

Safety Attribute Inspection (SAI) Data Collection Tool
4.3.1 Pilot Operating Limitations / Recent Experience (OP)

ELEMENT SUMMARY INFORMATION

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

- To ensure that new pilots acquire the consolidation of skills and knowledge, are qualified for line operations, and maintain currency in line operations.

Objective (FAA oversight responsibility):

- To determine if the Certificate Holder's Pilot Operating Limitations / Recent Experience process meets all applicable requirements of the Federal Aviation Regulations and FAA policies.
- To determine if the Certificate Holder's Pilot Operating Limitations / Recent Experience process incorporates the System Safety Attributes.
- To identify any shortfalls in the Certificate Holder's Pilot Operating Limitations / Recent Experience process.

Specific Instructions:

- Intentionally left blank

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirement(s) (SRRs):

- SRRs:
 - 119.43(b)
 - 119.43(b)(1)
 - 119.43(b)(2)
 - 119.43(c)
 - 121.135(a)(1)
 - 121.135(b)(1)
 - 121.135(b)(2)
 - 121.135(b)(3)
 - 121.434(a)
 - 121.434(a)(1)
 - 121.434(a)(2)
 - 121.434(a)(3)
 - 121.434(b)(1)
 - 121.434(b)(2)
 - 121.434(b)(3)

121.434(c)(1)(i)
121.434(c)(1)(ii)
121.434(c)(2)
121.434(c)(3)(i)
121.434(c)(3)(ii)
121.434(c)(3)(iii)
121.434(d)
121.434(e)
121.434(f)
121.434(g)
121.434(h)(1)
121.434(h)(2)
121.434(h)(3)
121.434(h)(4)(i)
121.434(h)(4)(ii)
121.434(h)(5)(i)
121.434(h)(5)(iii)
121.434(i)
121.438(a)(1)
121.438(a)(2)(i)
121.438(a)(2)(iii)
121.438(a)(2)(iv)
121.438(a)(2)(vi)
121.438(a)(2)(vii)
121.438(b)
121.438(b)(1)
121.438(b)(3)
121.439(a)
121.439(b)
121.439(b)(1)
121.439(b)(2)
121.439(c)(1)
121.439(c)(2)
121.439(d)
121.439(e)
121.652(a)
121.652(b)

Related CFR(s) & FAA Policy/Guidance:

• Related CFRs:

121.652(c)
121.683(a)(1)
121.683(a)(2)
121.683(b)
121.683(c)

• FAA Policy/Guidance:

FAA Order 8400.10 Volume 4, Chapter 2, Section 2

FSAT 95-16A

SAI SECTION 1 – PROCEDURES ATTRIBUTE

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

Tasks

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

- 1 Review the information listed in the Supplemental Information section of this data collection tool.
- 2 Review the duties and responsibilities for management and other personnel identified by the Certificate Holder who accomplish the Pilot Operating Limitations / Recent Experience process.
- 3 Review the Certificate Holder's manual to ensure that it contains policies, procedures, instructions and information necessary for the Pilot Operating Limitations / Recent Experience process.

Questions

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

1. Does the Certificate Holder's manual content meet the specific regulatory and FAA policy requirements for a Pilot Operating Limitations / Recent Experience process:
 - 1.1 Does the Certificate Holder's manual contain general policies for the Pilot Operating Limitations / Recent Experience process that comply with the specific regulatory requirements?
SRRs: 121.135(b)(1)

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

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

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
 - 1.4 Does the Certificate Holder's manual include instructions and information for personnel to meet the requirements of the Pilot Operating Limitations / Recent Experience process?
SRRs: 121.135(a)(1)

<input type="checkbox"/> Yes
<input type="checkbox"/> No, Explain
 - 1.5 Does the Certificate Holder's manual specify that, with limited exceptions, a person may serve as a required crewmember of an airplane only if the person has satisfactorily completed, on that type airplane and in that crewmember position:
SRRs: 121.434(a)

<p>1.5.1 The operating experience for consolidation of knowledge and skills, required by this section? SRRs: 121.434(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, on that type airplane, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op 2. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op 3. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op 4. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember on an airplane unless the person has satisfactorily completed, on that type airplane, the operating experience for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.5.2 The operating cycles for consolidation of knowledge and skills, required by this section? SRRs: 121.434(a)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op 2. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, on that type airplane, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p><i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p> <p>4. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember of an airplane unless the person has satisfactorily completed, on that type airplane, the operating cycles for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.5.3 The line operating flight time for consolidation of knowledge and skills, required by this section? <i>SRRs:</i> 121.434(a)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember on an airplane unless the person has satisfactorily completed, in that crewmember position, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, on that type airplane, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p> <p>3. Check that the Certificate Holder's manual has instructions and information that a person employed by the Certificate Holder may not act as a required crewmember unless that person has satisfactorily completed, in that crewmember position, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p> <p>4. Check that the Certificate Holder's manual has instructions and information that prohibit the Certificate Holder's use of a required crewmember on an airplane unless the person has satisfactorily completed, on that type airplane, the line operating flight time for consolidation of knowledge and skills. <i>Sources:</i> 121.434(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
<p>1.6 Does the Certificate Holder's manual specify that a person may serve as a required crewmember of an airplane only if the person has satisfactorily completed, on that type</p>	

