

CHAPTER 2. SPECIFIC TYPES OF INSPECTIONS

SECTION 3. CABIN EN ROUTE INSPECTIONS

141. OBJECTIVE. This chapter provides guidance for conducting a cabin en route inspection to ensure that an operator's cabin safety procedures adhere to the Federal Aviation Regulations (FAR) and safe operating practices. For purposes of this section, aviation safety inspector (ASI) includes cabin safety specialist.

143. GENERAL. Cabin en route inspections provide the Federal Aviation Administration (FAA) with information concerning flight attendant (F/A) training programs, operator procedures, and the condition and maintenance of aircraft emergency equipment and furnishings.

A. Inspector Qualifications.

(1) Since ASI's do not receive system training on all aircraft, it is important that inspectors become familiar with the operator's procedures and equipment before performing the inspection.

(2) The FAA does not permit an inspector to provide on-the-job training (OJT) to another inspector concerning the conduct of en route inspections on the same flight. Therefore, each inspector must be familiar with the cabin en route inspection procedures before performing this task and must be authorized through his or her unit supervisor.

(3) Inspectors possess various degrees and types of expertise and experience. When additional information or guidance is needed, the inspector should coordinate with personnel experienced in that particular specialty.

B. Inspectors' Conduct.

(1) In performing this job task, the actions of the inspectors are subject to the close scrutiny of airline employees and the general flying public. The inspector must be alert for leading questions from crewmembers and passengers regarding destinations, technical information, and other operators.

(2) Inspectors involved in cabin en route inspections will not enter the cockpit during the flight, unless requested by the captain or another crew-

member, or unless emergency circumstances indicate that it would be the proper course of action.

NOTE: Inspectors must comply with all regulatory requirements and approved operator procedures.

145. CABIN EN ROUTE INSPECTION AREAS.

Three general areas have been identified for inspectors to observe and evaluate during cabin en route inspections. Each area should be considered to be of equal importance. The three inspection areas are as follows:

A. Cabin (Interior). The interior inspection area applies to the airworthiness of the aircraft cabin and the condition and availability of aircraft cabin emergency equipment and furnishings. Figure 6.2.3.2., "Cabin En Route Interior Inspection Reference Chart," contains a table listing these items and when they should be inspected. Although these items are not all inclusive, they represent the types of aircraft items that should be evaluated during the inspection.

B. Crewmember. The crewmember inspection area applies to F/A's who perform assigned safety duties during the flight. Inspectors should evaluate such items as crewmember knowledge, ability, and proficiency by directly observing F/A's performing their assigned safety duties and functions.

NOTE: F/A trainees who are receiving operating experience should not be evaluated on the same basis as the fully qualified crewmembers.

C. Flight Conduct. The flight conduct inspection area relates to the specific phases of the flight that can be observed during the cabin en route inspection. This includes a wide range of items, including F/A and flight crewmember coordination of the performance of duties. These types of areas can often be observed before beginning a flight, at en route stops, or at the termination of a flight.

147. INITIATION AND PLANNING.

A. Initiation. This task is normally scheduled as part of the National Work Program. Additional inspec-

tions can be initiated by national, regional, or district office special requirements.

B. Planning.

(1) Inspectors conducting cabin en route inspections should make arrangements for the inspection as far in advance of the flight as possible. Inspectors who have not provided the operator with the appropriate advance notice should not insist on a seat if the flight is full. Operators should not attempt to displace the inspector in favor of a passenger when notification has been provided to a FAR Part 135 operator. However, bumping a revenue passenger should only be done when there is no acceptable, alternative means of accomplishing the inspection. Inspectors are expected to exercise sound judgment in these matters.

NOTE: Inspectors will not occupy the F/A jumpseats. Only qualified crewmembers, as determined by the operator, are authorized to occupy these seats.

NOTE: Inspectors conducting a cabin en route inspection on FAR Part 121 operators must never displace a revenue passenger.

(2) When it is necessary to board a flight at an intermediate stop, the inspector will make every effort to advise the pilot-in-command (PIC), prior to boarding the flight, that a cabin en route inspection will be conducted.

(3) The inspector must conform to the operator's approved carry-on baggage program. If there is any concern that the inspector's carry-on baggage will exceed operator limitations, the baggage should be checked. The inspector's identification, FAA Form 110A, "Aviation Safety Inspector Credentials," and FAA Form 8430-13, "Request for Access To Aircraft," is adequate documentation for the operator to check the baggage.

