

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

**ELEMENT SUMMARY INFORMATION**

**Purpose of this Element** (certificate holder's responsibility):

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

**Objective** (FAA oversight):

- To determine if the certificate holder's Airman Duties/Flight Deck Procedures process meets all applicable requirements of Title 14 of the Code of Federal Regulations (14 CFR) and FAA policies.
- To determine if the certificate holder's Airman Duties/Flight Deck Procedures process incorporates the safety attributes.
- To identify any shortfalls in the certificate holder's Airman Duties/Flight Deck Procedures process.

**Specific Instructions:**

- Intentionally left blank

**SUPPLEMENTAL INFORMATION**

**Specific Regulatory Requirements (SRRs):**

- SRRs:
  - 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)
  - 121.303(d)(1)
  - 121.303(d)(2)
  - 121.306
  - 121.310(d)(2)
  - 121.311(e)(3)
  - 121.311(h)
  - 121.311(i)
  - 121.315(a)
  - 121.315(b)
  - 121.315(c)
  - 121.317(b)
  - 121.317(c)
  - 121.317(g)
  - 121.327(b)(1)
  - 121.327(b)(2)
  - 121.327(b)(3)

- SRRs:
  - 121.329(b)(1)
  - 121.329(b)(2)
  - 121.329(b)(3)
  - 121.333(c)(1)
  - 121.333(c)(2)(i)(A)
  - 121.333(c)(2)(i)(B)
  - 121.333(c)(3)
  - 121.333(c)(4)
  - 121.337(c)(1)(i)
  - 121.337(c)(1)(ii)
  - 121.343(g)
  - 121.344(g)
  - 121.349(d)
  - 121.354
  - 121.354(c)(1)
  - 121.354(c)(2)
  - 121.357(c)(2)
  - 121.383(a)(2)
  - 121.393
  - 121.542(a)
  - 121.542(b)
  - 121.543
  - 121.545
  - 121.547
  - 121.548
  - 121.548a
  - 121.549(a)
  - 121.549(b)
  - 121.550
  - 121.553
  - 121.557(a)
  - 121.557(c)
  - 121.559(c)
  - 121.561(a)
  - 121.563
  - 121.565
  - 121.567
  - 121.577(a)
  - 121.577(b)
  - 121.577(c)
  - 121.577(d)
  - 121.579
  - 121.581
  - 121.583(c)
  - 121.585(g)
  - 121.587
  - 121.589(b)
  - 121.590
  - 121.599(b)
  - 121.603(a)
  - 121.603(b)
  - 121.627(a)
  - 121.627(b)
  - 121.628(a)(5)
  - 121.629
  - 121.631(b)
  - 121.631(c)

- SRRs:
  - 121.649
  - 121.651(a)
  - 121.651(b)(1)
  - 121.651(b)(2)
  - 121.651(c)(1)
  - 121.651(c)(2)
  - 121.651(c)(3)(i)thru(x)
  - 121.651(c)(4)
  - 121.651(d)
  - 121.651(f)
  - 121.657
  - 121.659
  - 121.661
  - 121.667(a)
  - 121.695(a)
  - 121.697(a)
  - 121.697(c)
  - 121.701(a)
  - 91.123(c)
  - 91.153(b)
  - 91.169(b)
  - 91.169(c)
  - 91.169(c)(1)(i)
  - 91.169(c)(1)(i)(A)
  - 91.169(c)(1)(i)(B)
  - 91.169(d)
  - 91.175(c)
  - 91.175(c)(1)
  - 91.175(c)(2)
  - 91.175(c)(3)
  - 91.175(c)(3)(i)
  - 91.175(c)(3)(ii)
  - 91.175(c)(3)(iii)
  - 91.175(c)(3)(iv)
  - 91.175(c)(3)(ix)
  - 91.175(c)(3)(v)
  - 91.175(c)(3)(vi)
  - 91.175(c)(3)(vii)
  - 91.175(c)(3)(viii)
  - 91.175(c)(3)(x)
  - 91.183
  - 91.183(a)
  - 91.183(b)
  - 91.183(c)
  - 91.185(b)
  - 91.185(c)(1)
  - 91.185(c)(1)(i)
  - 91.185(c)(1)(ii)
  - 91.185(c)(1)(iii)
  - 91.185(c)(1)(iv)
  - 91.185(c)(2)
  - 91.185(c)(2)(i)
  - 91.185(c)(2)(ii)
  - 91.185(c)(2)(iii)
  - 91.185(c)(3)
  - 91.185(c)(3)(i)
  - 91.185(c)(3)(ii)