airplane and in that crewmember position, the operating experience, operating cycles and the line operating flight time for consolidation of knowledge and skills required by this section, except as follows:	
1.6.1 Crewmembers other than pilots in command may serve as provided in 14 CFR Section 121.434 for the purpose of meeting the requirements of this section? SRRs: 121.434(a)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.6.2 Pilots who are meeting the pilot in command requirements may serve as second in command? SRRs: 121.434(a)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.6.3 Separate operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills are not required for variations within the same type of airplane? SRRs: 121.434(a)(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.7 Does the Certificate Holder's manual specify that for crewmembers acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, the flight crewmember must hold the certificate and ratings appropriate to the crewmember position and the airplane? SRRs: 121.434(b)(1) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that while a crewmember acquires the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, he must hold the appropriate certificates and ratings for that crewmember position and the airplane. <i>Sources:</i> 121.434(b)(1) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.8 Does the Certificate Holder's manual specify that a crewmember must satisfactorily complete the appropriate ground and flight training for the airplane type and crewmember position prior to the consolidation of knowledge and skills? SRRs: 121.434(b)(2) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that prior to acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, he has satisfactorily completed the appropriate ground training for the particular airplane type and crewmember position. <i>Sources:</i> 121.434(b)(2) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 2. Check that the Certificate Holder's manual has instructions and information that prior to acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, he has satisfactorily completed the appropriate flight training for the	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>particular airplane type and crewmember position. <i>Sources:</i> 121.434(b)(2) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.9 Does the Certificate Holder's manual specify that the experience is acquired in flight during operations under 14 CFR Part 121 or if the certificate holder has not operated the aircraft, proving runs and ferry flights may be used? SRRs: 121.434(b)(3) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that while acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, the experience is acquired in flight during operations under this part. <i>Sources:</i> 121.434(b)(3) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.10 Does the Certificate Holder's manual specify that when a pilot is acquiring operating experience and operating cycles, they perform the duties of pilot in command under the supervision of a check pilot? SRRs: 121.434(c)(1)(i) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that a pilot in command performing the duties of a pilot in command, is under the supervision of a check pilot while acquiring operating experience and operating cycles. <i>Sources:</i> 121.434(c)(1)(i) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.11 Does the Certificate Holder's manual specify that while acquiring operating experience and operating cycles, a qualifying pilot in command who is completing initial or upgrade training must be observed by an FAA inspector during one flight leg that includes a takeoff and landing? SRRs: 121.434(c)(1)(ii) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that a pilot in command, while acquiring operating experience and operating cycles during completion of initial or upgrade training specified in Sec. 121.424, be observed by an FAA inspector during at least one flight leg which includes a takeoff and landing. <i>Sources:</i> 121.434(c)(1)(ii) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.12 During the operating experience and operating cycles for a pilot in command completing initial or upgrade training, does the Certificate Holder's manual ensure that a check pilot serves as pilot in command and occupies a pilot seat? SRRs: 121.434(c)(1)(ii) <i>Related Design JTI's:</i> 1.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>Check that the Certificate Holder's manual has instructions and information that a check pilot, who also serves as pilot in command, occupies a pilot station during that time the qualifying pilot in command acquires operating experience and operating cycles as required by 121.434(c)(1) (i) and (ii). <i>Sources:</i> 121.434(c)(1)(ii) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.13 During the operating experience and operating cycles for a pilot in command completing transition training, if the pilot has made at least two takeoffs and landings in the type airplane, and has demonstrated that he is qualified to perform the duties of a pilot in command, does the Certificate Holder's manual specify that the check pilot may occupy the observer's seat? <i>SRRs:</i> 121.434(c)(1)(ii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.14 Does the Certificate Holder's manual specify that a second in command must perform his/her duties under the supervision of a qualified check airman? <i>SRRs:</i> 121.434(c)(2) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that a second in command pilot performing the duties of a second in command, is under the supervision of an appropriately qualified check pilot while acquiring operating experience and operating cycles. <i>Sources:</i> 121.434(c)(2) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.15 Does the Certificate Holder's manual specify, that for initial training, the pilots receive four operating cycles (at least two as the pilot flying the airplane) and the following hours: <i>SRRs:</i> 121.434(c)(3)(i) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that pilot crewmembers shall acquire operating experience and operating cycles as follows: For initial training, 15 hours in Group I reciprocating powered airplanes, 20 hours in Group I turbopropeller powered airplanes, and 25 hours in Group II turbojet airplanes. Operating experience in both airplane groups must include at least 4 operating cycles (at least 2 as the pilot flying the airplane). <i>Sources:</i> 121.434(c)(3)(i) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.15.1 Group I reciprocating powered airplanes – 15 hours?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.15.2 Group I turbopropeller powered airplanes – 20 hours?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.15.3 Group II turbojet powered airplanes – 25 hours?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.16 Does the Certificate Holder's manual specify that for transition training the pilots receive four operating cycles (at least two as the pilot flying the airplane) and the following hours, except if the training programs includes an approved simulator training course: SRRs: 121.434(c)(3)(ii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that pilot crewmembers shall acquire operating experience and operating cycles as follows: For transition training, 10 hours in Group I reciprocating powered airplanes, 12 hours in Group I turbopropeller powered airplanes, and 15 hours in Group II turbojet airplanes. Operating experience in both airplane groups must include at least 4 operating cycles (at least 2 as the pilot flying the airplane). except as provided in paragraph 121.434(c)(3)(iii) of this section. <i>Sources:</i> 121.434(c)(3)(ii) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op</p>	