149. FAA FORM 8430-13, "REQUEST FOR ACCESS TO AIRCRAFT." The inspector to whom FAA Form 8430-13 is issued is personally responsible for its proper use and safekeeping, to include the following:

- Recording on the inside cover every request issued, canceled, or otherwise voided
- Returning it to the issuing office when the inspector transfers, retires, or has no further use for this book
- Returning the cover containing the Record of Requests Issued and the yellow copies to the

- Immediately reporting to the issuing office the full set of circumstances concerning any loss of requests

151. PERFORMING THE CABIN EN ROUTE INSPECTION. The attention of the F/A's must not be diverted from assigned duties including passenger boarding, deplaning, and in-flight service. Surveillance of F/A awareness and the following of safety-related procedures should continue during the flight.

A. Interior Inspection.

(1) This inspection should be performed without disturbing the boarding or deplaning of the passengers. Any discrepancies noted should be brought immediately to the attention of the lead F/A or the PIC.

(2) Crewmembers should initially be briefed to continue their assigned duties as if the inspector were not present. The inspector should then request that a crewmember provide an F/A manual and be available for a discussion relating to the crewmember's duties, at the crewmember's earliest convenience.

(3) Some operators require F/A's to accomplish a preflight inspection of at least some of the emergency and safety equipment in the cabin. In such a case, the inspector should observe the F/A inspect the equipment and then perform an additional inspection of selected equipment.

NOTE: An inspector can determine whether the operator requires an F/A to conduct preflight by examining the F/A manual.

(4) When an F/A preflight equipment inspection is not required by the operator or has already been performed, the inspector should inspect the equipment. If there is not enough time to inspect the emergency equipment before the flight, the inspector may choose to inspect it after the flight.

(5) Inspectors should avoid impeding the flow of passenger traffic or in any way interfering with crewmembers conducting their respective duties. Since passengers are naturally curious about an inspector's activities, it is recommended that reasonable passenger inquiries be answered in a brief, factual, and courteous manner.

B. In-Flight Monitoring. This phase of the inspection includes the activities associated with boarding, pre-departure, in-flight, and landing. During this part of the inspection, the inspector will have the opportunity to do the following:

- Evaluate operator procedures
- Determine adherence to company policy, FAA regulations, and safe operating practices

- Monitor passenger safety

C. Required Flight Attendants. When regulations require F/A's for the operation of a flight, the number of F/A's required is based on the number of passenger seats and/or the emergency evacuation demonstration. The number of required F/A's for each make, model and series aircraft used by the operator is listed in the operations specifications (OpSpecs).

(1) There must always be a full complement of F/A's at originating and terminating points when passengers are on board. FAR Part 121 operations only, at intermediate stops, may reduce the number of required F/A's by dividing the number of F/A's by two and rounding down. Regulations permit an operator to substitute personnel, qualified in emergency evacuation procedures for that specific aircraft, at intermediate stops. Substitute personnel must be easily identified.

(2) Additional, non-required, F/A's may be used by the operator.

153. DEFERRED MAINTENANCE.

A. Minimum Equipment List (MEL), Deferred Maintenance. The operator's approved MEL allows the operator to continue a flight or series of flights with certain inoperative equipment. The continued operation must meet the requirements of the MEL deferral classification and the requirements for the equipment loss.

B. Other Deferred Maintenance.

(1) Operators frequently use a system to monitor items that have previously been inspected and found to be within serviceable limits. These items are still airworthy yet warrant repair at a later time or when items no longer meet serviceable limits. This method of deferral may require repetitive inspections to ensure the continuing airworthiness of the items. Examples of items that are commonly deferred in this manner are overhead storage bins, seat-belts, and interim airworthy repairs.

(2) Passenger convenience item deferrals that are not safety- or airworthiness-related should be handled per the guidelines of the operator's program. This may include a cabin log.

155. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. Inspector prerequisites include the following:

- Knowledge of the regulatory requirements of FAR Parts 121, 125, and/or 135

- Successful completion of Inspector's Indoctrination Course or previous equivalent, or the En Route Course

NOTE: The En Route Course is a mandatory Flight Standards course. Inspectors who were previously authorized to conduct en route inspections may continue to do so, but must attend the En Route Course at the earliest possible opportunity.