- SRRs:
  - 91.187(a)
  - 91.187(b)
  - 91.187(b)(1)
  - 91.187(b)(2)
  - 91.187(b)(3)
  - 91.187(b)(4)
  - 91.217(a)
  - A.048
  - A.362c(8)
  - A.362c(8)(a)
  - A.362c(8)(b)
  - A.522(l)
  - B.030d(3)
  - B.035b(4)
  - B.036
  - B.036b(1)
  - B.036b(4)
  - B.045
  - B.045c(5)
  - B.045c(6)
  - B.045c(6)(a)
  - B.045c(7)
  - B.051
  - B.051a.(4)
  - B.051a.(5)
  - B.052
  - B.052a(2)
  - B.052a(2)(b)
  - B.052a(2)(c)
  - B.052a(2)(d)
  - B.052a(2)(f)
  - B.052a(4)(a)(i)
  - B.052a(4)(a)(ii)
  - B.052a(4)(a)(iii)
  - B.052a(4)(a)(iv)
  - B.052a(5)(a)
  - B.052a(5)(a)(i)
  - B.052a(5)(b)
  - B.052a(6)
  - B.052a(6)(a)
  - B.052a(6)(b)
  - B.052a(6)(c)
  - B.054b
  - B.054b(4)
  - B.054b(7)
  - B.343d
  - B.343d(8)
  - B.343d(9)(a)
  - B.343d(9)(b)(i)
  - B.343d(9)(b)(ii)
  - B.343d(9)(c)
  - B.343d(9)(d)
  - B.343d(9)(e)
  - C.052a
  - C.054b(2)
  - C.054b(2)(a)
  - C.055

- SRRs:
  - C.055b(1)
  - C.055b(2)
  - C.063
  - C.063f(1)
  - C.068
  - C.068a
  - C.068b
  - C.068c
  - C.071
  - C.071a(1)
  - C.072b
  - C.074
  - C.074c(1)
  - C.074c(2)
  - C.077d
  - C.077e(1)
  - C.077e(2)
  - C.300
  - C.300b(3)
  - C.300b(4)
  - C.300b(5)
  - C.355g
  - C.355g(1)
  - C.355g(2)

**Related CFRs & FAA Policy/Guidance:**

- Related CFRs:
  - Intentionally left blank
- FAA Policy/Guidance:
  - FAA Order 8900.1, Volume 3, Chapter 18
  - FAA Order 8900.1, Volume 4, Chapter 2
  - FAA Order 8900.1, Volume 4, Chapter 3
  - FAA Order 8900.1, Volume 4, Chapter 4
  - AC 120-48
  - AC 120-71A
  - AC 120-74A
  - AC 120-88A

### SAI Section 1 - Procedures Attribute

**Objective:** Procedures, instructions, and information are documented methods for accomplishing a process. The certificate holder's policies should establish their compliance posture. Policies may be stand-alone statements, or they may be imbedded within procedures, instructions, or information regarding a particular regulatory requirement. The questions in this section of the data collection tool (DCT) are designed to assist the inspector in determining if the certificate holder has documented or prescribed methods of accomplishing the process requirements that provide answers to the associated questions regarding who, what, when, where, and how. This section contains policy questions, procedural questions, and instructional or informational questions pertaining to various types of certificate holder requirements such as actions, prohibitions, or resources (i.e., personnel, facilities, equipment, technical data, etc.).

#### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the information listed in the Supplemental Information section of this DCT.
2.	Review the duties and responsibilities for management and other personnel identified by the certificate holder who accomplish the Airman Duties/Flight Deck Procedures process.
3.	Review the certificate holder's Airman Duties/Flight Deck Procedures process to ensure it contains the policies, procedures, instructions and information necessary for personnel to perform their duties and responsibilities with a high degree of safety.

#### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Does the certificate holder's Airman Duties/Flight Deck Procedures process meet the specific regulatory and FAA policy requirements:	
1.1.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that a pilot in command (PIC) will not begin a flight:	
1.1.1	<p>With inoperable instruments or equipment installed except in accordance with an FAA-approved minimum equipment list (MEL)? SRRs: 121.303(d)(1); 121.628(a)(5); 121.303(d)(2) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that no crewmember may take off any airplane unless the following instruments and equipment are in operating condition: Instruments and equipment required to comply with airworthiness requirements under which the airplane is type certificated and as required by 14 CFR part 121.213 through 121.283 and 121.289. <i>Sources:</i> 121.303(d)(1) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that each crewmember may take off any airplane unless the following instruments and equipment are in operating condition: Instruments and equipment specified in Sections 121.305 through 121.321, 121.359, and 121.360 for all operations, and the instruments and equipment specified in Sections 121.323 through 121.351 for the kind of operation indicated, wherever these items are not already required by 14 CFR part 121.303, paragraph (d)(1) of this section.</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Sources:</i> 121.303(d)(2) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that no person may takeoff an airplane with inoperable instruments or equipment installed unless the airplane is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing the use of the Minimum Equipment List.</p> <p><i>Sources:</i> 121.628(a)(5) <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP)</p>	
1.1.2	<p>Without any required appropriate current airman and medical certificates in his/her possession? <i>SRRs:</i> 121.383(a)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.1.3	<p>Without appropriate aeronautical charts containing adequate information concerning navigation aids and instrument approach procedures? <i>SRRs:</i> 121.549(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.1.4	<p>Without a working flashlight for each flight crewmember? <i>SRRs:</i> 121.549(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.1.5	<p>In supplemental operations, without all appropriate information to conduct the flight safely? <i>SRRs:</i> 121.599(b); 121.603(a) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that, during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown. <i>Sources:</i> 121.599(b)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that, before beginning a flight under supplemental operations, each pilot in command shall obtain all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight. <i>Sources:</i> 121.603(a)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.1.6	<p>Without determining the status of each irregularity entered in the log at the end of the preceding flight? <i>SRRs:</i> 121.563</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.1.7	<p>In supplemental operations, without filing a flight plan? <i>SRRs:</i> 121.667(a) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not take off an aircraft unless a flight plan has been filed. The flight plan must contain the appropriate information required by Part 91, with the nearest FAA communication station or appropriate military station or, when operating outside the United States, with other appropriate authority. <i>Sources:</i> 121.667(a) <i>Interfaces:</i> 3.2.1(OP)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>2. Check that the Certificate Holder's manual has instructions and information, if communications facilities are not readily available, the pilot in command shall file the flight plan as soon as practicable after the aircraft is airborne. A flight plan must continue in effect for all parts of the flight.</p> <p><i>Sources:</i> 121.667(a) <i>Interfaces:</i> 3.2.1(OP)</p>	
1.2.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require the PIC to prohibit the operation of certain portable electronic devices during operation of the aircraft?</p> <p>SRRs: 121.306</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.3.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that required emergency lights must be armed or turned on during taxiing, takeoff, and landing?</p> <p>SRRs: 121.310(d)(2)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.4.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require the flight crewmember(s) to instruct each passenger to place his or her seat back in the upright position prior to takeoff and landing on airplanes with no flight attendant?</p> <p>SRRs: 121.311(e)(3)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.5.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require occupants to use a combined safety belt/shoulder harness during takeoff and landing if seats are so equipped?</p> <p>SRRs: 121.311(h)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.6.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require proper securing of the safety belt or safety belt/shoulder harness at each unoccupied seat?</p> <p>SRRs: 121.311(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.7.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require an approved cockpit check procedure that:</p>	