1.16.1 Group I reciprocating powered airplanes – 10 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.16.2 Group I turbopropeller powered airplanes – 12 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.16.3 Group II turbojet powered airplanes – 15 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.17 Does the Certificate Holder's manual specify that the transition training program includes training in simulators and does each pilot receive the following hours: SRRs: 121.434(c)(3)(iii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that pilot crewmembers must acquire operating experience and operating cycles as follows: In the case of transition training where the Certificate Holder's approved training program includes a course of training in an airplane simulator under 14 CFR Sec. 121.409(c), each pilot in command must comply with the following requirements: For initial training, 15 hours in Group I reciprocating powered airplanes, 20 hours in Group I turbopropeller powered airplanes, and 25 hours in Group II turbojet airplanes. Operating experience in both airplane groups must include at least 4 operating cycles (at least 2 as the pilot flying the airplane). <i>Sources:</i> 121.434(c)(3)(iii) <i>Interfaces:</i> All of 4.3; 4.2.8-op; 6.1.1-op; 4.2.3-op; 4.2.8-aw</p>	
1.17.1 Group I reciprocating airplanes – 15 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.17.2 Group I turbopropeller powered airplanes – 20 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.17.3 Group II turbojet powered airplanes – 25 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.18 Does the Certificate Holder's manual specify that for flight engineer training the flight engineer receive the following hours: SRRs: 121.434(d)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that a flight engineer performs the duties of a flight engineer under the supervision of a check airman or a qualified flight engineer for at least the following number of hours: (1) Group I reciprocating powered airplanes, 8 hours. (2) Group I turbopropeller-powered airplanes, 10 hours. (3) Group II airplanes, 12 hours. <i>Sources:</i> 121.434(d) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	
1.18.1 Group I reciprocating powered airplanes – 8 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.18.2 Group I turbopropeller powered airplanes – 10 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.18.3 Group II turbojet powered airplanes – 12 hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.19 Does the Certificate Holder's manual for flight attendant training specify that a flight attendant will receive at least 5 hours of operating experience under the supervision of a supervisor flight attendant with the following exceptions: SRRs: 121.434(e)</p>	
1.19.1 If a flight attendant who has previously acquired such experience on any large passenger-carrying airplane in the same group and if the Certificate Holder shows that the flight attendant has received sufficient ground training for the airplane?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.19.2 Flight attendants receiving operating experience may not be assigned as a required crewmember?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.19.3 Flight attendants who have satisfactorily completed training time in an approved training program conducted in a full-scale cabin-training device may substitute this time for 50 percent of the required hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.20 Does the Certificate Holder's training program allow for a reduction in operating experience time of one hour for take offs and landings up to 50% of flight hours, except those in Group II initial training, and second in command pilots in Group II transition training? SRRs: 121.434(f)</p> <p><i>Related Design JTI's:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1. Check that the Certificate Holder's manual has instructions and information that flight crewmembers may substitute one additional takeoff and landing for each hour of flight to meet the operating experience requirements of this section, up to a maximum reduction of 50% of flight hours. <i>Sources:</i> 121.434(f) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.21 With the exception of 14 CFR 121.434(h), does the Certificate Holder's training program specify that each pilot receive at least 100 hours of line operating experience within 120 days of completing any part of the flight maneuvers for a type rating or a proficiency check? <i>SRRs:</i> 121.434(g) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that a pilot in command acquires at least 100 hours of line operating flight time for consolidation of knowledge and skills including operating experience within 120 days after the satisfactory completion of: (1) Any part of the flight maneuvers and procedures portion of either an airline transport pilot certificate with type rating practical test or an additional type rating practical test, or (2) A 14 CFR Sec. 121.441 proficiency check. <i>Sources:</i> 121.434(g)(1); 121.434(g)(2) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that a second in command acquires at least 100 hours of line operating flight time for consolidation of knowledge and skills including operating experience within 120 days after the satisfactory completion of: (1) Any part of the flight maneuvers and procedures portion of either an airline transport pilot certificate with type rating practical test or an additional type rating practical test, or (2) A 14 CFR Sec.121.441 proficiency check. <i>Sources:</i> 121.434(g)(1); 121.434(g)(2) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>
<p>1.22 Does the Certificate Holder's manual contain an exception to the consolidation of experience requirements, which specifies that pilots who have qualified and served on a particular type airplane in operations before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills? <i>SRRs:</i> 121.434(h)(1) <i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g))</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