B. Coordination. This task requires coordination with the principal inspectors assigned to the operator and may involve the regional office, the certificate-holding district office (CHDO), and FAA Security.

157. REFERENCES, FAA FORMS, AND JOB AIDS.

A. References.

- Advisory Circular 121-24, "Passenger Safety Information and Briefing Cards," as amended
- Applicable FAA guidance material
- Operator's manual

B. FAA Forms.

- FAA Form 110A, "Aviation Safety Inspector Credentials"
- FAA Form 8430-13, "Request for Access To Aircraft"

C. Job Aids.

- Figure 6.2.3.1., "Air Carrier Cabin En Route Inspection Job Aid"
- Figure 6.2.3.2., "Cabin En Route Interior Inspection Reference Chart"

158. PROCEDURES.

A. Initiate the Cabin En Route Inspection. The inspector should initiate the cabin en route inspection according to the district office work program.

B. Prepare for the Inspection. The inspector should prepare for the inspection by doing the following:

(1) Contact the operator to reserve the cockpit jumpseat.

(2) Complete FAA Form 8430-13 in duplicate. The white copy is presented to the operator, and the yellow copy is kept for FAA records.

C. Coordinate With the Operator. The inspector should coordinate with the operator at least 1 hour prior to the flight. While coordinating, the inspector should do the following:

(1) Identify himself or herself to the operator representative, and state that he or she is performing a cabin en route inspection on a specific flight.

(2) Present FAA credentials, FAA Form 110A, and a completed FAA Form 8430-13 to the operator representative.

(3) Obtain applicable operator boarding authorization per the airline procedures.

(4) Request access to the aircraft as soon as practical (for example, after passengers have deplaned) to meet the flight and cabin crews and perform the interior pre-departure inspection, as time permits.

(5) If aircraft access is denied, the following steps should be taken by the inspector:

- Apprise the operator representative of the regulation authorizing inspector access to aircraft
- Request to see the appropriate supervisor if the representative still refuses access
- Make it very clear to the operator that the denial of access is contrary to regulations and that enforcement action may be initiated
- Report the occurrence to the immediate supervisor upon return to the district office, if access was not granted

D. Coordinate With the Crew. Before boarding the aircraft or performing any inspection, the inspector should coordinate with the crew as follows:

- Identify himself or herself to the captain and to the lead F/A as an FAA inspector
- State the purpose of the inspection

E. Perform the Interior Inspection. The inspector should inspect the following, as applicable:

(1) Cabin placarding, markings, and signs (for example, exits, no-smoking signs, and emergency equipment), to ensure marking legibility and the correct location.

(2) Fire extinguishers for the following:

- To verify the quantity and location
- To ensure that they are properly serviced, tagged, and stowed

(3) Portable oxygen bottles for the following:

- To verify the quantity and location
- To ensure that they are properly serviced, tagged, and stowed

- To determine the condition of the mask, tubing, and connectors

NOTE: There is no requirement that the mask/hose must be connected to the first aid oxygen bottles.

(4) Protective breathing equipment (PBE) for correct location, proper number of units, and proper stowage.

(5) First aid kits and emergency medical kits for correct number, location, and stowage.

NOTE: The FAA does not require first aid and medical kits to be sealed.

(6) Megaphones for correct number, location, general condition, and proper stowage.

(7) Overwater equipment as applicable.

(8) Passenger briefing cards, to ensure the following:

- That they are available for each passenger
- That they are appropriate to the aircraft
- That they contain the required information, to include the following:
 - Emergency exit location and operation
 - Slide use and location
 - Oxygen use
 - Seat-belt use
 - Flotation device use and location
- Appropriate pictorials for extended overwater operations, including ditching exits, life preservers, and liferaft or slideraft in-flight location
- Exit seating information

NOTE: In FAR Part 135 operations, additional information concerning safety equipment may also be included, as required.

(9) Passenger seats, to ensure the following:

- That a reclined seat does not block emergency exits
- That the seat cushions are intact
- That the tray table latching mechanisms are operable
- That the self-contained and removable ashtrays are in serviceable condition and are available when smoking is authorized

- That each seat has a complete restraint system
- That seat-belts are operational and not frayed or twisted

(10) Passenger oxygen service units to ensure that they are closed and latched, without any extended red service indicators or pins.

