit voice recorder? SRRs: 121.359(e)(1)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.30 Does the Certificate Holder ensure that the cockpit voice recorder is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight? SRRs: 121.359(e)(2)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.31 Does the Certificate Holder's manual require that crewmembers perform only duties and activities related to the safe operation of the aircraft during critical phase of flight? SRRs: 121.542(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any flight crewmember perform, any duties during a critical phase of flight except those duties required for the safe operation of the aircraft. <i>Sources:</i> 121.542(b) <i>Interfaces:</i> 3.1.2–op 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.32 Does the Certificate Holder's manual require that flight crewmembers remain at assigned duty stations with seat belts fastened? SRRs: 121.543(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty must remain at the assigned duty station with seat belt fastened while the aircraft is taking off or landing, and while it is en route. <i>Sources:</i> 121.543(a) 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.33 Does the Certificate Holder's manual specify the circumstances under which a required crewmember may leave the assigned duty station? SRRs: 121.543(b)(3)(ii)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided in the case of the assigned second in command, by a pilot qualified to act as second in command of that aircraft during en route operations. However, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b). <i>Sources:</i> 121.543(b)(3)(ii) <i>Interfaces:</i> 4.3.1–op; 4.3.2–op 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>1.34 Does the Certificate Holder's manual specify that the relief pilot need not meet the recent experience requirements of Sec. 121.439(b)? SRRs: 121.543(b)(3)(ii)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided in the case of the assigned second in command, by a pilot qualified to act as second in command of that aircraft during en route operations. However, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b). <i>Sources:</i> 121.543(b)(3)(ii) <i>Interfaces:</i> 4.3.1-op; 4.3.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.35 Does the Certificate Holder's manual specify that a second in command qualified to act as a pilot in command enroute need not have completed the pilot in command requirements? SRRs: 121.543(b)(3)(ii)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided in the case of the assigned second in command, by a pilot qualified to act as second in command of that aircraft during en route operations. However, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b). <i>Sources:</i> 121.543(b)(3)(ii) <i>Interfaces:</i> 4.3.1-op; 4.3.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.36 Does the Certificate Holder's manual specify that the pilot in command allow only qualified pilots who are authorized by the Certificate Holder to manipulate controls of the aircraft during flight? SRRs: 121.545(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is a qualified pilot of the Certificate Holder operating that aircraft. <i>Sources:</i> 121.545(a) <i>Interfaces:</i> 4.3.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.37 Does the Certificate Holder's manual allow an authorized and qualified pilot who has the permission of the pilot in command to manipulate controls of the aircraft during flight? SRRs: 121.545(b)</p> <p><i>Related Design JTIs:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is an authorized pilot safety representative of the Administrator or of the National Transportation Safety Board who has the permission of the pilot in command, is qualified in the aircraft, and is checking flight operations. <i>Sources:</i> 121.545(b) <i>Interfaces:</i> 4.3.2-op</p>	
<p>1.38 Does the Certificate Holder's manual specify that the pilot in command may allow a pilot of another Certificate Holder, who is qualified in the aircraft, and authorized by the Certificate Holder operating that aircraft, to manipulate the controls during flight? SRRs: 121.545(c) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is a pilot of another Certificate Holder who has the permission of the pilot in command, is qualified in the aircraft, and is authorized by the Certificate Holder operating the aircraft. <i>Sources:</i> 121.545(c) <i>Interfaces:</i> 4.3.2-op; 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.39 Does the Certificate Holder's manual allow admission to the flight deck to only those who have a need to be there, as identified by the Certificate Holder and the FAA? SRRs: 121.547(b); 121.547(a); 121.547(c) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not admit any person to the flight deck of an aircraft unless the person being admitted is a crewmember. <i>Sources:</i> 121.547(a)(1) <i>Interfaces:</i> 4.3.2-op 2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not admit any person to the flight deck of an aircraft unless the person being admitted is an FAA air carrier inspector, or an authorized representative of the National Transportation Safety Board, who is performing official duties. <i>Sources:</i> 121.547(a)(2) 3. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless that person has the permission of the pilot in command, an appropriate management official of the part 119 Certificate Holder, and the Administrator. <i>Sources:</i> 121.547(a)(3)(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

4. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an FAA air carrier inspector or an authorized representative of the Administrator or National Transportation Safety Board who is checking or observing flight operations.
Sources: 121.547(c)(1)
5. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an air traffic controller who is authorized by the Administrator to observe ATC procedures.
Sources: 121.547(c)(2)
6. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a certificated airman employed by the Certificate Holder whose duties require an airman certificate.
Sources: 121.547(c)(3)
Interfaces: 4.3.2–op
7. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a certificated airman employed by another part 119 Certificate Holder whose duties with that part 119 Certificate Holder require an airman certificate and who is authorized by the part 119 Certificate Holder operating the aircraft to make specific trips over a route.
Sources: 121.547(c)(4)
Interfaces: 4.3.2–op; 5.1.6–op
8. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an employee of the part 119 Certificate Holder operating the aircraft whose duty is directly related to the conduct or planning of flight operations or the in–flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by a responsible supervisor, listed in the Operations Manual as having that authority.
Sources: 121.547(c)(5)
9. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a technical representative of the manufacturer of the aircraft or its components whose duties are directly related to the in–flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by the Administrator and by a responsible supervisor of the operations department of the part 119

<p>Certificate Holder, listed in the Operations Manual as having that authority. Sources: 121.547(c)(6)</p>	
<p>1.40 Does the Certificate Holder's manual specify that an FAA inspector has free and uninterrupted access to the pilot's compartment? SRRs: 121.548</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, while conducting an inspection, an inspector of the Federal Aviation Administration who presents form FAA 110A, "Aviation Safety Inspector's Credential," to the pilot in command of an aircraft operated by a Certificate Holder, must be given free and uninterrupted access to the pilot's compartment of that aircraft. Sources: 121.548 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.41 Does the Certificate Holder's manual specify that all required aeronautical charts and approach procedures are on board the aircraft? SRRs: 121.549(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command shall ensure that appropriate aeronautical charts containing adequate information concerning navigation aids and instrument approach procedures are aboard the aircraft for each flight. Sources: 121.549(a) 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.42 Does the Certificate Holder's manual specify that each flight crewmember has an operable flashlight? SRRs: 121.549(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that each crewmember has, on each flight, a readily available for his use a flashlight that is in good working order. Sources: 121.549(b) Interfaces: 1.1.2-aw; 1.1.2-op 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.43 Does the Certificate Holder's manual specify that Secret Service Agents protecting a person onboard that aircraft have access to the flight deck? SRRs: 121.550</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that whenever an Agent of the Secret Service who is assigned the duty of protecting a person aboard an aircraft operated by a Certificate Holder considers it necessary in the performance of his duty to ride on the flight deck of the aircraft, he must, upon request and presentation of his Secret Service credentials to the pilot in command of the aircraft, be admitted to the flight deck and permitted to occupy an observer seat thereon 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p><i>Sources:</i> 121.550; 121.135(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 4.2.3-op</p>	
<p>1.44 Does the Certificate Holder's manual specify that in an emergency situation that requires immediate decision, the pilot in command may take any action that he/she considers necessary under the circumstances? SRRs: 121.557(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.45 Does the Certificate Holder's manual specify that in an emergency situation arising during flight that requires immediate decision and or action by an aircraft dispatcher, and that is known to him, the aircraft dispatcher shall:</p>	
<p>1.45.1 Advise the pilot in command of the emergency? SRRs: 121.557(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.45.2 Ascertain the decision of the pilot in command? SRRs: 121.557(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.45.3 Have the decision recorded? SRRs: 121.557(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.45.4 Declare an emergency an emergency if he/she cannot communicate with the pilot? SRRs: 121.557(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.45.5 Take any action that he/she considers necessary under the circumstances? SRRs: 121.557(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.46 Does the Certificate Holder's manual specify that whenever a pilot in command or dispatcher exercises emergency authority, he/she shall:</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not operate a multiengine, turbine-powered airplane having a passenger seat configuration of 20 to 30 seats unless it is equipped with an approved cockpit voice recorder that is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight. <i>Sources:</i> 121.359(e)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	
<p>1.46.1 Keep the appropriate ATC facility fully informed of the progress of the flight? SRRs: 121.557(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the person declaring the emergency shall send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator. The pilot in command shall send his report within 10 days after returning to his home base. <i>Sources:</i> 121.557(c) <i>Interfaces:</i> 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.46.2 Keep the appropriate dispatch centers fully informed of the progress of the flight? SRRs: 121.557(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the person declaring the emergency shall send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator. The pilot in command shall send his report within 10 days after returning to his home base. <i>Sources:</i> 121.557(c) <i>Interfaces:</i> 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.46.3 Send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator? SRRs: 121.557(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the person declaring the emergency shall send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator. The pilot in command shall send his report within 10 days after returning to his home base. <i>Sources:</i> 121.557(c) <i>Interfaces:</i> 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.46.4 Send his report (dispatcher) within 10 days after the date of the emergency? SRRs: 121.557(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the person declaring the emergency shall send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator. The pilot in command shall send his report within 10 days after returning to his home base. <i>Sources:</i> 121.557(c) <i>Interfaces:</i> 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.46.5 Send his report within 10 days after returning to his home base? SRRs: 121.557(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the person declaring the emergency shall send a written report of any deviation through the Certificate Holder's operations manager, to the Administrator. The pilot in command shall send his report within 10 days after returning to his home base. <i>Sources:</i> 121.557(c) <i>Interfaces:</i> 7.1.4-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.47 Does the Certificate Holder's manual specify that in an emergency situation that requires immediate decision the pilot in command may take any action that he/she considers necessary under the circumstance? SRRs: 121.559(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48 Does the Certificate Holder's manual specify that in an emergency situation arising during flight that requires immediate decision and or action by appropriate management personnel in the case of operations conducted with a flight following service, and which is known to them, those personnel shall:	
1.48.1 Advise the pilot in command of the emergency? SRRs: 121.559(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48.2 Ascertain the decision of the pilot in command? SRRs: 121.559(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48.3 Have the decision recorded? SRRs: 121.559(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48.4 declare an emergency if they cannot communicate with the pilot? SRRs: 121.559(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48.5 Take any action that they consider necessary under the circumstances? SRRs: 121.559(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.49 Does the Certificate Holder's manual specify that whenever emergency authority is exercised, the pilot in command or the appropriate management personnel shall keep the appropriate ground radio station fully informed of the progress of the flight? SRRs: 121.559(c) <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that, whenever emergency authority is exercised, the pilot in command or the appropriate management personnel shall keep the appropriate ground radio station fully informed of the progress of the flight. <i>Sources:</i> 121.559(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.50 Does the Certificate Holder's manual specify that the person declaring the emergency shall send a written report of any deviation, through the Certificate Holder's director of operations, to the Administrator within 10 days after the flight is completed or, in the case of operations outside the United States, upon return to the home base? SRRs: 121.559(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.51 Does the Certificate Holder's manual require the pilot in command to ascertain the maintenance status of the aircraft prior to flight and to record all discrepancies discovered during the flight in the maintenance log? SRRs: 121.563 <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command shall ensure all mechanical irregularities occurring during flight time are	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>entered in the maintenance log of the airplane at the end of that flight time. <i>Sources:</i> 121.563</p> <p>2. Check that the Certificate Holder's manual has instructions and information that, before each flight, the pilot in command shall ascertain the status of each irregularity entered in the log at the end of the preceding flight. <i>Sources:</i> 121.563</p>	
<p>1.52 Does the Certificate Holder's manual require the pilot in command of a two – engine aircraft to land at the nearest suitable airport if one engine is shut down? <i>SRRs:</i> 121.565(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (b) of this section, whenever an engine of an airplane fails or whenever the rotation of an engine is stopped to prevent possible damage, the pilot in command shall land the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made. <i>Sources:</i> 121.565(a) <i>Interfaces:</i> 5.1.6–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.53 Does the Certificate Holder's manual allow the pilot in command (PIC) of an aircraft with more than two engines to proceed to the destination if it has been determined that it is safe to do so? <i>SRRs:</i> 121.565(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.54 Does the Certificate Holder's manual require the pilot in command to submit a report to ATC? <i>SRRs:</i> 121.565(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command shall report each stoppage of engine rotation in flight to the appropriate ground radio station as soon as practicable and shall keep that station fully informed of the progress of the flight. <i>Sources:</i> 121.565(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.55 Does the Certificate Holder's manual require the operator to submit a written report to the FAA if the aircraft has landed at an airport other than the nearest suitable airport? <i>SRRs:</i> 121.565(d)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.56 Does the Certificate Holder's manual prohibit instrument approaches contrary to operations specifications? <i>SRRs:</i> 121.567</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.57 Does the Certificate Holder's manual restrict the use of autopilots contrary to conditions or below altitudes specified below:</p>	