<p>(1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if—</p> <p>(i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.</p> <p><i>Sources:</i> 121.434(h) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	
<p>1.23 Does the Certificate Holder's manual contain an exception which specifies that pilots who have completed consolidation of knowledge and skills while serving as second in command are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

SRRs: 121.434(h)(2)	
<p>1.24 Does the Certificate Holder's manual contain an exception to the consolidation of experience requirements that specify that, if the pilot serves on another airplane before the 100 hours, then he/she must complete the Certificate Holder's approved refresher training? SRRs: 121.434(h)(3)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g))</p> <p>(1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if--</p> <p>(i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances:</p> <p>(i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.

Sources: 121.434(h)

Interfaces: All of 4.3; 6.1.1–op; 4.2.3–op

1.25 Does the Certificate Holder's manual contain an exception to the consolidation of experience requirement that specifies that if the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120 day period to no more than 150 days if:

Related Design JTI's:

1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120–day period to no more than 150 days if— (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.

Sources: 121.434(h)

<i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op	
<p>1.25.1 The pilot continues to meet all other applicable requirements of 14 CFR Part 121 Subpart O? SRRs: 121.434(h)(4)(i)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120–day period to no more than 150 days if— (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.</p> <p><i>Sources:</i> 121.434(h)</p> <p><i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

<p>1.25.2 Before the 120th day, the pilot completes the Certificate Holder's approved refresher training or a check pilot determines that the pilot has retained an adequate level of proficiency after observing the pilot in a line flight? SRRs: 121.434(h)(4)(ii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if— (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile. <i>Sources:</i> 121.434(h) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op 	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>
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<p>1.26 Does the Certificate Holder's manual contain instructions and information specifying how to apply for a deviation from the consolidation of experience requirement to the Administrator, who may amend the operations specifications for the following reasons:</p>	
<p>1.26.1 A newly certificated Certificate Holder does not employ any pilots who have 100 hours in an airplane type in a 120 day period? SRRs: 121.434(h)(5)(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if-- (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile. <i>Sources:</i> 121.434(h) 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

<i>Interfaces: All of 4.3; 6.1.1–op; 4.2.3–op</i>	
<p>1.26.2 The Certificate Holder adds a new airplane type to its fleet? SRRs: 121.434(h)(5)(iii)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if— (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile. <p><i>Sources: 121.434(h)</i></p> <p><i>Interfaces: All of 4.3; 6.1.1–op; 4.2.3–op</i></p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>