(11) F/A station, to ensure the following:

- That the seat retraction/restraint system is operational and is properly secured
- That the seat-belts are operational and not frayed or twisted
- That the seat cushions are intact
- That the seat headrest is in the correct position
- That the public address (PA) system and interphone are operable
- That aircraft-installed flashlight holders are indeed installed

NOTE: Flashlights are not required to be in the holders; however, when they are, they must be charged and operable.

(12) Galleys, to ensure that the following items are operable:

- The latching mechanisms (primary and secondary)
- The tie-downs
- Other galley restraints

(13) Galleys, to ensure the following:

- That the hot liquid restraint systems is operable
- That the circuit breakers and water shut-off valves are accessible and properly identified
- That the cover and lining of trash receptacles fit properly
- That the non-skid floor is serviceable
- That the girt bar is clean and serviceable
- That the stationary cart tie-downs (mushrooms) are clean
- That the galley carts are in serviceable condition and properly stowed
- That, if applicable, the lower lobe galley emergency cabin floor exits are passable and not covered by carpeting

(14) Galley personnel lift (if applicable) to ensure that it does not move up or down with the doors open and that the activation switches operate properly.

(15) Lavatories, to ensure the following:

- That the placards are present and that the smoke alarm and ashtrays are present and operational
- That the trash receptacle cover and lining fit properly
- That the automatic fire extinguisher system is serviceable
- Stowage compartments, to ensure the following:
 - That the weight restriction placards are displayed
 - That the restraints and secondary latching mechanisms are operable
 - That the compartments comply with stowage requirements for accessibility to emergency equipment

(17) Crew baggage, to ensure that it is properly stowed.

(18) Emergency lighting system, to ensure that all emergency lighting, including the floor proximity escape path system, is in serviceable condition (for example, no light covers should be cracked or missing).

(19) Availability of cockpit key to each crewmember.

F. Pre-Departure. The inspector should perform the following during pre-departure:

(1) Ensure that each F/A has an operable flashlight readily available and has the appropriate up-to-date parts of a manual accessible when performing assigned duties.

(2) Ensure that any discrepancies noted during pre-departure are addressed per the operator's manual.

(3) Ensure that the required number of F/A's are aboard.

(4) Observe the F/A's and ground personnel coordinating and supervising the boarding of passengers and properly stowing carry-on baggage.

NOTE: Ensure that the passenger-loading door is not closed until a required crewmember verifies that each piece of carry-on baggage is properly stowed. Proper stowage includes ensuring that the overhead bins are

closed. Items that cannot be stowed must be processed as checked baggage.

(5) Ensure that items such as carry-on baggage and galley supplies do not cover or in any way interfere with aircraft emergency equipment in the overhead compartments.

(6) Ensure that a required crewmember verifies that passengers seated at the emergency exit seats meet the regulatory requirements.

NOTE: At some time prior to takeoff, the F/A must brief the passengers seated in the emergency exit seats on the selection criteria and their willingness and ability to perform the functions, according to the operator's approved program.

(7) Ensure that all passengers are seated prior to any ground movements.

(8) Ensure that the F/A's have sufficient time to take their assigned positions and to secure their restraint systems after giving the passenger briefing.

(9) Ensure that the F/A pre-departure briefing is audible to all passengers and covers the following subjects:

(a) Smoking: When, where, and under what conditions smoking is prohibited, including a statement that federal law prohibits tampering with, disabling, or destroying any smoke detector in an airplane lavatory.

(b) Exit Locations: The preferred method is to physically point out exits.

(c) Seat-belt Use: Instructions on how to fasten, unfasten, and adjust seat-belts.

(d) Flotation Devices: Instructions on the location and use of required individual flotation devices.

(e) Oxygen Use: Instructions on the location of and a demonstration on the use of the oxygen mask. For FAR Parts 125 and 135 operations, this briefing item must only be conducted when the flight will exceed 12,000 feet mean sea level (MSL). When this occurs, the briefing must be given prior to takeoff. For FAR Part 121 operations, the briefing must be given prior to exceeding 25,000 feet MSL.

(f) Extended Over-Water Operations: Instructions on the location, donning, and use of life preservers, liferafts (or sliderafts) and other means of flotation including a demonstration of the methods of donning and inflating a life preserver.

NOTE: The method of donning and inflating infant life preservers is usually substantially

different from the method used for an adult life preserver.