<p>1.57.1 For cruise operations no pilot may use the autopilot for enroute operations at an altitude above terrain that is less than twice the maximum loss listed in the AFM or 500 feet, whichever is higher? SRRs: 121.579(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that during enroute operations, no person may use an autopilot enroute, including climb and descent at an altitude above the terrain that is less than 500 feet. <i>Sources:</i> 121.579(a) 2. Check that the Certificate Holder's manual has instructions and information that, during enroute operations, no person may use an autopilot enroute, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions. <i>Sources:</i> 121.579(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.57.2 When using an instrument approach, does the Certificate Holder ensure that an airplane is not operated below an altitude that is twice the AFM maximum loss for a malfunction or 50 feet below minimum descent altitude or decision height? SRRs: 121.579(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. <i>Sources:</i> 121.579(b) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.57.3 When weather conditions are less than basic VFR, does the Certificate Holder ensure that its employees do not operate an airplane on an ILS approach at an altitude that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions? SRRs: 121.579(b)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>the facility, whichever is higher. <i>Sources:</i> 121.579(b)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are less than the basic VFR weather conditions in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions. <i>Sources:</i> 121.579(b)(1)</p>	
<p>1.57.4 When weather conditions are equal to or better than basic VFR, does the Certificate Holder ensure that its employees do not operate an airplane on an ILS approach at an altitude that is less the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions or 50 feet, whichever is higher? <i>SRRs:</i> 121.579(b)(2)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are equal to or better than the basic VFR minimums in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 feet, whichever is higher. <i>Sources:</i> 121.579(b)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.57.5 If the Certificate Holder has approval in the operations specifications, does the Certificate Holder allow the use of the autopilot to touchdown if the system does not contain any altitude loss and the safety standards are not affected?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

SRRs: 121.579(c)	
1.57.6 If the Certificate Holder has approval in the operations specification, does it ensure the following:	
1.57.6.1 That the AFM specifies the minimum altitude engagement restrictions? SRRs: 121.579(d)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.57.6.2 That the system is not engaged prior to the minimum engagement certification restriction in the AFM or specified by the Administrator, whichever is higher?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.58 Does the Certificate Holder's manual specify that no person may assault a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part or? SRRs: 121.580	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.1 Threaten a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part or? SRRs: 121.580 <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information regarding any person who may assault a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part. <i>Sources:</i> 121.580 <i>Interfaces:</i> 3.1.2-op 2. Check that the Certificate Holder's manual has instructions and information regarding any person who may threaten a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part. <i>Sources:</i> 121.580 <i>Interfaces:</i> 3.1.2-op 3. Check that the Certificate Holder's manual has instructions and information regarding any person who may intimidate a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part. <i>Sources:</i> 121.580 <i>Interfaces:</i> 3.1.2-op 4. Check that the Certificate Holder's manual has instructions and information regarding any person who may interfere with a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part. <i>Sources:</i> 121.580 <i>Interfaces:</i> 3.1.2-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.2 Intimidate a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part or? SRRs: 121.580	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.3 Interfere with a crewmember in the performance of the crewmember's duties aboard an aircraft being operated under this part?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SRRs: 121.580	
<p>1.59 Does the Certificate Holder's manual ensure that an inspector is given the observer seat of choice? SRRs: 121.581(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, in each airplane that has more than one observer's seat, in addition to the seats required for the crew complement for which the airplane was certificated, the forward observer's seat or the observer's seat selected by the Administrator is made available when complying with paragraph (a) of this section. <i>Sources:</i> 121.581(b) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.60 Does the Certificate Holder's manual specify that the flight deck door is locked during flight? SRRs: 121.587(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each pilot in command of an airplane that has a lockable flightcrew compartment door, in accordance with Sec.121.313 and that is carrying passengers, shall ensure that the door separating the flightcrew compartment from the passenger compartment is closed and locked at all times when the aircraft is being operated. <i>Sources:</i> 121.587(a) <i>Interfaces:</i> 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.61 Does the Certificate Holder's manual require that prior to flight, the pilot in command has all appropriate information to conduct the flight safely? SRRs: 121.603(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, before beginning a flight under supplemental operations, each pilot in command shall obtain all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight. <i>Sources:</i> 121.603(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.62 Does the Certificate Holder's manual require that during flight, the Pilot in Command (PIC) obtains any additional information that may affect the safety of the flight? SRRs: 121.603(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, during a flight under supplemental operations, the pilot in command shall obtain any additional available information of meteorological conditions that may affect the safety of the flight. <i>Sources:</i> 121.603(b) 2. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's manual has instructions and information that, during a flight under supplemental operations, the pilot in command shall obtain any additional available information of facilities that may affect the safety of the flight. <i>Sources:</i> 121.603(b)</p>	
<p>1.63 Does the Certificate Holder's manual require the pilot in command to discontinue a flight in unsafe conditions? <i>SRRs:</i> 121.627(a)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.64 Does the Certificate Holder's manual require the Pilot in Command (PIC) to comply with approved procedures in the event of equipment failure? <i>SRRs:</i> 121.627(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, if any instrument or item of equipment required under this chapter for the particular operation becomes inoperative en route, the pilot in command shall comply with the approved procedures for such an occurrence as specified in the Certificate Holder's manual. <i>Sources:</i> 121.627(b) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.2.3-op 2. Check that the Certificate Holder's manual has instructions and information that notwithstanding any clearance from ATC, no pilot may begin a takeoff in an airplane under IFR when the weather conditions reported by the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, are less than those specified in—The Certificate Holder's operations specifications; or Parts 91 and 97 of this chapter, if the Certificate Holder's operations specifications do not specify takeoff minimums for the airport. <i>Sources:</i> 121.651(a) <i>Interfaces:</i> 5.1.2-aw 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.65 Does the Certificate Holder's manual instruct pilots not to takeoff or land unless the weather is reported to be less than the weather authorized in the operations specifications or as prescribed in FAR Parts 91 and 97? <i>SRRs:</i> 121.651(a)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.66 Does the Certificate Holder's manual ensure that a pilot does not continue an approach past the final approach fix or begin the final segment unless the pilot has received a report by an approved weather source and the reported visibility is equal to or more than the published minimums for the approach? <i>SRRs:</i> 121.651(b)(1); 121.651(b)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, no pilot continues an approach past the final approach fix, or where a final approach fix is not used, begins the final approach segment of an instrument approach procedure—At any airport, unless the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, issues a weather report for that airport. <i>Sources:</i> 121.651(b)(1) <i>Interfaces:</i> 5.1.2-aw 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>2. Check that the Certificate Holder's manual has instructions and information that no pilot may begin the final approach segment of an instrument approach procedure (where a final approach fix is not used) or continue an approach past the final approach fix at airports within the United States and its territories or at U.S. military airports, unless the latest weather report for that airport issued by the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, reports the visibility to be equal to or more than the visibility minimums prescribed for that procedure. For the purpose of this section, the term "U.S. military airports" means airports in foreign countries where flight operations are under the control of U.S. military authority.</p> <p><i>Sources:</i> 121.651(b)(2) <i>Interfaces:</i> 5.1.2-aw</p>	
<p>1.67 Does the Certificate Holder's manual instruct the pilots that they may continue an approach during the final approach segment if they receive a weather report indicating that the weather is below minimums if:</p>	
<p>1.67.1 The aircraft is in a position to make a normal descent to touchdown? SRRs: 121.651(c)(1)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down where that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing;</p> <p><i>Sources:</i> 121.651(c)(1) <i>Interfaces:</i> 5.1.2-aw</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.67.2 The flight visibility is not less than the visibility published for the approach? SRRs: 121.651(c)(2)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used.</p> <p><i>Sources:</i> 121.651(c)(2) <i>Interfaces:</i> 5.1.2-aw</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>1.67.3 Except for Category II or Category III approaches, at least one of the necessary visual reference requirements authorized by the Administrator for the intended runway is distinctly visible and identifiable to the pilot? SRRs: 121.651(c)(3)(i) thru (x)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable. <i>Sources:</i> 121.651(c)(3)(i) <i>Interfaces:</i> 5.1.2–aw 2. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold. <i>Sources:</i> 121.651(c)(3)(ii) 3. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold markings.

Sources: 121.651(c)(3)(iii)

Interfaces: 5.1.2–aw

4. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold lights.

Sources: 121.651(c)(3)(iv)

Interfaces: 5.1.2–aw

5. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway end identifier lights.

Sources: 121.651(c)(3)(v)

Interfaces: 5.1.2–aw

6. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The visual approach slope indicator.

Sources: 121.651(c)(3)(vi)

Interfaces: 5.1.2–aw

7. Check that the Certificate Holder's manual has instructions and

information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone or touchdown zone markings.

Sources: 121.651(c)(3)(vii)

Interfaces: 5.1.2–aw

8. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone lights.

Sources: 121.651(c)(3)(viii)

Interfaces: 5.1.2–aw

9. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway or runway markings.