<p>1.26.3 The Certificate Holder establishes a new domicile to which it assigns pilots who are required to become qualified on the airplanes operated from that domicile? SRRs: 121.434(h)(5)(iii)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information to meet one of the following requirements when the Certificate Holder's pilot in command and second in command have not acquired at least 100 hours of line operating flight time within 120 days: (14 CFR 121.434(g)) (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills. (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane. (3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the Certificate Holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the Certificate Holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot. (4) If the required 100 hours of line operating flight time are not completed within 120 days, the Certificate Holder may extend the 120-day period to no more than 150 days if-- (i) The pilot continues to meet all other applicable requirements of subpart O of this part; and (ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Certificate Holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight. (5) The Administrator, upon application by the Certificate Holder, may authorize deviations from the requirements of 14 CFR 121.434 paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances: (i) A newly certificated Certificate Holder does not employ any pilots who meet the minimum requirements of 14 CFR 121.434 paragraph (g) of this section. (ii) An existing Certificate Holder adds to its fleet an airplane type not before proven for use in its operations. (iii) A Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.</p> <p><i>Sources:</i> 121.434(h)</p> <p><i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p>
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<p>1.27 Does the Certificate Holder's manual specify that the reductions in the operating experience hours are not subject to the reductions allowed by 14 CFR Section 121.405 and 14 CFR Section 121.409? SRRs: 121.434(i)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the hours of operating experience for flight crewmembers are not subject to reduction other than one additional takeoff and landing for each hour of flight to meet the operating experience requirements of this section, up to a maximum reduction of 50% of flight hours. <i>Sources:</i> 121.434(i) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.28 Does the Certificate Holder's manual specify that when a second in command has less than 100 hours of flight time in the airplane type, the pilot in command will make all takeoffs and landings at special airports designated by the Administrator or at special airports designated by the Certificate Holder and in the following situations: SRRs: 121.438(a)(1)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that if the second in command has fewer than 100 hours of flight time as second in command in operations under this part in the type airplane being flown, and the pilot in command is not an appropriately qualified check pilot, the pilot in command must make all takeoffs and landings at special airports designated by the Administrator or at special airports designated by the Certificate Holder. <i>Sources:</i> 121.438(a)(1) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 2. Check that the Certificate Holder's manual has instructions and information that, if the second in command has fewer than 100 hours of flight time as second in command in operations under this part in the type airplane being flown, and the pilot in command is not an appropriately qualified check pilot, the pilot in command must make all takeoffs and landings in the following situations: (i) The prevailing visibility value in the latest weather report for the airport is at or below 3/4 mile. (ii) The runway visual range for the runway to be used is at or below 4,000 feet. (iii) The runway to be used has water, snow, slush or similar conditions that may adversely affect airplane performance. (iv) The braking action on the runway to be used is reported to be less than "good". (v) The crosswind component for the runway to be used is in excess of 15 knots. (vi) Windshear is reported in the vicinity of the airport. (vii) Any other condition in which the PIC determines it to be prudent to exercise the PIC's prerogative. <i>Sources:</i> 121.438(a)(2)(i); 121.438(a)(2)(ii); 121.438(a)(2)(iii); 121.438(a)(2)(iv); 121.438(a)(2)(v); 121.438(a)(2)(vi); 121.438(a)(2)(vii) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 	
<p>1.28.1 The prevailing visibility value in the latest weather report for the airport is at or below 3/4 mile? SRRs: 121.438(a)(2)(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.28.2 The runway visual range for the runway to be used is at or below 4,000 feet? SRRs: 121.438(a)(2)(iii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.28.3 The runway to be used has water, snow, slush or similar conditions that may adversely affect airplane performance? SRRs: 121.438(a)(2)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.28.4 The braking action on the runway to be used is reported to be less than "good"? SRRs: 121.438(a)(2)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.28.5 The crosswind component for the runway to be used is in excess of 15 knots? SRRs: 121.438(a)(2)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.28.6 Windshear is reported in the vicinity of the airport? SRRs: 121.438(a)(2)(vi)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.28.7 Any other condition in which the PIC determines it to be prudent to exercise the PIC's prerogative? SRRs: 121.438(a)(2)(vii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.29 Do the Certificate Holder's scheduling procedures specify that either the pilot in command or the second in command has at least 75 hours in aircraft type except as noted below: SRRs: 121.438(b) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that no person may conduct operations under this part unless, for that type airplane, either the pilot in command or the second in command has at least 75 hours of line operating flight time, either as pilot in command or second in command. <i>Sources:</i> 121.438(b) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op	