(g) Special Passenger Briefings (when applicable): For persons who are handicapped or warrant some other special kind of attention, and for the individuals assisting them.

NOTE: FAR Parts 125 and 135 operators must include in their general briefing the location of survival equipment, when applicable, and the location and use of fire extinguishers.

G. Movement on the Surface. During movement on the surface, the inspector should do the following:

(1) Ensure that all F/A's remain seated during the taxi unless performing safety-related functions. Safety-related activities can include the following:

- Passenger preparedness
- Baggage/cargo/galley stowage
- Exit readiness

(2) Ensure that each exit is closed and locked with the girt bars properly attached (if applicable).

(3) Ensure that the following items or activities are accomplished prior to takeoff:

(a) All stowage compartments are properly secured and latched.

(b) The galley is prepared as follows:

- Loose items are secured
- All serving carts are properly restrained

(c) The cockpit door is closed in accordance with the operator's manual.

(d) Passenger seat-belts are secured.

(e) Any unoccupied F/A seat restraint is properly secured for takeoff.

(f) Any other equipment is properly stowed and secured.

(4) Ensure that crewmembers observe the sterile cockpit rules.

H. In-Flight Operations. During in-flight operations, the inspector should do the following:

(1) Monitor the crewmembers' performance during in-flight operations, to ensure the following:

(a) That during takeoff each F/A remains seated with restraint systems properly fastened.

(b) That after takeoff, before or immediately after the seat-belt illumination is shut off, an announcement is made that passengers should keep

their seat-belts fastened, even when the seat-belt sign is turned off.

(c) That, if the flight is to be a smoking flight, an announcement is made that smoking is only permitted in specific rows and prohibited in the aisles and lavatories when the no-smoking sign is turned off.

(2) Ensure that the following are accomplished, as applicable:

(a) Passenger compliance with seat-belt and no-smoking signs.

(b) Effective crew coordination for flight-crew and cabin crewmember communications--routine and/or emergency.

(c) Turbulent air procedures are followed, including the proper restraint of serving carts, galley equipment, and compliance with instructions from the cockpit and coordination with flight crewmembers.

(d) Crewmember handling of the passengers, to include the following:

- Intoxicated passengers (not serving alcoholic beverages to them)
- Abusive or disruptive passengers
- Handicapped or ill passengers
- Passengers requiring special attention

(3) Ensure that crewmembers, during the approach and landing phases of flight, prepare the cabin for arrival by performing at least the following actions:

(a) Ensuring that carry-on baggage is stowed and that all seat backs and tray tables are upright and stowed, respectively.

(b) Removing all food, beverages, and galley service items from each passenger seat location.

(c) Ensuring that all stowage compartments are latched and secured.

(d) Ensuring that the galley is prepared as follows:

- Loose items are secured
- All serving carts are properly restrained

(e) Ensuring that the cockpit door is closed and locked in accordance with the operator's manual.

(f) Verifying that passenger seat-belts and shoulder harnesses, if installed, are secured.

(g) Properly stowing and securing any other equipment.

(4) Ensure that crewmembers observe sterile cockpit rules.

(5) Ensure that crewmembers are seated in assigned seats before landing, with appropriate restraint systems fastened.

I. Flight Arrival. During flight arrival the inspector should do the following:

(1) Ensure that after landing, the F/A's prepare the aircraft for arrival by performing the following duties:

- Before the captain has turned off the seat-belt sign, ensuring that passengers remain in their seats with seat-belts fastened
- Upon arrival at the gate and after the seat-belt sign has been turned off, preparing the exits for deplaning

NOTE: The girt bar must stay engaged during movement on the surface.

(2) Ensure that the appropriate complement of flight attendants remain on board the aircraft at en route stops (when passengers remain on board the aircraft to proceed to another destination).

(3) Debrief the captain and lead F/A of any procedural problems or discrepancies/malfunctions noted during the flight.