Sources: 121.651(c)(3)(ix)

Interfaces: 5.1.2–aw

10. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below–minimum conditions, the pilot may

<p>continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway lights; <i>Sources:</i> 121.651(c)(3)(x) <i>Interfaces:</i> 5.1.2-aw</p>	
<p>1.67.4 On a straight-in non precision approach with a visual descent point the aircraft has reached the visual descent point and the aircraft is equipped and capable of making a normal descent and landing? SRRs: 121.651(c)(4) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the aircraft is on a straight-in nonprecision approach procedure which incorporates a visual descent point, the aircraft has reached the visual descent point, except where the aircraft is not equipped for or capable of establishing that point, or a descent to the runway cannot be made using normal procedures or rates of descent if descent is delayed until reaching that point. <i>Sources:</i> 121.651(c)(4) <i>Interfaces:</i> 5.1.2-aw 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.67.5 Other than a Category II or III approach, does the Certificate Holder's manual instruct pilots that they may begin an instrument approach when the visibility is less than the published minimums if the airport has an operative ILS and PAR and both are used? SRRs: 121.651(d) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may begin the final approach segment of an instrument approach procedure other than a Category II or Category III procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by a operative ILS and an operative PAR, and both 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>are used by the pilot. <i>Sources:</i> 121.651(d) <i>Interfaces:</i> 5.1.2–aw</p>	
<p>1.68 Other than a Category II or III approach, does the Certificate Holder's manual instruct pilots that they may descend below the published minimums:</p>	
<p>1.68.1 If the aircraft is continuously in a position to make a normal descent to a landing on the intended runway and touchdown within the touchdown zone of the runway? <i>SRRs:</i> 121.651(d)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers. <i>Sources:</i> 121.651(d)(1) 2. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless—where such a descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing. <i>Sources:</i> 121.651(d)(1) 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.68.2 If the flight visibility is not less than the visibility published for the approach? <i>SRRs:</i> 121.651(d)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used. <i>Sources:</i> 121.651(d)(2) 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.68.3 Except for Category II or Category III approaches, at least one of the necessary visual reference requirements authorized by the Administrator for the intended runway is distinctly visible and identifiable to the pilot? <i>SRRs:</i> 121.651(d)(3)(i) thru (x)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

- distinctly visible and identifiable to the pilot: The approach light.
Sources: 121.651(d)(3)(i)
2. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.
Sources: 121.651(d)(3)(i)
 3. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold.
Sources: 121.651(d)(3)(ii)
 4. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold markings.
Sources: 121.651(d)(3)(iii)
 5. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold lights.
Sources: 121.651(d)(3)(iv)
 6. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway end

<p>identifier lights. Sources: 121.651(d)(3)(v)</p> <p>7. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The visual approach slope indicator. Sources: 121.651(d)(3)(vi)</p> <p>8. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone or touchdown zone markings. Sources: 121.651(d)(3)(vii)</p> <p>9. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone lights. Sources: 121.651(d)(3)(viii)</p> <p>10. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway lights. Sources: 121.651(d)(3)(x)</p>	
<p>1.69 Unless otherwise authorized in the Certificate Holder's operations specifications, does the Certificate Holder's manual instruct its pilot's that, when making an IFR takeoff, approach, or landing at a foreign airport, they comply with the applicable instrument approach procedures and weather minimums prescribed for that airport? SRRs: 121.651(f)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>information that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable instrument approach procedures, unless otherwise authorized in the Certificate Holder's operations specifications. Sources: 121.651(f)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications. Sources: 121.651(f)</p>	
<p>1.70 Does the Certificate Holder's manual specify that an aircraft may not descend below the pertinent minimum altitude for initial approach until the aircraft's position has been established over the facility serving the approach? SRRs: 121.659(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not descend an aircraft below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established when making an initial approach to a radio navigation facility under IFR. Sources: 121.659(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.71 Does the Certificate Holder's manual restrict initial approach descents, by a flag operator, until arrival over the navigation facility? SRRs: 121.661</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information, when making an initial approach to a radio navigation facility under IFR, the pilot in command may not descend below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established. Sources: 121.661</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.72 Does the Certificate Holder's manual specify the Door Modification Requirement that after March 1, 2002, for each airplane required under Sec. 121.313(f) to have a door between the passenger and pilot compartments, such door:</p>	
<p>1.72.1 Must be equipped with an internal locking device installed? SRRs: SFAR 92.5</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.72.2 Must be operative? SRRs: SFAR 92.5</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.72.3 Must be in use? SRRs: SFAR 92.5</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.72.4 Must be equipped with an internal locking device, designed so that it can only be unlocked from inside the flightdeck?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SRRs: SFAR 92.5	
<p>1.73 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.173? Related CFRs: 121.173(e)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each crewmember may take off a reciprocating–engine–powered airplane at a weight that is more than the allowable weight for the runway being used (determined under the runway takeoff limitations of the transport category operating rules of 14 CFR part 121, subpart I) after taking into account the temperature operating correction factors in the applicable Airplane Flight Manual. <i>Sources:</i> 121.173(e) <i>Interfaces:</i> 3.1.9–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.74 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.303? Related CFRs: 121.303(d)(1); 121.303(d)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that no crewmember may take off any airplane unless the following instruments and equipment are in operating condition: Instruments and equipment required to comply with airworthiness requirements under which the airplane is type certificated and as required by 14 CFR part 121.213 through 121.283 and 121.289. <i>Sources:</i> 121.303(d)(1) <i>Interfaces:</i> 1.1.2–aw; 1.1.2–op 2. Check that the Certificate Holder's manual has instructions and information that each crewmember may take off any airplane unless the following instruments and equipment are in operating condition: Instruments and equipment specified in Sections 121.305 through 121.321, 121.359, and 121.360 for all operations, and the instruments and equipment specified in Sections 121.323 through 121.351 for the kind of operation indicated, wherever these items are not already required by 14 CFR part 121.303, paragraph (d)(1) of this section. <i>Sources:</i> 121.303(d)(2) <i>Interfaces:</i> 1.1.2–aw; 1.1.2–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.75 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.305? Related CFRs: 121.305(a); 121.305(b); 121.305(c); 121.305(d); 121.305(e); 121.305(f); 121.305(g); 121.305(h); 121.305(i); 121.305(j)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment; a free-air temperature indicator.

Sources: 121.305(d)

Interfaces: 1.1.2-aw; 1.1.2-op

2. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A gyroscopic bank and pitch indicator (artificial horizon).

Sources: 121.305(e)

Interfaces: 1.1.2-aw; 1.1.2-op

3. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required when a third attitude instrument system usable through flight attitudes of 360° of pitch and roll is installed in accordance with 14 CFR part 121.305, paragraph (k) of this section.

Sources: 121.305(f)

Interfaces: 1.1.2-aw; 1.1.2-op

4. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A gyroscopic direction indicator (directional gyro or equivalent)

Sources: 121.305(g)

Interfaces: 1.1.2-aw; 1.1.2-op

5. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A magnetic compass.

Sources: 121.305(h)

Interfaces: 1.1.2-aw; 1.1.2-op

6. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A vertical speed indicator (rate-of-climb indicator).

Sources: 121.305(i)

Interfaces: 1.1.2-aw; 1.1.2-op

7. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane (except reciprocating) unless it is equipped with the following flight and navigational instruments and