1.29.1 The Administrator grants a deviation in the operations specifications for a new Certificate Holder? SRRs: 121.438(b)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.29.2 The Administrator grants a deviation in the operations specifications for an aircraft that is new to the Certificate Holder?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.29.3 The Administrator grants a deviation in the operations specifications if the Certificate Holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile? SRRs: 121.438(b)(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.30 Does the Certificate Holder's manual specify that flight crewmembers must accomplish at least three takeoffs and landings in the previous 90 days in the airplane type? (These maneuvers may be made in an simulator approved for the Certificate Holder) SRRs: 121.439(a) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that the Certificate Holder may not use any person as a required pilot flight crewmember, unless within the preceding 90 days, that person has made at least three takeoffs and landings in the type airplane in which that person is to serve. Any person who fails to	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>make the three required takeoffs and landings within any consecutive 90– day period must reestablish recency of experience. . <i>Sources:</i> 121.439(a) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no person may serve as a required pilot flight crewmember, unless within the preceding 90 days, that person has made at least three takeoffs and landings in the type airplane in which that person is to serve. Any person who fails to make the three required takeoffs and landings within any consecutive 90– day period must reestablish recency of experience as provided in 14 CFR 121.439 paragraph (b) of this section. <i>Sources:</i> 121.439(a) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.31 If a crewmember has not met the recency of experience requirements, does the Certificate Holder's manual specify that he or she reestablish it as follows: SRRs: 121.439(b)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that a required pilot flight crewmember who has not made three takeoff and landings in the type aircraft in which that person is to serve within the any consecutive 90–day period must reestablish recency of experience as follows: (1) Under the supervision of a check airman, make at least three takeoffs and landings in the type airplane in which that person is to serve or in an advanced simulator or visual simulator. (2) The takeoffs and landings required in this section must include– (i) At least one takeoff with a simulated failure of the most critical powerplant; (ii) At least one landing from an ILS approach to the lowest ILS minimum authorized for the Certificate Holder; and (iii) At least one landing to a full stop. <i>Sources:</i> 121.439(b)(1); 121.439(b)(2) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.31.1 Under the supervision of a check airman, make at least three takeoffs and landings in the type airplane or in an advanced simulator or visual simulator? SRRs: 121.439(b)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.31.2 The takeoffs and landings required in paragraph (b)(1) of 14 CFR Section 121.439 must include one takeoff with a simulated failure of the most critical power plant, one landing from an ILS approach to the lowest authorized ILS minimum and one landing to a full stop? SRRs: 121.439(b)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.32 If a pilot reestablishes currency in a visual simulator, does the Certificate Holder's manual specify that the pilot must have logged 100 hours of flight time in the airplane type? SRRs: 121.439(c)(1)</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that a required pilot flight crewmember who reestablishes recency of experience in a visual simulator as required in 14 CFR</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>121.439(b), must have previously logged 100 hours of flight time in the same type airplane in which he is to serve. <i>Sources:</i> 121.439(c)(1) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op</p>	
<p>1.33 If a pilot reestablishes currency in a visual simulator, does the Certificate Holder's manual specify that a check airman, acting as the pilot in command and occupying a pilot seat, must observe the pilot on their first two landings in line operations within 45 days of completing the simulator training? SRRs: 121.439(c)(2) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that a required pilot flight crewmember who performs the maneuvers prescribed in 14 CFR 121.439(b) in a visual simulator must be observed on the first two landings made in operations under this part by an approved check airman who acts as pilot in command and occupies a pilot seat. The landings must be made in weather minimums that are not less than those contained in the Certificate Holder's operations specifications for Category I Operations. <i>Sources:</i> 121.439(c)(2) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.34 Does the Certificate Holder's manual contain instructions specifying that when a pilot reestablishes currency in a simulator, the first two landings must be made within 45 days of completing the simulator training and in weather not less than the operations specifications CAT I minimums? SRRs: 121.439(c)(2) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that a required pilot flight crewmember who performs the maneuvers prescribed in 14 CFR 121.439(b) in a visual simulator must be observed on the first two landings made in operations under this part by an approved check airman who acts as pilot in command and occupies a pilot seat. The landings must be made within 45 days following completion of simulator training. <i>Sources:</i> 121.439(c)(2) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.35 Does the Certificate Holder's manual specify that when a simulator is used to reestablish currency, each of the required crewmember positions must be occupied by a qualified person? SRRs: 121.439(d) <i>Related Design JTI's:</i> 1. Check that the Certificate Holder's manual has instructions and information that when using a simulator to accomplish any of the requirements of 14 CFR 121.439(a) or (b), each required flight crewmember position must be occupied by an appropriately qualified person. <i>Sources:</i> 121.439(d) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>1.36 When a simulator is used to reestablish currency, does the Certificate Holder's training program specify that the simulator must be operated in a normal in-flight environment without use of the simulator's repositioning features? SRRs: 121.439(d)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that when using a simulator to accomplish any of the requirements of 14 CFR 121.439(a) or (b), the simulator must be operated as if in a normal in-flight environment without use of the repositioning features of the simulator. <i>Sources:</i> 121.439(d) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.37 When a pilot is reestablishing currency, do the Certificate Holder's procedures specify that a check airman must certify that the pilot is proficient and qualified to perform flight duties in line operations? SRRs: 121.439(e)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that a check airman who observes the takeoffs and landings prescribed in 14 CFR 121.439(b)(1) and (c) shall certify that the person being observed is proficient to perform flight duty in operations under part 121. <i>Sources:</i> 121.439(e) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 2. Check that the Certificate Holder's manual has instructions and information that a check airman who observes the takeoffs and landings prescribed in 14 CFR 121.439(b)(1) and (c) of this section shall certify that the person being observed is qualified to perform flight duty in operations under part 121. <i>Sources:</i> 121.439(e) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.38 If the pilot in command of an airplane has less than 100 hours as pilot in command in operations under Part 121 in that type of airplane, do the Certificate Holder's operations specifications increase the landing minimums for regular, provisional, or refueling airports by 100 feet and one-half mile (or the RVR equivalent), but in no event may the landing minimums be less than 300 and 1? SRRs: 121.652(a)</p> <p><i>Related Design JTI's:</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 Part 121 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 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>and one-half mile (or the RVR equivalent). <i>Sources:</i> 121.652(a) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op</p>	