159. TASK OUTCOMES.

A. File Report. The inspector should file FAA Form 8000-36, "Program Tracking and Reporting Subsystem Data Sheet."

B. Results of Completion. Completion of this task can result in either of the following:

- A satisfactory inspection
- The requirement for a followup inspection for a particular discrepancy

C. Document Task. The inspector should file all supporting paperwork in the operator's office file.

160. FUTURE ACTIVITIES. The inspector may schedule a followup inspection, as applicable.

**FIGURE 6.2.3.1.
AIR CARRIER EN ROUTE INSPECTION JOB AID**

PTRS ACTIVITY:1625 DATE:		AIR CARRIER	FLT NO.	A/C REG NO.		MAKE	MODEL/SERIES
PIC NAME:	BASE	LEAD F/A NAME:	BASE	FROM	TO	RESULTS	HB REF VA.2.4.
U = UNACCEPTABLE; P = POTENTIAL; I = INFORMATION; E = EXCEEDS							
AIRCRAFT/EQUIPMENT			EMERGENCY LIGHTING	833		* Demonstrate "Brace for Impact" Position	--
REQ. CERT/PLACARDS	809		* Operable	--		* Demo Donning of Life Vests (If applicable)	--
LOGBOOKS	804		* Floor System	--			--
* Open Items	--		EXITS	852		REQUIRED EQUIPMENT	--
* Carryovers	--		* Controls/Seals	--		* Manual	--
* Cabin Items	--		* Girt Bar and Brackets	--		* Cockpit Key	--
MEGAPHONES	825		* Signs/Symbols	--		* Flashlight	--
* Location	--		* Rafts/Lanyards	--			--
* Placarded	--		OTHER REMARKS	889		OTHER REMARKS	199
FIRE EXTINGUISHERS	826		F/A CREWMEMBERS			FLIGHT CONDUCT	
* Correct Type	--		CREW COMPLEMENT	601		PRE-DEPARTURE	723
* Number	--		* Initial Boarding	--		* Pax Boarding	--
* Serviced	--		* En Route Stops	--		* Carry-On Bags	627
* Location	--		CREW COORDINATION	737		* Pax Count	--
PORTABLE O2 BOTTLES	835		* With Cockpit	--		* Girt Bars	--
* Number	--		MANUAL AVAILABLE	209		* Door Preparation	--
* Serviced	--		MANUAL CURRENCY	203		BRIEFINGS	111
* Location	--		PASSENGER HANDLING	637		* Smoking	--
* Masks/Hoses	--		STERILE COCKPIT	623		* Exit Locations	--
PBE	835		* Procedures	--		* Seat Belt Use	--
* Properly Stowed	--		* Cockpit Signals	--		* Flotation Means	--
* Placarded	--		COMPANY DIRECTIVES	631		* Table/Seat Back	--
* Sealed	--		KNOWLEDGE (ABOUT)	101		* Bags Stowed	--
ADDITIONAL EMER. EQUIP.	825		* PIC Authority	--		* Oxygen Use (If applicable)	--
* Life Vests	--		* Cabin Logbook	--		* Over-Water Use (If applicable)	--
* Life Rafts	--		* Hijacking	--		* Special Pax (If applicable)	--
* Emergency radios	--		* Decompression	--		* After T/O and Before Landing Briefings	--
* Other	--		* Cabin Fires	--		TAXI/TAKEOFF	725
PAX BRIEFING CARDS	825		* Turbulent Air Operations	--		* Items Secured	--
* At Each Seat	--		* Unruly Pax	--		* F/A's Seated	--
* Reg. Information	--		* Emergency Comm. with Cockpit	--		* T/O Signal	--
PAX SEATS	825		* Location of all Emergency Equipment	--		CRUISE	729
* Emergency Exits	--		* Contents of Manual	--		* In-Flight Svc	--
* Condition	--		ABILITY/PROFICIENCY	103		* Turbulence	--
* Ash Trays	--		* Remove/Demonstrate Use of O2 Bottle and Fire Bottle (Simulated)	--		LANDING/TAXI	735
* Seat Belts/Trays	--		* Explain How to Deploy a PSU Manually	--		* Items Secured	--
PAX O2 SERVICE UNIT	835		* Demonstrate Emergency Exit Procedures	--		* F/A's Seated	--
* Operational	--			--		OTHER REMARKS	749
* Service Pins	--			--			
F/A STATION	825			--			
* Retracts	--			--			
* Condition	--			--			
* P/A & Interphone	--			--			
GALLEYS	825			--			
* Latch Mechanisms	--			--			
* Restraints/Tiedns/Covers	--			--			
* Debris/Corrosion	--			--			
LAVATORIES	825			--			
* Smoke Alarm	--			--			
* Signs/Lights	--			--			
* Extinguishers	--			--			
STOWAGE AREAS	825			--			
* Latch Mechanisms	--			--			
* Access to Equipment	--			--			