<p>equipment: On the airplane described in this paragraph, in addition to two gyroscopic bank and pitch indicators (artificial horizons) for use at the pilot stations, a third such instrument is installed in accordance with 14 CFR part 121.305, paragraph (k) of this section: <i>Sources:</i> 121.305(j) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p> <p>8. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: An airspeed indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing. <i>Sources:</i> 121.305(a) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p> <p>9. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment; a sensitive altimeter. <i>Sources:</i> 121.305(b) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p> <p>10. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: A sweep-second hand clock (or approved equivalent). <i>Sources:</i> 121.305(c) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	
<p>1.76 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.308? Related CFRs: 121.308(a); 121.308(b); 121.308(d)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate a passenger-carrying airplane unless 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> 121.308(a) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate a passenger-carrying airplane unless each</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>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. The built-in fire extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle.</p> <p><i>Sources:</i> 121.308(b) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate a nontransport category airplane type certificated after December 31, 1964, with a passenger seat configuration of 10-19 seats unless that airplane complies with the smoke detector system requirements described in paragraph (a) of this section, except that the smoke detector system or equivalent must provide a warning light in the cockpit or an audio warning that would be readily detected by the flightcrew.</p> <p><i>Sources:</i> 121.308(d) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p>	
<p>1.77 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.311? Related CFRs: 121.135(a)(1); 121.311(a)(1); 121.311(a)(2); 121.311(h); 121.311(i)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless there are available during the takeoff, en route flight, and landing an approved seat or berth for each person on board the airplane who has reached his second birthday.</p> <p><i>Sources:</i> 121.311(a)(1) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that each occupant of a seat equipped with a shoulder harness, if installed, or with a combined safety belt and shoulder harness must have the shoulder harness or combined safety belt and shoulder harness properly secured about that occupant during takeoff and landing, except that a shoulder harness that is not combined with a safety belt may be unfastened if the occupant cannot perform the required duties with the shoulder harness fastened.</p> <p><i>Sources:</i> 121.311(h); 121.135(a)(1) <i>Interfaces:</i> 6.1.3-op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that no crewmember may operate an airplane unless there are available during the takeoff, en route flight, and landing an approved safety belt for separate use by each person on board the airplane who has reached his second birthday, except that two persons occupying a berth may share one approved safety belt and two persons occupying a multiple lounge or divan seat may share one approved safety belt during en route flight only.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p><i>Sources:</i> 121.311(a)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p> <p>4. Check that the Certificate Holder's manual has instructions and information that each unoccupied seat, the safety belt and shoulder harness, if installed, must be secured so as not to interfere with crewmembers in the performance of their duties or with the rapid egress of occupants in an emergency. <i>Sources:</i> 121.311(i)</p>	
<p>1.78 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.317? Related CFRs: 121.317(b); 121.317(g)(1)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the "Fasten Seat Belt" sign shall be turned on during any movement on the surface, for each takeoff, for each landing, and at any other time considered necessary by the pilot in command. <i>Sources:</i> 121.317(b)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command of an airplane engaged in a supplemental operation may authorize smoking on the flight deck (if it is physically separated from any passenger compartment), but not in any of the following situations: During airplane movement on the surface or during takeoff or landing; during scheduled passenger-carrying public charter operations conducted under part 380 of this title; or during any operation where smoking is prohibited by part 252 of this title or by international agreement. <i>Sources:</i> 121.317(g)(1)</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.79 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.313? Related CFRs: 121.313(g)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no crewmember other than a person who is assigned to perform duty on the flightdeck may have a key to the flightdeck door. Before April 22, 2003, any crewmember may have a key to the flightdeck door but only if the flightdeck door has an internal flightdeck locking device installed, operative, and in use. <i>Sources:</i> 121.313(g) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>1.80 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.337? Related CFRs: 121.337(c)(2); 121.337(c)(1)(ii)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE at flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment for chemical oxygen generator systems is serviceable. <i>Sources:</i> 121.337(c)(1)(ii) <i>Interfaces:</i> 3.1.2-op 2. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE located at other than a flight crewmember duty station must be checked by a designated crewmember to ensure that each is properly stowed and serviceable. <i>Sources:</i> 121.337(c)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 3. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE other than chemical oxygen generator systems is serviceable and the breathing gas supply is fully charged. <i>Sources:</i> 121.337(c)(2) <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.81 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.393? Related CFRs: 121.393(a)(2)(i); 121.393(b)(1)(i)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command ensures at stops where passengers remain on board, on each airplane for which a flight attendant is not required by Sec. 121.391(a), a person who is qualified in the emergency evacuation procedures for the airplane, as required in Sec. 121.417, and who is identified to the passengers, remains: on board the airplane; or nearby the airplane, in a position to adequately monitor passenger safety with the engines are shut down. <i>Sources:</i> 121.393(a)(2)(i) <i>Interfaces:</i> 3.1.1-op; 3.1.2-op 2. Check that the Certificate Holder's manual has instructions and information that the pilot in command ensures at stops where passengers remain on board, the following must be met: On each airplane for which flight attendants are required by Sec. 121.391(a), but the number of flight attendants remaining on board is fewer than required by Sec. 121.391(a): the pilot in command shall ensure that the airplane engines are shut down. <i>Sources:</i> 121.393(b)(1)(i) <i>Interfaces:</i> 3.1.1-op; 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.82 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.445? Related CFRs: 121.445(b)(1); 121.445(d)(1); 121.445(d)(2)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any person serve, as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months: The pilot in command or second in command has made an entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember. <i>Sources:</i> 121.445(b)(1) <i>Interfaces:</i> 5.1.6-op 2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any person serve, as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months: The pilot in command has qualified by using pictorial means acceptable to the Administrator for that airport. <i>Sources:</i> 121.445(b)(1) <i>Interfaces:</i> 5.1.6-op 3. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any person serve, as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner acceptable to the Administrator: by flying over a route or area as pilot in command using the applicable special type of navigation system. <i>Sources:</i> 121.445(d)(1) <i>Interfaces:</i> 5.1.6-op; 5.1.7-op; 5.1.8-aw; 5.1.8-op 4. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any person serve, as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner acceptable to the Administrator by flying over a route or area as pilot in command under the supervision of a check airman using special type of navigation system. <i>Sources:</i> 121.445(d)(2) <i>Interfaces:</i> 5.1.6-op; 5.1.7-op; 5.1.8-aw; 5.1.8-op 5. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not, nor may any person serve, as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner acceptable to the Administrator by completing the training program requirements of Appendix G of this part 121. 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
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<p><i>Sources:</i> 121.445(d)(3) <i>Interfaces:</i> 5.1.6–op; 5.1.7–op; 5.1.8–aw; 5.1.8–op</p>	
<p>1.83 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.533? Related CFRs: 121.533(b); 121.533(d); 121.533(e)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that the pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications. <i>Sources:</i> 121.533(b) <i>Interfaces:</i> 3.1.4–op; 3.2.1–op; 3.2.2–op; 3.2.3–op 2. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that the pilot in command is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane. <i>Sources:</i> 121.533(d) <i>Interfaces:</i> 3.1.4–op; 3.2.1–op; 3.2.2–op; 3.2.3–op 3. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that the pilot in command has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers. <i>Sources:</i> 121.533(e) <i>Interfaces:</i> 3.1.4–op; 3.2.1–op; 3.2.2–op; 3.2.3–op 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.84 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.535? Related CFRs: 121.135(a)(1); 121.135(b)(1); 121.535(b); 121.535(d); 121.535(e); 121.535(f)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information that each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane <i>Sources:</i> 121.535(d); 121.135(a)(1) <i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.1–op; 3.1.6–op; 3.1.8–op; 4.2.3–op; 7.2.1–op 2. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>that each pilot in command has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers.</p> <p><i>Sources:</i> 121.535(e); 121.135(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.1-op; 3.1.6-op; 3.1.8-op; 4.2.3-op; 7.2.1-op</p> <p>3. Check that the Certificate Holder's manual, which is conducting flag operations, has a general policy that no pilot may operate an aircraft in a careless or reckless manner so as to endanger life or property.</p> <p><i>Sources:</i> 121.535(f); 121.135(b)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op</p> <p>4. Check that the Certificate Holder's manual during flag operations has instructions and information that the pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.</p> <p><i>Sources:</i> 121.535(b) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 3.2.2-op; 3.2.3-op</p>	
<p>1.85 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.537? Related CFRs: 121.537(b); 121.537(e)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual during supplemental operations has instructions and information that the pilot in command and the director of operations are jointly responsible for the initiation, continuation, diversion, and termination of a flight in compliance with this chapter and the operations specifications.</p> <p><i>Sources:</i> 121.537(b) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 3.2.2-op; 3.2.3-op; 7.1.4-op</p> <p>2. Check that the Certificate Holder's manual during supplemental operations has instructions and information that the pilot in command of an aircraft is responsible for the preflight planning and the operation of the flight in compliance with this chapter and the operations specifications.</p> <p><i>Sources:</i> 121.537(e) <i>Interfaces:</i> 3.1.2-op; 3.1.4-op; 3.2.1-op; 3.2.2-op; 3.2.3-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.86 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.543? Related CFRs: 121.543(a); 121.543(b)(1); 121.543(b)(3)(i); 121.543(b)(3)(ii)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty must remain at the assigned duty station</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>with seat belt fastened while the aircraft is taking off or landing, and while it is en route. <i>Sources:</i> 121.543(a)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember's absence is necessary for the performance of duties in connection with the operation of the aircraft. <i>Sources:</i> 121.543(b)(1)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided. In the case of the assigned pilot in command during the en route cruise portion of the flight, by a pilot who holds an airline transport pilot certificate and an appropriate type rating, is currently qualified as pilot in command or second in command, and is qualified as pilot in command of that aircraft during the en route cruise portion of the flight. <i>Sources:</i> 121.543(b)(3)(i) <i>Interfaces:</i> 4.3.2-op</p> <p>4. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided in the case of the assigned second in command, by a pilot qualified to act as second in command of that aircraft during en route operations. However, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b). <i>Sources:</i> 121.543(b)(3)(ii) <i>Interfaces:</i> 4.3.1-op; 4.3.2-op</p>	
<p>1.87 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.553? Related CFRs: 121.553</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that a pilot in command conducting supplemental operations or knows of conditions, including airport and runway conditions, that are a hazard to safe operations, the pilot in command shall restrict or suspend operations until those conditions are corrected. <i>Sources:</i> 121.553 <i>Interfaces:</i> 1.1.2-aw; 1.1.2-op</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>1.88 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.555? Related CFRs: 121.555(a); 121.555(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that no pilot may operate an airplane in scheduled air transportation over any route or route segment unless it is specified in the Certificate Holder's operations specification. <i>Sources:</i> 121.555(a) <i>Interfaces:</i> 3.1.4–op; 5.1.6–op 2. Check that the Certificate Holder's manual has instructions and information that no pilot operates an airplane in scheduled air transportation other than in accordance with the limitations in the operations specifications. <i>Sources:</i> 121.555(b) <i>Interfaces:</i> 3.1.4–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.89 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.561? Related CFRs: 121.561(a); 121.561(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, whenever he encounters a meteorological condition or an irregularity in a ground or navigational facility, in flight, the knowledge of which he considers essential to the safety of other flights, the pilot in command shall notify an appropriate ground station as soon as practicable. <i>Sources:</i> 121.561(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.90 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.571? Related CFRs: 121.571(a)(2); 121.571(a)(3); 121.571(a)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that a Certificate Holder's manual operating a passenger-carrying airplane has instructions and information that insures that all passengers are orally briefed by the appropriate crewmember as follows: Before each takeoff, on each of the following: (i) Smoking. Each passenger shall be briefed on when, where, and under what conditions smoking is prohibited (including, but not limited to, any applicable requirements of part 252 of this title). This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with the lighted passenger information signs, posted placards, areas designated for safety purposes as no smoking areas, and crewmember instructions with regard to these items. The briefing shall also include a 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

statement that Federal law prohibits tampering with, disabling, or destroying any smoke detector in an airplane lavatory; smoking in lavatories; and, when applicable, smoking in passenger compartments. (ii) The location of emergency exits. (iii) The use of safety belts, including instructions on how to fasten and unfasten the safety belts. Each passenger shall be briefed on when, where, and under what conditions the safety belt must be fastened about that passenger. This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with lighted passenger information signs and crewmember instructions concerning the use of safety belts. (iv) the location and use of any required emergency flotation means. (v) On operations that do not use a flight attendant, the following additional information: (A) the placement of seat backs in an upright position before takeoff and landing. (B) Location of survival equipment. (C) If the flight involves operations above 12,000 MSL, the normal and emergency use of oxygen. (D) Location and operation of fire extinguisher.

Sources: 121.571(a)(1)

Interfaces: 3.1.2-op; 3.1.6-op

2. Check that the Certificate Holder's manual has instructions and information that, after each takeoff, immediately before or immediately after turning the seat belt sign off, an announcement shall be made that passengers should keep their seat belts fastened, while seated, even when the seat belt sign is off.
- Sources:* 121.571(a)(2)
- Interfaces:* 3.1.2-op
3. Check that the Certificate Holder's manual has instructions and information that, except as provided in 14 CFR part 121.571, paragraph (a)(4) of this section, before each takeoff a required crewmember assigned to the flight shall conduct an individual briefing of each person who may need the assistance of another person to move expeditiously to an exit in the event of an emergency. In the briefing the required crewmember shall— Brief the person and his attendant, if any, on the routes to each appropriate exit and on the most appropriate time to begin moving to an exit in the event of an emergency; and (ii) Inquire of the person and his attendant, if any, as to the most appropriate manner of assisting the person so as to prevent pain and further injury.

Sources: 121.571(a)(3)

Interfaces: 3.1.2-op; 3.1.6-op

1.91 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.573?
Related CFRs: 121.573(a)

Related Design JTIs:

- Yes
 No, Explain
 Not Applicable

<p>1. Check that the Certificate Holder's manual has instructions and information that, in addition to the oral briefing required by Sec. 121.571(a), each Certificate Holder operating an airplane in extended overwater operations shall ensure that all passengers are orally briefed by the appropriate crewmember on the location and operation of life preservers, liferafts, and other flotation means, including a demonstration of the method of donning and inflating a life preserver. <i>Sources:</i> 121.573(a) <i>Interfaces:</i> 3.1.2-op</p>	
<p>1.92 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.577? Related CFRs: 121.577(a); 121.577(b) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information no Certificate Holder may move an airplane on the surface, take off, or land when any food, beverage, or tableware furnished by the Certificate Holder is located at any passenger seat. <i>Sources:</i> 121.577(a) <i>Interfaces:</i> 3.1.2-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not move an airplane on the surface, take off, or land unless each food and beverage tray and seat back tray table is secured in its stowed position. <i>Sources:</i> 121.577(b) <i>Interfaces:</i> 3.1.2-op</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>
<p>1.93 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.583? Related CFRs: 121.583(b)(1); 121.583(b)(2); 121.583(c) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person operates an airplane carrying a person covered by paragraph (a) of this section unless each person has unobstructed access from his seat to the pilot compartment or to a regular or emergency exit. <i>Sources:</i> 121.583(b)(1)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no person operates an airplane carrying a person covered by paragraph (a) of this section unless the pilot in command has a means of notifying each person when smoking is prohibited and when safety belts must be fastened. <i>Sources:</i> 121.583(b)(2) <i>Interfaces:</i> 3.1.2-op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that, before each takeoff, each Certificate Holder operating an airplane carrying persons covered by paragraph (a) of this section shall ensure that all such persons have been orally briefed by the appropriate crewmember on smoking, the use of seat belts, the location and operation of emergency exits, the use of oxygen and emergency oxygen equipment and for extended overwater operations,</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p>the location of life rafts, and the location and operation of life preservers including a demonstration of the method of donning and inflating a life preserver. <i>Sources:</i> 121.583(c) <i>Interfaces:</i> 3.1.2–op</p>	
<p>1.94 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.585? Related CFRs: 121.585(c); 121.585(g)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each passenger shall comply with instructions given by a crewmember or other authorized employee of the Certificate Holder and implement exit seating restrictions established in accordance with this section. <i>Sources:</i> 121.585(c) <i>Interfaces:</i> 3.1.2–op 2. Check that the Certificate Holder's manual has instructions and information that no person may allow taxi or pushback unless at least one required crewmember has verified that no exit seat is occupied by a person the crewmember determines is likely to be unable to perform the applicable functions listed in paragraph (d) of this section. <i>Sources:</i> 121.585(g) <i>Interfaces:</i> 3.1.2–op; 3.1.6–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.95 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.589? Related CFRs: 121.589(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that no person may allow passenger entry doors of an airplane to be closed in preparation for taxi or pushback unless at least one required crewmember has verified that each article of baggage is stowed in accordance with this section and Sec. 121.285(c) and (d) of this part. <i>Sources:</i> 121.589(b) <i>Interfaces:</i> 3.1.2–op; 3.1.5–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.96 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.590? Related CFRs: 121.590(a); 121.590(b)(2)(i); 121.590(b)(2)(ii)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that no pilot being used in the conduct of operations governed by this part, operates an airplane designated for at least 31 passenger seats into a land airport of any State of the United States, the District of Columbia, or any territory or possession of the United States, unless that airport is certificated under part 139 of this chapter. However, the Certificate Holder may 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>designate and use as a required alternate airport for departure or destination, an airport that is not certificated under part 139 of this chapter. <i>Sources:</i> 121.590(a) <i>Interfaces:</i> 5.1.6–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that passenger–carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if for an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the pilot has determined the wind direction from an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations. <i>Sources:</i> 121.590(b)(2)(i) <i>Interfaces:</i> 5.1.6–op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that passenger–carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if the following conditions are met: For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be approved by the Administrator. <i>Sources:</i> 121.590(b)(2)(ii) <i>Interfaces:</i> 5.1.6–op</p>	
<p>1.97 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.593? Related CFRs: 121.135(a)(1); 121.593</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no person may start a flight unless an aircraft dispatcher specifically authorizes that flight except when an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour, <i>Sources:</i> 121.593; 121.135(a)(1) <i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.98 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.595? Related CFRs: 121.135(a)(1); 121.595(a); 121.595(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no person may start a flight unless an aircraft dispatcher specifically authorizes that flight.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Sources:</i> 121.595(a); 121.135(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no person may continue a flight from an intermediate airport without redispach if the airplane has been on the ground more than six hours.</p> <p><i>Sources:</i> 121.595(b); 121.135(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op</p>	
<p>1.99 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.597? Related CFRs: 121.597(a); 121.597(b); 121.597(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person may start a flight under a flight following system, without specific authority from the person authorized by the operator to exercise operational control over the flight. <i>Sources:</i> 121.597(a) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that, no person may start a flight unless the pilot in command or the person authorized by the operator to exercise operational control over the flight, has executed a flight release setting forth the conditions under which the flights will be conducted. The pilot in command may sign the flight release only when he and the person authorized by the operator to exercise operational control believe that the flight can be made with safety. <i>Sources:</i> 121.597(b) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that, no person may continue a flight from an intermediate airport without a new flight release, if the aircraft has been on the ground more than six hours. <i>Sources:</i> 121.597(c) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.100 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.599? Related CFRs: 121.599(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown. <i>Sources:</i> 121.599(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.101 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.605? Related CFRs: 121.605</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no person may dispatch or release an airplane unless it is airworthy and is equipped as prescribed in Sec. 121.303. <i>Sources:</i> 121.605 <i>Interfaces:</i> 1.1.1-aw; 1.1.2-aw; 1.1.2-op; 1.2.1-aw; 3.2.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.102 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.609? Related CFRs: 121.609</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no person may release an aircraft over any route or route segment unless communication and navigation facilities equal to those required by Sec. 121.121 are in satisfactory operating condition. <i>Sources:</i> 121.609 <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.103 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.611? Related CFRs: 121.611</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft for VFR operation unless the ceiling and visibility en route, as indicated by available weather reports or forecasts, or any combination thereof, are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the dispatch or flight release. <i>Sources:</i> 121.611 <i>Interfaces:</i> 3.1.4-op; 3.2.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.104 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.613? Related CFRs: 121.613</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft for operations under IFR or over-the-top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released. <i>Sources:</i> 121.613 <i>Interfaces:</i> 3.1.4-op; 3.2.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.105 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.615? Related CFRs: 121.615(a); 121.615(b); 121.615(c)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft for a flight that involves extended overwater operation unless appropriate weather reports or forecasts or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at any airport to which dispatched or released or to any required alternate airport. <i>Sources:</i> 121.615(a) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op 2. Check that the Certificate Holder's manual has instructions and information that, any person conducting a flag or supplemental operation or a domestic operation within the State of Alaska shall conduct extended overwater operations under IFR unless it shows that operating under IFR is not necessary for safety. <i>Sources:</i> 121.615(b) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op 3. Check that the Certificate Holder's manual has instructions and information that, each person conducting a flag or supplemental operation or a domestic operation within the State of Alaska shall conduct other overwater operations under IFR if the Administrator determines that operation under IFR is necessary for safety. <i>Sources:</i> 121.615(c) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.106 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.617? Related CFRs: 121.617(a)(1); 121.617(a)(2); 121.617(c)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no person may dispatch or release an aircraft from that airport unless the dispatch or flight release specifies an alternate airport located within the following distances from the airport of takeoff: aircraft having two engines. Not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative. <i>Sources:</i> 121.617(a)(1) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op 2. Check that the Certificate Holder's manual has instructions and information that, if the weather conditions at the airport of takeoff are below the landing minimums in the Certificate Holder's operations specifications for that airport, no person may dispatch or release an aircraft from that airport unless 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>the dispatch or flight release specifies an alternate airport located within the following distances from the airport of takeoff. Aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one engine inoperative. <i>Sources:</i> 121.617(a)(2) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft from an airport unless he lists each required alternate airport in the dispatch or flight release. <i>Sources:</i> 121.617(c) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op</p>	
<p>1.107 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.623? Related CFRs: 121.623(a); 121.623(d)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that each person releasing an aircraft for operation under IFR or over-the-top shall list at least one alternate airport for each destination airport in the flight release. <i>Sources:</i> 121.623(a) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op</p> <p>2. Check that the Certificate Holder's manual has instructions and information no person may release a flight unless he lists each required alternate airport in the flight release. <i>Sources:</i> 121.623(d) <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.6-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.108 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.625? Related CFRs: 121.625</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person may list an airport as an alternate airport in the dispatch or flight release unless the appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the alternate weather minimums specified in the Certificate Holder's operations specifications for that airport when the flight arrives. <i>Sources:</i> 121.625 <i>Interfaces:</i> 3.1.4-op; 3.2.1-op; 5.1.2-aw; 5.1.6-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.109 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.628? Related CFRs: 121.628(a)(4)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>information that no person may takeoff an airplane with inoperable instruments or equipment installed unless the airplane is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing the use of the Minimum Equipment List. <i>Sources:</i> 121.628(a)(4) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op</p>	
<p>1.110 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.629? Related CFRs: 121.629(a); 121.629(b); 121.629(c)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft, continue to operate an aircraft en route, or land an aircraft when in the opinion of the pilot in command or aircraft dispatcher (domestic and flag operations only), icing conditions are expected or met that might adversely affect the safety of the flight. <i>Sources:</i> 121.629(a) <i>Interfaces:</i> 3.2.1-op 2. Check that the Certificate Holder's manual has instructions and information that, no person may take off an aircraft when frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator. <i>Sources:</i> 121.629(b) <i>Interfaces:</i> 3.1.7-op 3. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (d) of this section, no person may dispatch, release, or take off an aircraft any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft, unless the Certificate Holder has an approved ground deicing/anti-icing program in its operations specifications and unless the dispatch, release, and takeoff comply with that program. <i>Sources:</i> 121.629(c) <i>Interfaces:</i> 3.1.7-op; 3.2.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.111 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.631? Related CFRs: 121.631(b); 121.631(c)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, no person may allow a flight to continue to an airport to which it has been dispatched or released unless the weather conditions at an alternate airport that was specified in the dispatch or flight release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport. However, the 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>dispatch or flight release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in Sections 121.639 through 121.647. <i>Sources:</i> 121.631(b) <i>Interfaces:</i> 3.2.1-op; 5.1.2-aw</p> <p>2. Check that the Certificate Holder's manual has instructions and information that, no person may change an original destination or alternate airport that is specified in the original dispatch or flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of Sections 121.593 through 121.661 and 121.173 are met at the time of redispach or amendment of the flight release. <i>Sources:</i> 121.631(c) <i>Interfaces:</i> 3.2.1-op; 5.1.6-op</p>	
<p>1.112 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.637? Related CFRs: 121.637(a)(1); 121.637(a)(2); 121.637(a)(3); 121.637(a)(4)(i); 121.637(a)(4)(ii); 121.637(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the airport and related facilities are adequate for the operation of the airplane <i>Sources:</i> 121.637(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op 2. Check that the Certificate Holder's manual, who is conducting flag operations has instructions and information that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the airport and related facilities are adequate for the operation of the airplane <i>Sources:</i> 121.637(a)(1) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op 3. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless he can comply with the applicable airplane operating limitations. <i>Sources:</i> 121.637(a)(2) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op 4. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless he can comply with the applicable airplane operating limit <i>Sources:</i> 121.637(a)(2) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op 5. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

may takeoff an airplane from an airport that is not listed in the operations specifications unless the airplane has been dispatched according to dispatching rules applicable to operation from an approved airport.

Sources: 121.637(a)(3)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

6. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the airplane has been dispatched according to dispatching rules applicable to operation from an approved airport.

Sources: 121.637(a)(3)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

7. Check that the Certificate Holder's manual, who is conducting domestic operations, that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 – 2, 900 – 1 ½, or 1,000 – 1

Sources: 121.637(a)(4)(i)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw

8. Check that the Certificate Holder's manual, who is conducting flag operations, that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports in the United States, the weather minimums for takeoff prescribed in 14 CFR Part 97 of this chapter or where weather minimums are not prescribed for the airport, 800 – 2, 900 – 1 ½, or 1,000 – 1

Sources: 121.637(a)(4)(i)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw

9. Check that the Certificate Holder's manual, who is conducting domestic operations, that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports outside the United States, the weather minimums for takeoff prescribed or approved by the government of the country in which the airport is located; or where weather minimums are not prescribed or approved for the airport, 800 – 2, 900 – 1 ½, or 1,000 – 1

Sources: 121.637(a)(4)(ii)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw

10. Check that the Certificate Holder's manual, who is conducting flag operations, that no pilot may takeoff an airplane from an airport that is not listed in the operations specifications unless the weather conditions at the airport are equal to or better than for airports outside the United States, the weather minimums for takeoff prescribed or approved by the government of the country in which the airport is located; or where weather minimums are not

<p>prescribed or approved for the airport, 800 – 2, 900 – 1 ½, or 1,000 – 1</p> <p><i>Sources:</i> 121.637(a)(4)(ii)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op; 5.1.2–aw</p> <p>11. Check that the Certificate Holder's manual, who is conducting domestic operations, that no pilot may takeoff from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the Certificate Holder's operations specifications for alternate airports.</p> <p><i>Sources:</i> 121.637(b)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op; 5.1.6–op</p> <p>12. Check that the Certificate Holder's manual, who is conducting Flag operations, that no pilot may takeoff from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the Certificate Holder's operations specifications for alternate airports.</p> <p><i>Sources:</i> 121.637(b)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op; 5.1.6–op</p>	
<p>1.113 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.639? Related CFRs: 121.639(a); 121.639(b); 121.639(c)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot may takeoff an airplane unless it has enough fuel to fly to the airport to which it is dispatched</p> <p><i>Sources:</i> 121.639(a)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p> <p>2. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot may takeoff an airplane unless it has enough fuel to fly to the airport to which it is dispatched and to fly and land at the most distant alternate airport (where required) for the airport to which dispatched.</p> <p><i>Sources:</i> 121.639(b)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p> <p>3. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information that no pilot may takeoff an airplane unless it has enough fuel to fly to the airport to which it is dispatched and to fly and land at the most distant alternate airport (where required) for the airport to which dispatched and to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in the their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations.</p> <p><i>Sources:</i> 121.639(c)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>1.114 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.643? Related CFRs: 121.643(c); 121.643(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, no person may release for flight or takeoff a nonturbine or turbo-propeller-powered airplane unless, considering the wind and other weather conditions expected, it has enough fuel—To fly to and land at the airport to which it is released; specified in the flight release; and Thereafter, to fly to and land at the most distant alternate airport specified in the flight release; and Thereafter, to fly for 45 minutes at normal cruising fuel consumption or, for Certificate Holders who are authorized to conduct day VFR operations in their operations specifications and who are operating nontransport category airplanes type certificated after December 31, 1964, to fly for 30 minutes at normal cruising fuel consumption for day VFR operations. <i>Sources:</i> 121.643(a) <i>Interfaces:</i> 3.1.9-op; 3.2.1-op; 5.1.6-op 2. Check that the Certificate Holder's manual has instructions and information that, no person releases a nonturbine or turbo-propeller-powered airplane to an airport for which an alternate is not specified under Sec. 121.623(b), unless it has enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for three hours at normal cruising fuel consumption. <i>Sources:</i> 121.643(c) <i>Interfaces:</i> 3.1.9-op; 3.2.1-op; 5.1.6-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.115 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.645? Related CFRs: 121.645(b)(1); 121.645(b)(2); 121.645(b)(3); 121.645(b)(4); 121.645(c); 121.645(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that, when conducting flag or supplemental operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, no person may release for flight or takeoff a turbine-engine powered airplane (other than a turbo-propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel—To fly to and land at the airport to which it is released; After that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; After that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and After that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

Sources: 121.645(b)

Interfaces: 3.1.9-op; 3.2.1-op; 5.1.6-op

2. Check that the Certificate Holder's manual has instructions and information that, no person may release a turbine-engine powered airplane (other than a turbo-propeller airplane) to an airport for which an alternate is not specified under Sec. 121.621(a)(2) or Sec. 121.623(b) unless it has enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for at least two hours at normal cruising fuel consumption.