<p>1.39 If the pilot in command of an airplane has less than 100 hours as pilot in command in operations under Part 121 in that type of airplane, does the Certificate Holder's manual specify that the minimums need not be increased above those applicable to the alternate airports, but in no event may the landing minimums be less than 300 and 1? SRRs: 121.652(a); 121.652(b)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that the MDA or DH and visibility minimums need not be increased above those applicable to the airport (14 CFR 121.652(a)) when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1. <i>Sources:</i> 121.652(a) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 2. Check that the Certificate Holder's manual has instructions and information that the 100 hours of pilot in command experience required by 14 CFR 121.652(a), may be reduced (not to exceed 50 percent) by substituting one landing in operations under Part 121 in the type of airplane for each required hour of pilot in command experience, if the pilot has at least 100 hours as pilot in command of another type airplane in Part 121 operations. <i>Sources:</i> 121.652(b) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.40 Does the Certificate Holder's manual contain the required references to, or excerpts from, operations specification paragraph A005? SRRs: 119.43(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.41 If the Certificate Holder's manual includes excerpts from its operations specifications, are the excerpts clearly identified as part of the operations specifications? SRRs: 119.43(b)(1)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
<p>1.42 Does the Certificate Holder's manual require compliance with operations specifications paragraph A005? SRRs: 119.43(b)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.43 Does the Certificate Holder's manual contain a method for keeping all persons engaged in its operations informed of the provisions of operations specifications paragraph A005? SRRs: 119.43(c); A.005 Exemptions and Deviations</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.44 Does the Certificate Holder's Pilot Operating Limitations / Recent Experience process comply with the related requirements of 14 CFR 121.652(c)? Related CFRs: 121.652(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that Category II minimums and the sliding scale, when authorized in the Certificate Holder's operations specifications, do not apply until the pilot in command subject to 14 CFR 121.652(a) of this 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>section meets the requirements of that paragraph in the type of airplane he is operating. <i>Sources:</i> 121.652(c) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op</p>	
<p>1.45 Does the Certificate Holder's Pilot Operating Limitations / Recent Experience process comply with the related requirements of 14 CFR Section 121.683? Related CFRs: 121.683(a)(1); 121.683(a)(2); 121.683(b); 121.683(c)</p> <p><i>Related Design JTI's:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this chapter, including, but not limited to proficiency checks. <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 2. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this chapter, including, but not limited to route checks <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 3. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this chapter, including, but not limited to airplane qualifications <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 4. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this chapter, including, but not limited to route qualifications <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 4.2.3-op; 6.1.1-op 5. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this chapter, including, but not limited to training <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 6.1.1-op; 4.2.3-op 6. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall maintain current records of each crewmember that show whether the crewmember complies with the applicable sections of this 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>chapter, including, but not limited to any required physical examinations <i>Sources:</i> 121.683(a)(1) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p> <p>7. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder shall record each action taken concerning the release from employment or physical or professional disqualification of any flight crewmember and keep the record for at least six months thereafter. <i>Sources:</i> 121.683(a)(2) <i>Interfaces:</i> All of 4.3; 4.2.3–op; 6.1.1–op</p> <p>8. Check that the Certificate Holder's manual has instructions and information that each Certificate Holder conducting supplemental operations shall maintain the records required by 14 CFR 121.683(a) at its principal base of operations, or at another location used by it and approved by the Administrator. <i>Sources:</i> 121.683(b) <i>Interfaces:</i> All of 4.3; 6.1.1–op; 4.2.3–op</p>	
<p>1.46 Does the Certificate Holder's Pilot Operating Limitations / Recent Experience process comply with the guidance contained in FAA Order 8400.10?</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the Certificate Holder shall conduct only one autoland, which may be used toward satisfying the three landing currency requirements. <i>Sources:</i> 8400.10, Volume 4, Chapter 2, Section 2, Paragraph 459(A)(2)(a,b): Special Approach and Landing Operations (Autoland), Change 11 <i>Interfaces:</i> All of 4.3; 4.2.3–op</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the Certificate Holder shall only credit one autoland landing to both the pilot-in-command (PIC) and to the second-in-command (SIC) during the same approach. May be subject to legal interpretation. <i>Sources:</i> 8400.10, Volume 4, Chapter 2, Section 2, Paragraph 459(A)(2)(a,b): Special Approach and Landing Operations (Autoland), Change 11 <i>Interfaces:</i> All of 4.3; 4.2.3–op</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
<p>1.47 Does the Certificate Holder's Pilot Operating Limitations / Recent Experience process comply with the guidance contained in FAA Flight Standards Information Bulletin FSAT 95–16A?</p> <p><i>Related Design JTI's:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that flight crewmembers that conduct engine–out ferry</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