**FIGURE 6.2.3.2.
CABIN EN ROUTE INTERIOR INSPECTION REFERENCE CHART**

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Approved Infant or Child Restraint System	Placement and Approved Type	Knowledge of Location, Placement, and Approved Use	Proper Use and Placement	
Carry-on Baggage	Proper Restraints and Placards for Cargo Compartments	Knowledge of Approved Program	Properly Stowed Ensure Compliance.	Screened by Ground Personnel Number or Size Allowance
Cockpit Key	Accessible to All Crewmembers	Knowledge of Location	Use of Key	
Emergency Lights Proximity Lighting	Condition	Knowledge of Activation		
Emergency Medical Kit	Proper Number Installed and Secured	Knowledge of Location and Authorized Use		
Evacuation Slides/Rafts	Proper PSI Condition of Floor Brackets	Knowledge of Location and Operation		
Exit Seating	Briefing Card on Each Affected Seat	Knowledge of Procedures Verify Occupant's Eligibility	Compliance with operator's approved program	Ground Support
Exits/Cabin Doors	General condition (Seals, Handles, etc.)	Knowledge of Normal and Emergency Use	Doors Armed During Aircraft Movement	
F/A Crew Complement	Number of Passenger (Pax) Seats	Knowledge of Required Number of Crewmembers	Evenly Distributed	Ground Personnel and F/A Coordination Prior to Boarding
Fire Extinguishers	Number Installed Type Inspection Date	Knowledge of Use		
First Aid Kits	Number Installed and Properly Secured	Knowledge of Location and Use	Proper Use	
Fixed Oxygen System	Components Closed - No Extension of Red Tags	Knowledge of System and Locations of Additional Drop-Down Masks		
Flashlights	Number Equal to Number of Crewmembers	Knowledge of Locations		
Galley Lifts	Safety Interlock Mechanism Operational	Knowledge of Operation	Proper Use, No More Than One Occupant	
Handicapped Passenger Briefing		Knowledge of Handicapped Briefing	Briefing Stowage of Assistance Devices	

**FIGURE 6.2.3.2.—Continued
CABIN EN ROUTE INTERIOR INSPECTION REFERENCE CHART**

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Jumpseats	Automatic Retract/Locking Harness/Seat Belt Condition of Seat Harness and Belt	Knowledge of Use	Use During Takeoff and Landing	
Lavatories	Placards Trash Receptacle Smoke Detectors Ashtrays	Preflight Check Knowledge of Operations	Responsive to Smoke Detector, if Activated	
Life Vests	Accessible to All Pax (If Installed)	Knowledge of Use and Location		
Life Rafts (If Installed)	Proper Number and Location (Capacity to Accommodate All Pax)	Knowledge of Location, Operation, and Use of Accessory Kits		
Manual	Includes Information Specific to Aircraft	Knowledge of Content	Accessible Current	
Megaphones	Correct Number Installed	Knowledge of Use and Removal From Bracket		
Passenger Info/Safety Briefing	PA or Video - Clarity	Demonstration and Verbal Briefing Content	Performed Prior To Takeoff	
Pax Seat Belts	Installed General Condition	Knowledge of Use		Pax Seat Belt Discipline When Sign is Illuminated
PBE	Properly Installed Secured	Knowledge of Location and Procedures for Use		
Placards	Installation	Preflight Check		
Portable Oxygen	Number Installed Stowed PSI	Knowledge of Use	Proper Use Execution of Administrative Procedures	
Safety Briefing Cards	Conveniently Located Applicable to Aircraft	Knowledge (Presence and Location)		Technically Correct
Seatback/Tray Table	Latching Mechanism	Knowledge of Securing Procedures	Check to Ensure Full Upright Position During Takeoff and Landing	

**FIGURE 6.2.3.2.—Continued
CABIN EN ROUTE INTERIOR INSPECTION REFERENCE CHART**

ITEM	AIRCRAFT	CREWMEMBER	FLIGHT CONDUCT	OPERATIONS
Service Carts	Condition Properly Secured	Knowledge of Use	Proper Use/Not Left Unattended Without Securing	
Sterile Cockpit	Signals	Knowledge of Procedures	Compliance	

[PAGES 6-160 THROUGH 6-166 RESERVED]