Sources: 121.645(c)

Interfaces: 3.1.9-op; 3.2.1-op; 5.1.6-op

3. Check that the Certificate Holder's manual, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released,

Sources: 121.645(b)(1)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

4. Check that the Certificate Holder's manual, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released,

Sources: 121.645(b)(1)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

5. Check that the Certificate Holder's manual, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia, unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was release

Sources: 121.645(b)(2)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

6. Check that the Certificate Holder's manual, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to

and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released

Sources: 121.645(b)(2)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

7. Check that the Certificate Holder's manual, who is conducting flag operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required

Sources: 121.645(b)(3)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

8. Check that the Certificate Holder's manual, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required

Sources: 121.645(b)(3)

Interfaces: 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op

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

Sources: 121.645(b)(4)

<p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p> <p>10. Check that the Certificate Holder's manual, who is conducting supplemental operations outside the 48 contiguous United States and the District of Columbia unless authorized by the Administrator in the operations specifications, has instructions and information that no pilot may takeoff a turbine engine powered airplane (other than a turbo propeller powered airplane) unless, considering wind and other weather conditions expected, it has enough fuel to fly to and land at the airport to which it is released, and after that, to fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released, after that, to fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required, after that, to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport)or the destination airport if no alternate is required) under standard temperature conditions.</p> <p><i>Sources:</i> 121.645(b)(4)</p> <p><i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p>	
<p>1.116 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.649? Related CFRs: 121.649(a)(1); 121.649(a)(2); 121.649(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: For day operations—1,000 foot ceiling and one-mile visibility. <i>Sources:</i> 121.649(a)(1) <i>Interfaces:</i> 5.1.2–aw</p> <p>2. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: (2) For night operations—1,000-foot ceiling and two-mile visibility. <i>Sources:</i> 121.649(a)(2) <i>Interfaces:</i> 5.1.2–aw</p> <p>3. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to ½ miles, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction. <i>Sources:</i> 121.649(b) <i>Interfaces:</i> 2.1.1–aw; 2.1.1–op; 3.1.4–op; 3.2.1–op</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>1.117 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.652? Related CFRs: 121.652(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that if the pilot in command of an airplane has not served 100 hours as pilot in command in operations under this part in the type of airplane he is operating, the MDA or DH and visibility landing minimums in the Certificate Holder's operations specification for regular, provisional, or refueling airports are increased by 100 feet and one-half mile (or the RVR (equivalent)). <i>Sources:</i> 121.652(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.118 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.657? Related CFRs: 121.657(a); 121.657(b); 121.657(c); 121.657(d)(1)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating. <i>Sources:</i> 121.657(a) <i>Interfaces:</i> 5.1.2-aw 2. Check that the Certificate Holder's manual, who is conducting domestic, passenger carrying, day VFR operations, has instructions and information that no pilot may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying) <i>Sources:</i> 121.657(b) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw 3. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information that no pilot may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying) <i>Sources:</i> 121.657(b) <i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw 4. Check that the Certificate Holder's manual, who is conducting supplemental operations, has instructions and information that no pilot may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. <i>Sources:</i> 121.657(b) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw</p> <p>5. Check that the Certificate Holder's manual, who is authorized to conduct night VFR, IFR, and over the top operations, has instructions and information that no pilot may operate an aircraft under IFR including over the top or at night under VFR at an altitude less than 1,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course, or, in designated mountainous areas, less than 2,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course</p> <p><i>Sources:</i> 121.657(c)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw</p> <p>6. Check that the Certificate Holder's manual, who is authorized to conduct day over the top operations below minimum enroute altitudes, has instructions and information that a pilot may conduct day over the top operations in an airplane at flight altitudes lower than the minimum enroute IFR altitude if (1) the operation is conducted at least 1,000 feet above the top of lower broken or overcast cloud cover, (2) the top of the lower cloud cover is generally uniform and level, (3) flight visibility is at least five miles, (4) the base of any higher broken or overcast cloud cover is generally uniform and level and is at least 1,000 feet above the minimum enroute IFR altitude for the route segment.</p> <p><i>Sources:</i> 121.657(d)(1); 121.657(d)(2); 121.657(d)(3); 121.657(d)(4)</p> <p><i>Interfaces:</i> 2.1.1-aw; 2.1.1-op; 3.1.4-op; 3.2.1-op; 5.1.2-aw</p>	
<p>1.119 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.659? Related CFRs: 121.659(a); 121.659(b)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not descend an aircraft below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established when making an initial approach to a radio navigation facility under IFR.</p> <p><i>Sources:</i> 121.659(a)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not commence an instrument approach until his arrival over the radio facility has definitely been established. When making an initial approach on a flight being conducted under Sec. 121.657(d).</p> <p><i>Sources:</i> 121.659(b)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not descend an aircraft lower than 1,000 feet above the top of the lower cloud or the minimum altitude determined by the Administrator for that part of the IFR approach, whichever is lower.</p> <p><i>Sources:</i> 121.659(b)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