<p>flights have satisfactorily completed an approved qualification and training program specific to the aircraft type within the previous twelve months, if applicable.</p> <p><i>Sources:</i> FSAT 95-16A Flight Crew Training and Qualification for One-Engine Inoperative Ferry Flights</p> <p><i>Interfaces:</i> All of 4.3; 4.2.3-op</p>	
<p>1.48 If alternate procedures exist for use during irregular conditions, do the alternate procedures provide an equivalent level of safety to achieve the same results as the primary procedures?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

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

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

Tasks

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

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

Questions

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

2.2 Are the following controls built into the Pilot Operating Limitations / Recent Experience process:	
2.1 Is there a control in place to ensure that required crewmembers satisfactorily complete required training?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.2 Is there a control in place to ensure that required crewmembers hold the appropriate airman certificates and ratings?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.3 Is there a control in place to ensure that crewmembers are properly supervised during training?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.4 Is there a control in place to ensure that required crewmembers complete the operating experience requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.5 Is there a control in place to ensure that the pilot in command does not allow a second in command who has not met the experience requirements to take off or land the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.6 Is there a control in place to ensure that a crewmember is current with regard to recency of experience?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.7 Is there a control in place to ensure that a crewmember's training record was properly certified?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.8 Is there a control in place to ensure that a pilot in command complies with the high minimums requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.9 Is there a control in place to ensure that a pilot in command is notified when serving with a second in command with less than 100 hours in type?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.10 Is there a control in place to ensure that crewmembers who have not yet met the appropriate experience requirements are not assigned to flight operations together?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

2.11 Is there a control in place to ensure that the Certificate Holder complies with the appropriate record keeping requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.12 Is there a control in place to ensure that crewmembers comply with FAA guidance regarding autoland operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.13 Is there a control in place to ensure that only qualified crewmembers conduct engine-out ferry flights?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.14 Does the Certificate Holder have a documented method for assessing the impact of any changes made to the controls in the Pilot Operating Limitations / Recent Experience process?	<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 data collection tool are designed to assist the inspector in determining if the Certificate Holder measures or assesses information to identify, analyze and document potential problems with the process. Process measurements are basically a Certificate Holder's internal evaluation or auditing of the most important policies, procedures or instructions and information associated with an element.

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

Tasks

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

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

Questions

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

3.3 Does the Certificate Holder's Pilot Operating Limitations / Recent Experience process include the following process measurements:

3.1 Process measurements that would reveal when required crewmembers failed to satisfactorily complete required training?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.2 Process measurements that would reveal when crewmembers did not hold the appropriate airman certificates and ratings?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.3 Process measurement that would reveal if crewmembers were not properly supervised during training?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.4 Process measurements that would reveal if required crewmembers failed to complete the operating experience requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.5 Process measurements that would reveal if the pilot in command failed to prevent a second in command who has not met the experience requirements from taking off or landing the aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.6 Process measurements that would reveal if a crewmember was not current with regard to recency of experience?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.7 Process measurements that would reveal if a crewmember's training record was not properly certified?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.8 Process measurements that would reveal when a pilot in command failed to comply with the high minimums requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3.9 Process measurements that would reveal if a pilot in command was not notified when serving with a second in command with less than 100 hours in type?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.10 Process measurements that would reveal if crewmembers who have not yet met the appropriate experience requirements were assigned to flight operations together?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.11 Process measurements that would reveal if the Certificate Holder failed to comply with the appropriate record keeping requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.12 Process measurements that would reveal when a crewmember failed to comply with FAA guidance regarding autoland operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.13 Process measurements that would reveal if anyone other than qualified crewmembers were allowed to conduct engine-out ferry flights?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
3.14 Does the Certificate Holder document its process measurement methods and results?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.15 Does the organization that conducts the process measurements have direct access to the person with responsibility for the Pilot Operating Limitations / Recent Experience process?	<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 data collection tool are designed to assist the inspector in determining whether or not interactions between the procedures, policies or instructions and information associated with other independent processes within the Certificate Holder's organization are documented. Written procedures, policies or instructions and information that are interrelated and located in different manuals within the Certificate Holder's manual system need to be consistent and complement each other. For the interfaces to be effectively managed, it is not only important to identify what the interfaces are, but it is imperative to document the specific location of the interfaces within the Certificate Holder's manual system.

Tasks

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

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

Questions

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

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

4. Does the Certificate Holder's manual:

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

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

Tasks

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

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

Questions

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

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

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

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

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

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

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

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

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

5.8 Does the Certificate Holder's manual clearly and completely document the procedures for delegation of authority for the Pilot Operating Limitations / Recent Experience process?	<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.