<p>1.120 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.667? Related CFRs: 121.667(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not take off an aircraft unless a flight plan has been filed. The flight plan must contain the appropriate information required by Part 91, with the nearest FAA communication station or appropriate military station or, when operating outside the United States, with other appropriate authority. <i>Sources:</i> 121.667(a) <i>Interfaces:</i> 3.2.1-op 2. Check that the Certificate Holder's manual has instructions and information, if communications facilities are not readily available, the pilot in command shall file the flight plan as soon as practicable after the aircraft is airborne. A flight plan must continue in effect for all parts of the flight. <i>Sources:</i> 121.667(a) <i>Interfaces:</i> 3.2.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.121 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.695? Related CFRs: 121.695(a)(1); 121.695(a)(2); 121.695(a)(3)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination--A copy of the completed load manifest (or information from it, except information concerning cargo and passenger distribution). <i>Sources:</i> 121.695(a)(1) <i>Interfaces:</i> 3.2.2-op 2. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination a copy of the dispatch release. <i>Sources:</i> 121.695(a)(2) <i>Interfaces:</i> 3.2.1-op 3. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination a copy of the flight plan. <i>Sources:</i> 121.695(a)(3) <i>Interfaces:</i> 3.2.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.122 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.697? Related CFRs: 121.697(a)(1); 121.697(a)(2); 121.697(a)(3); 121.697(a)(4); 121.697(a)(5); 121.697(c)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the load manifest. <i>Sources:</i> 121.697(a)(1) <i>Interfaces:</i> 3.2.2-op 2. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight release. <i>Sources:</i> 121.697(a)(2) <i>Interfaces:</i> 3.2.1-op 3. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the airworthiness release. <i>Sources:</i> 121.697(a)(3) <i>Interfaces:</i> 1.2.1-aw 4. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the pilot route certification. <i>Sources:</i> 121.697(a)(4) <i>Interfaces:</i> 5.1.6-op 5. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight plan. <i>Sources:</i> 121.697(a)(5) <i>Interfaces:</i> 3.2.1-op 6. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder) shall, before or immediately after departure of the flight, mail signed copies of the documents listed in paragraph (a) of this section, to the principal base of operations, if a flight originates at a place other than the Certificate Holder's principal base of operations. <i>Sources:</i> 121.697(c) <i>Interfaces:</i> 3.2.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
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<p>1.123 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the related requirements of 14 CFR Section 121.701? Related CFRs: 121.701(a)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the pilot in command records each observed failure or malfunction of an airframe, engine, propeller, or appliance that is critical to the safety of flight in the airplane's maintenance log. <i>Sources:</i> 121.701(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.124 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in AC 120-32?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information to determine where handicapped passengers should be seated in an aircraft operated under Part 121 so that, in the event of an emergency evacuation, they can leave the aircraft, either unassisted or assisted, by the safest and most expedient route while not slowing the evacuation. <i>Sources:</i> AC 120-32 (9) <i>Interfaces:</i> 3.1.2-op; 3.1.5-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.125 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in AC 120-48?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information regarding a good flight deck/cabin preflight briefing that gives the flight attendants the names of the flight crewmembers, the in-flight weather, the estimated flight time, and any unusual circumstances expected during the flight. Other topics can also be covered such as flight deck entry procedures, a review of emergency communication procedures, details of the meal service, or any topic that any crewmember considers to be important. The briefing should allow crewmembers to solicit information from each other and to bring to the attention of the other crewmembers any information that they believe to be relevant. <i>Sources:</i> AC 120-48 (9)(a) <i>Interfaces:</i> 3.1.2-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.126 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in AC 120-74?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information pertaining to a requirement that: 1) flightcrews take some time and study the airport layout; 2) an airport diagram be readily available for use by the pilots; 3) that flightcrews check the expected taxi route against the airport diagram or taxi chart and pay special attention to any unique or complex intersections along the taxi route; 4) while planning for departure, pilots be sure to consider the likely inbound taxi route at the arrival airport; 5) flightcrews 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>identify critical times and locations on the taxi route (transitioning through complex intersections, crossing intervening runways, entering and lining up on the runway for takeoff, and approaching and lining up on the runway for landing) where verbal coordination between the PIC and the SIC will be important to ensure correct aircraft navigation and crew orientation. <i>Sources: AC 120–74 (5)(b)(2)(b)</i></p> <p>2. Check that the Certificate Holder's manual has instructions and information regarding flightcrews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results <i>Sources: AC 120–74 (5)(c)(2)(b)</i></p> <p>3. Check that the Certificate Holder's manual has instructions and information for flightcrews about how to maintain a "sterile" cockpit. <i>Sources: AC 120–74 (5)(f)(1)</i></p> <p>4. Check that the Certificate Holder's manual has instructions and information for flightcrews regarding readback of all hold short and runway crossing instructions and clearances, including the runway designator. <i>Sources: AC 120–74 (5)(f)(4)</i></p>	
<p>1.127 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 92–27?</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command when performing preflight procedures should include a check using headphones for CVRs having recording monitoring provisions. <i>Sources: HBAT 92–27</i> <i>Interfaces: 1.1.2–aw; 1.1.2–op</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.128 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 94–17?</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command of heavy aircraft and heavier large aircraft that may produce strong wake, including the B–757, should make every attempt to fly on the established glidepath, or if glidepath guidance is not available, to fly as closely as possible to a "3-to-1" glidepath. fly as closely as possible to the approach course centerline, or to the extended centerline of the runway of intended landing, as appropriate to conditions. Cross the runway threshold at a nominal height of 50' above TDZE land within the touchdown zone.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<p><i>Sources:</i> HBAT 94–17</p> <p>1.129 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 95–17A?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the flightcrew cannot visually acquire the intruder aircraft but perceives the intruder as a threat, the crew may contact air traffic control (ATC) to obtain information that might help in locating the intruder aircraft. <i>Sources:</i> HBAT 95–17 A 2. Check that the Certificate Holder's manual has instructions and information that a flightcrew should attempt to visually acquire the intruder aircraft and to attain/maintain safe separation in accordance with regulatory requirements and good operating practices. When the flightcrew cannot visually acquire the intruder aircraft but perceives the intruder as a threat, the crew may contact air traffic control (ATC) to obtain information that might help in locating the intruder aircraft <i>Sources:</i> HBAT 95–17A 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
<p>1.130 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 95–17B?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that : 1) pilots should not maneuver horizontally based solely on TA information. TCAS I TA display information is inadequate for collision avoidance maneuvers. A pilot maneuver based ONLY on this information might result in a loss of separation with the intruder (e.g., a turn toward the intruder). 2) Pilots should maneuver horizontally only on receiving guidance from ATC or on acquiring visual contact with the intruder. Guidance from ATC will not be given unless the pilot asks for assistance per Air Traffic Control Handbook, 7110.65J, Chapter 1, paragraph 2–1–27. 3) TCAS I information should not be used to "second guess" ATC. 4) If an intruder cannot be acquired visually but is perceived as a threat and additional information is not available from ATC, vertical maneuvers which permit the aircraft to remain within 200 feet of the assigned altitude are permissible. Changes in climb or descent rates when approaching an intruder aircraft are not viewed as evasive maneuvers. 5) Pilots will operate TCAS at all times when airborne, in all meteorological conditions. 6)TCAS does not diminish or otherwise alter the pilot's authority or responsibility to ensure safe separation. 7) TCAS should not be activated until cleared for takeoff. 8) TCAS should be deactivated after clearing an active runway following a landing. 9)To enhance situational awareness during flight, TCAS displays which have a variable range selection capability should be used in a range setting appropriate to the phase of flight. <i>Sources:</i> HBAT 95–17 B 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p>1.131 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 96-03C?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that flightcrews communicate and coordinate throughout evacuation processes, until evacuation is completed or terminated. <p><i>Sources:</i> HBAT 96-03 3C <i>Interfaces:</i> 3.1.2-op; 3.1.6-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.132 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in HBAT 98-28D?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that its carry-on baggage programs specify the crewmember position responsible for ensuring that that carry-on baggage is properly stowed. While each crewmember should ensure carry-on baggage procedures are followed, it is important that a specific crewmember be identified to be responsible for insuring carry-on baggage is properly stowed for each cabin or each cabin area. Specific and clear crew assignments are an important part of safety. <p><i>Sources:</i> HBAT 98-28 D <i>Interfaces:</i> 3.1.2-op; 3.1.5-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.133 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in FSAT 95-11?</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information to minimize the possibility of a false course capture during an ILS approach, pilots should use raw data sources to ensure that the aircraft is on the correct localizer course prior to initiating a coupled approach. Approach mode should not be selected until the aircraft is within the ILS service volume (approximately 18 NM of the threshold). <p><i>Sources:</i> FSAT 95-11</p> <ol style="list-style-type: none"> 2. Check that the Certificate Holder's manual has instructions and information to minimize the possibility of a false course capture during an ILS approach, pilots should use raw data sources to ensure that the aircraft is on the correct localizer course prior to initiating a coupled approach. The following cockpit procedures are recommended: pilots should: ensure that the ADF bearing (associated with the appropriate NDB site) is monitored for correct runway orientation. <p><i>Sources:</i> FSAT 95-11</p> <ol style="list-style-type: none"> 3. Check that the Certificate Holder's manual has instructions and information to minimize the possibility of a false course 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>capture during an ILS approach, pilots should use raw data sources to ensure that the aircraft is on the correct localizer course prior to initiating a coupled approach. The following cockpit procedures are recommended: pilots should: be aware when the raw data indicates that the aircraft is approaching and established on the correct course. <i>Sources:</i> FSAT 95–11</p> <p>4. Check that the Certificate Holder's manual has instructions and information to minimize the possibility of a false course capture during an ILS approach, pilots should use raw data sources to ensure that the aircraft is on the correct localizer course prior to initiating a coupled approach. The following cockpit procedures are recommended: the pilots should: be aware that should a false course capture occur, it may be necessary to deselect and re–arm the Approach mode in order to achieve a successful coupled approach on the correct. <i>Sources:</i> FSAT 95–11</p>	
<p>1.134 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in FSAT 00–02?</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that if icing conditions are severe, the autopilot should be disconnected at least once every five minutes during flight to ensure normal airplane trim and handling qualities are maintained (if disconnecting the autopilot is an approved procedure and where other in–flight icing procedures are not expressed in the manual used by the pilot and these general procedures are recommended by the FAA.) <i>Sources:</i> FSAT 00–02</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.135 Does the Certificate Holder's Airmen Duties / Flight Deck Procedures comply with the guidance contained in FSAT 00–07A?</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that ensures a tripped CB should not be reset in flight unless doing so is consistent with explicit procedures specified in the approved operating manual used by the flightcrew or unless, in the judgment of the captain, resetting the CB is necessary for the safe completion of the flight. <i>Sources:</i> FSAT 00–07A <i>Interfaces:</i> 1.1.1–aw</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 1 – PROCEDURES ATTRIBUTE –Drop Down Menu
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 DCT 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 followed.

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 questions regarding who, what, when, where and how. 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 Airman Duties/Flight Deck Procedures:	
2.1 Is there a control in place to ensure that flight crewmembers have their certificates in their possession and are appropriately rated for the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.2 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's preflight procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.3 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's departure procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.4 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's enroute procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.5 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's approach procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.6 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's landing procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.7 Is there a control in place to ensure that the flight crew adheres to the Certificate Holder's post flight procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.8 Is there a control in place to ensure that the required reports comply with the Certificate Holder's procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.9 Is there a control in place to ensure that the crewmember manuals are current?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.10 Is there a control in place to ensure that the crewmember manuals are accessible to them at all times?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.11 Is there a control in place to ensure that the crewmembers check the aircraft airworthiness certificate and/or registration prior to every flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

2.12 Is there a control in place to ensure that the crewmembers check that the required equipment is on board the aircraft prior to departure?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.13 Is there a control in place to ensure that the portable electronic devices are not used, unless allowed by company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.14 Is there a control in place to ensure that the crewmembers check that the smoke detectors are operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.15 Is there a control in place to ensure that the crewmembers check that the built – in fire extinguishers are operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.16 Is there a control in place to ensure that the emergency lighting system is operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.17 Is there a control in place to ensure that there is a berth or seatbelt for each person for each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.18 Is the identified control effective in ensuring that prior to each flight a crewmember checks that each unoccupied seat is secure?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.19 Is there a control in place to ensure that only crewmembers with assigned duties have access to the flight deck during the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.20 Is there a control in place to ensure that the crewmembers use the approved checklist while operating the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.21 Is there a control in place to ensure that the fasten seatbelt sign is turned on when required by company policy and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.22 Is there a control in place to ensure that the pilots use oxygen when the cabin pressure altitude is high?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.23 Is there a control in place to ensure that there is sufficient oxygen available to the crew each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.24 Is the identified control effective in ensuring that a crewmember checks the PBE's for serviceability in accordance with the company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.25 Is there a control in place to ensure that the aircraft operated with an approved cockpit voice recorder?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.26 Is there a control in place to ensure that if the crew has an emergency evacuation, the engines are shut down during the evacuation?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.27 Is the identifiable control effective in ensuring that if the destination is a special airport, the captain is qualified to operate into special airports?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.28 Is there a control in place to ensure that the captain is familiar with the applicable navigation system?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.29 Is there a control in place to ensure that the flight is adequately planned and properly released?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.30 Is there a control in place to ensure that the pilot in command exercises his command or maintains full authority over the aircraft, crew, passengers, and cargo?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

2.31 Is there a control in place to ensure that during a critical phase of flight, that crewmembers perform only required duties?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.32 Is there a control in place to ensure that an unqualified person does not manipulate the flight controls during flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.33 Is there a control in place to ensure that only authorized persons are allowed on the flight deck?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.34 Is there a control in place to ensure that crewmembers have adequate aeronautical charts or information aboard the aircraft for each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.35 Is there a control in place to ensure that crewmembers have a flashlight in good working order?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.36 Is there a control in place to ensure that, during hazardous conditions, the operations are conducted safely or suspended?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.37 Is there a control in place to ensure that the aircraft operates over an approved route?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.38 Is there a control in place to ensure that the crew keeps appropriate ground stations informed of the flight's progress?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.39 Is there a control in place to ensure that appropriate ground stations are kept informed of the flights status?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.40 Is there a control in place to ensure that mechanical irregularities are entered into the maintenance log?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.41 Is there a control in place to ensure that the aircraft operates with open discrepancies in accordance with company policies and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.42 Is there a control in place to ensure that if there is an engine failure, the crew lands at the nearest suitable airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.43 Is there a control in place to ensure that a crewmember makes an announcement that passengers should keep their seatbelt on when seated even though the seatbelt sign is off??	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.44 Is there a control in place to ensure that the autopilot is used only above the authorized altitude?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.45 Is there a control in place to ensure that, if there is an emergency evacuation, each person has an emergency exit available?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.46 Is there a control in place to ensure that the cockpit door is closed and locked for each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.47 Is there a control in place to ensure that the hazardous carry – on baggage is stowed in accordance with company policies and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.48 Is there a control in place to ensure that the aircraft is operated into a certificated airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.49 Is there a control in place to ensure that crews determine the wind direction prior to takeoff?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

2.50 Is there a control in place to ensure that the company authorizes the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.51 Is there a control in place to ensure that aircraft are released in an airworthy condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.52 Is there a control in place to ensure that aircraft are released over a route with sufficient communication and navigation facilities and performance?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.53 Is there a control in place to ensure that aircraft are released with sufficient weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.54 Is there a control in place to ensure that extended VFR overwater operations are conducted in accordance with the company's procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.55 Is there a control in place to ensure that the crew has a takeoff alternate when weather is below landing minimums for the takeoff airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.56 Is there a control in place to ensure that aircraft are released with required alternates?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.57 Is there a control in place to ensure that aircraft are released with adequate weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.58 Is there a control in place to ensure that if the destination was unsafe, the crew flies to an alternate airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.59 Is there a control in place to ensure that the crew uses the approved procedures for inoperative equipment?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.60 Is there a control in place to ensure that the crew uses company-approved procedures while operating in icing conditions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.61 Is the identified control effective in ensuring that when icing conditions exist, the crew complies with company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.62 Is there a control in place to ensure that if a destination is changed, the change was to an authorized airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.63 Is there a control in place to ensure that aircraft are released with sufficient fuel?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.64 Is there a control in place to ensure that the crew receives adequate weather prior to taking off in VFR conditions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.65 Is there a control in place to ensure that takeoffs are made with adequate weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.66 Is there a control in place to ensure that after the final approach fix, the approach is made with adequate weather, adequate navigation aids, or adequate visual references?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.67 Is there a control in place to ensure that if the captain is low time, he uses the required higher minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.68 Is there a control in place to ensure that the aircraft remains at least 1,000 feet above the top of the lower broken or overcast cloud cover?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

2.69 Is there a control in place to ensure that the crew has a flight plan prior to taking off or operating the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.70 Is there a control in place to ensure that aircraft are flown on the glide path?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.71 Is there a control in place to ensure that the crew follows TCAS instructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.72 Is there a control in place to ensure that crew briefings are adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.73 Is there a control in place to ensure that the crew has adequate information concerning the airport layout?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.74 Is there a control in place to ensure that if a circuit breaker is reset during flight, it is reset in accordance with the company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.75 Is there a control in place to ensure that the occupants wear the shoulder harness?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.76 Is there a control in place to ensure that the crew operates the aircraft in a safe manner?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.77 Is there a control in place to ensure that the crew checks the identification of Secret Serviced Agents?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.78 Is there a control in place to ensure that aircraft are properly dispatched or redispached?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.79 Is there a control in place to ensure that the crew operates to airports listed in the operations specifications?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.80 Is there a control in place to ensure that the crew operates according to company procedures during surface visibility restrictions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.81 Is there a control in place to ensure that the crew operates according to company procedures for day VFR operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.82 Is there a control in place to ensure that the crew operates according to company procedures for night VFR, IFR, or over the top VFR?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.83 Is there a control in place to ensure that the crew operates according to company procedures for over the top operations when they were below the minimum enroute altitudes?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.84 Is there a control in place to ensure that the crew uses the approved minimum equipment list (MEL)?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.85 Does the Certificate Holder have a documented method for assessing the impact of any changes made to the controls in the Airman Duties / Flight Deck Procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 2 – CONTROLS ATTRIBUTE –Drop Down Menu
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 DCT 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 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, 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 and Surveillance System (for airworthiness or maintenance/inspection–related issues). The director of safety and the quality assurance department often work together to accomplish this function for the certificate holder. This approach requires amendment of the safety program/internal evaluation program audit forms or checklists and the Continuous Analysis and 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

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

3. Does the Certificate Holder's Airman Duties / Flight Deck Procedures include the following process measurements:

3.1 Process measurements that would reveal when flight crewmembers did not have their certificates in their possession and are appropriately rated for the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.2 Process measurements that would reveal when the flight crews failed to adhere to the Certificate Holder's preflight procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.3 Process measurements that would reveal when flight crews do not adhere to the Certificate Holder's departure procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.4 Process measurements that would reveal when the flight crews do not adhere to the Certificate Holder's enroute procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.5 Process measurements that would reveal when the flight crew does not adhere to the Certificate Holder's approach procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.6 Process measurements that would reveal when the flight crew does not adhere to the Certificate Holder's landing procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.7 Process measurements that would reveal when the flight crew does not adhere to the Certificate Holder's post flight procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.8 Process measurements that would reveal when the required reports do not comply with the Certificate Holder's procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3.9 Process measurements that would reveal when the Certificate Holder failed to have crewmember manuals current?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.10 Process measurements that would reveal when the crewmember manuals are not accessible to them at all times?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.11 Process measurements that would reveal when the crewmembers do not check the aircraft airworthiness certificate and/or registration prior to every flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.12 Process measurements that would reveal when the crewmembers do not check that the required equipment is on board the aircraft prior to departure?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.13 Process measurements that would reveal when portable electronic devices are used, contrary to company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.14 Process measurements that would reveal when the crewmembers do not check that the smoke detectors are operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.15 Process measurements that would reveal when the crewmembers do not check that the built – in fire extinguishers are operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.16 Process measurements that would reveal when the emergency lighting system is not operational prior to each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.17 Process measurements that would reveal when there is not a berth or seatbelt for each person for each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.18 Process measurements that would reveal when prior to each flight a crewmember does not check that each unoccupied seat is secure?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.19 Process measurements that would reveal when crewmembers without assigned duties have access to the flight deck during the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.20 Process measurements that would reveal when the crewmembers do not use the approved checklist while operating the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.21 Process measurements that would reveal when the fasten seatbelt sign is not turned on when required by company policy and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.22 Process measurements that would reveal when the pilots do not use oxygen when the cabin pressure altitude is high?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.23 Process measurements that would reveal when there is not sufficient oxygen available to the crew each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.24 Process measurements that would reveal when a crewmember does not check the PBE's for serviceability in accordance with the company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.25 Process measurements that would reveal when the Certificate Holder operated the aircraft without an approved cockpit voice recorder?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3.26 Process measurements that would reveal when the crew has an emergency evacuation, the engines are not shut down during the evacuation?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.27 Process measurements that would reveal when the destination is a special airport, the captain is not qualified to operate into special airports?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.28 Process measurements that would reveal when the captain is not familiar with applicable navigation system?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.29 Process measurements that would reveal when the flight is not adequately planned and properly released?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.30 Process measurements that would reveal when the pilot in command does not exercise his command or does not maintain full authority over the aircraft, crew, passengers, and cargo?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.31 Process measurements that would reveal when during a critical phase of flight, the crewmembers did not perform their required duties?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.32 Process measurements that would reveal when an unqualified person manipulates the flight controls during flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.33 Process measurements that would reveal when authorized persons are allowed on the flight deck?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.34 Process measurements that would reveal when the crewmembers do not have adequate aeronautical charts or information aboard the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.35 Process measurements that would reveal when the crewmembers do not have a flashlight in good working order?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.36 Process measurements that would reveal if hazardous conditions existed, that operations were not conducted safely or suspended?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.37 Process measurements that would reveal when the aircraft is not operated over an approved route?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.38 Process measurements that would reveal when the crew does not keep the appropriate ground stations informed of the flight's progress?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.39 Process measurements that would reveal when the appropriate ground stations are not kept informed of the flight's status?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.40 Process measurements that would reveal when mechanical irregularities are not entered into the maintenance log?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.41 Process measurements that would reveal when the Certificate Holder failed to operate the aircraft with open discrepancies in accordance with company policies and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.42 Process measurements that would reveal if there is an engine failure on a two engine aircraft, the failure of the crew to land at the nearest suitable airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.43 Process measurements that would reveal when a crewmember does not make an announcement that the passengers should keep their seatbelt on when seated even though the seatbelt sign	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

is off?	
3.44 Process measurements that would reveal when the autopilot is used below the authorized altitude?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.45 Process measurements that would reveal, when there was an emergency evacuation, that the Certificate Holder failed to have an emergency exit available for each person?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.46 Process measurements that would reveal when the cockpit door is not closed and locked for each flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.47 Process measurements that would reveal when the hazardous carry – on baggage is not stowed in accordance with the company policies and procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.48 Process measurements that would reveal when the aircraft is operated into a non–certificated airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.49 Process measurements that would reveal when the crew does not determine the wind direction prior to takeoff?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.5055. Process measurements that would reveal when the company does not authorize the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.51 Process measurements that would reveal when the aircraft was not released in an airworthy condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.52 Process measurements that would reveal when the aircraft was released over a route without sufficient communication and navigation facilities and performance?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.53 Process measurements that would reveal when the aircraft was released without sufficient weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.54 Process measurements that would reveal when extended VFR overwater operations are not conducted in accordance with the company's procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.55 Process measurements that would reveal when the crew does not have a takeoff alternate when the weather was below landing minimums for the takeoff airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.56 Process measurements that would reveal when the Certificate Holder failed to release the aircraft with the required alternates?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.57 Process measurements that would reveal when the aircraft was released without adequate weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.58 Process measurements that would reveal that, when the destination was unsafe, the crew did not fly to an alternate airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.59 Process measurements that would reveal when the crew did not use the approved procedures for inoperative equipment?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.60 Process measurements that would reveal when the crew did not use company – approved procedures while operating in icing conditions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.61 Process measurements that would reveal that, when icing conditions exist, the crew did not comply with company	<input type="checkbox"/> Yes

procedures?	<input type="checkbox"/> No, Explain
3.62 Process measurements that would reveal that when a destination is changed, the change was not to an authorized airport?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.63 Process measurements that would reveal when the Certificate Holder failed to release the aircraft with sufficient fuel?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.64 Process measurements that would reveal when the crew did not receive adequate weather prior to taking off in VFR conditions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.65 Process measurements that would reveal when a takeoff was made without adequate weather minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.66 Process measurements that would reveal when after the final approach fix the approach was not made with adequate weather, adequate navigation aids, or adequate visual references?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.67 Process measurements that would reveal, when the captain is low time, he did not use the required higher minimums?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.68 Process measurements that would reveal when the aircraft did not remain at least 1,000 feet above the top of the lower broken or overcast cloud cover?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.69 Process measurements that would reveal when the crew did not have a flight plan prior to taking off or operating the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.70 Process measurements that would reveal when the aircraft is not flown on the glide path?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.71 Process measurements that would reveal when the crew did not follow TCAS instructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.72 Process measurements that would reveal when the crew briefings were not adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.73 Process measurements that would reveal when the crew does not have adequate information concerning the airport layout?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.74 Process measurements that would reveal when a circuit breaker is reset during flight, it is not reset in accordance with the company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.75 Process measurements that would reveal when the occupants did not wear the shoulder harness?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.76 Process measurements that would reveal when the crew did not operate the aircraft in a safe manor?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.77 Process measurements that would reveal when the crews did not check the identification of Secret Service Agents?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.78 Process measurements that would reveal when the aircraft is not properly dispatched or redispached?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.79 Process measurements that would reveal when the crew operates to airports not listed in the operations specifications?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.80 Process measurements that would reveal when the crew does not operate according to company procedures during surface visibility	<input type="checkbox"/> Yes

restrictions?	<input type="checkbox"/> No, Explain
3.81 Process measurements that would reveal when the crew does not operate according to company procedures for day VFR operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.82 Process measurements that would reveal when the crew does not operate according to company procedure for night VFR, IFR, or over the top VFR?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.83 Process measurements that would reveal when the crew does not operate according to company procedures for over the top operations when they are below the minimum enroute altitudes?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.84 Process measurements that would reveal when the crew does not use the approved minimum equipment list (MEL) in accordance with company procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.85 Does the Certificate Holder document its process measurement methods and results?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.86 Does the organization that conducts the process measurements have direct access to the person with responsibility for the Airman Duties / Flight Deck Procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 3 – PROCESS MEASUREMENT ATTRIBUTE –Drop Down Menu
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 DCT are designed to assist the inspector in determining whether or not interactions between the policies, procedures, or instructions and information associated with other independent processes within the certificate holder's organization are documented. Written policies, procedures, or instructions and information that are interrelated and located in different manuals within the certificate holder's manual system must 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 Airman Duties / Flight Deck Procedures 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 <input type="checkbox"/> No, Explain
4.2 Document a method for assessing the impact of any changes to the associated interfaces within the Airman Duties / Flight Deck Procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.3 List additional interfaces identified during the accomplishment of this SAI.	Free form text: <input type="text"/>

SAI SECTION 4 – INTERFACES ATTRIBUTE –Drop Down Menu
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 DCT 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 Airman Duties / Flight Deck Procedures.
- 2 Identify the person who has overall authority for the Airman Duties / Flight Deck Procedures.
- 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 Airman Duties / Flight Deck Procedures:
 - 5.1 Does the Certificate Holder's manual clearly identify who is responsible for the quality of the Airman Duties / Flight Deck Procedures?

<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 Airman Duties / Flight Deck Procedures?

<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 Airman Duties / Flight Deck Procedures?
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 Airman Duties / Flight Deck Procedures?
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 Airman Duties / Flight Deck Procedures?

<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 Airman Duties / Flight Deck Procedures?

<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 Airman Duties / Flight Deck Procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
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SAI SECTION 5 – MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE –Drop Down Menu
1. Not documented.
2. Documentation unclear.
3. Documentation incomplete.
4. Other.