1.7.1	<p>For each type of aircraft, is designed for safety before starting engines, taking off, or landing, and in engine and systems emergencies, so that a flight crewmember will not need to rely upon his/her memory for items to be checked?</p> <p>SRRs: 121.315(a); 121.315(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.7.2	<p>Is readily usable in the cockpit of each aircraft?</p> <p>SRRs: 121.315(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.7.3	<p>Must be followed by the flightcrew when operating the aircraft?</p> <p>SRRs: 121.315(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.8.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require appropriate use of the "Fasten Seat Belt" and No Smoking signs and placards?</p> <p>SRRs: 121.317(b); 121.317(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.9.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process appropriately limit the conditions under which the PIC may permit smoking?</p> <p>SRRs: 121.317(g)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command of an airplane engaged in a supplemental operation may authorize smoking on the flight deck (if it is physically separated from any passenger compartment), but not in any of the following situations: During airplane movement on the surface or during takeoff or landing; during scheduled passenger-carrying public charter operations conducted under part 380 of this title; or during any operation where smoking is prohibited by part 252 of this title or by international agreement. <i>Sources:</i> 121.317(g)(1)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command of an airplane engaged in intrastate domestic operations, except during airplane movement on the surface or during takeoff or landing, may authorize smoking on the flight deck if it is physically separated from the passenger compartment, if smoking on the flight deck is not otherwise prohibited by part 252 of this title; the flight is conducted entirely within the same State of the United States (a flight from one place in Hawaii to another place in Hawaii through the airspace over a place outside of Hawaii is not entirely within the same State); and the airplane is either not turbojet-powered or the airplane is not capable of carrying at least 30 passengers. <i>Sources:</i> 121.317(g)(2) <i>Interfaces:</i> 3.1.2(OP)</li> </ol>	
<p>1.10.</p>	<p>Does the certificate holder s Airman Duties/Flight Deck Procedures process require that flight crewmembers use supplemental oxygen when required by the cabin altitude? <i>SRRs:</i> 121.327(b)(1); 121.327(b)(2); 121.327(b)(3); 121.329(b)(1); 121.329(b)(2); 121.329(b)(3) <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes. <i>Sources:</i> 121.327(b)(1) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</li> <li>2. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.327(b)(2) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</li> <li>3. Check that the Certificate Holder's manual operating reciprocating engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties.</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

	<p><i>Sources:</i> 121.327(b)(3) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</p> <p>4. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes. <i>Sources:</i> 121.329(b)(1) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</p> <p>5. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command and other crewmembers on flight deck duty must use oxygen at cabin pressure altitudes above 12,000 feet, and must be provided for other crewmembers, during the entire flight time at those altitudes. <i>Sources:</i> 121.329(b)(2) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</p> <p>6. Check that the Certificate Holder's manual operating turbine engine powered airplanes has instructions and information that the pilot in command will use oxygen when he must use it continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties. <i>Sources:</i> 121.329(b)(3) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</p>	
<p>1.11.</p>	<p>If the certificate holder is operating turbine-engine-powered airplanes with pressurized cabins, does the certificate holder s Airman Duties/Flight Deck Procedures process require the flight crewmembers to properly preflight, keep ready, and appropriately use oxygen masks? SRRs: 121.333(c)(1); 121.333(c)(2)(i)(A); 121.333(c)(2)(i)(B); 121.333(c)(3); 121.333(c)(4) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information that the pilot in command, when operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flight deck duty has a quick-donning type of oxygen mask that the Certificate Holder's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410. <i>Sources:</i> 121.333(c)(2)(i)(A) <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</p> <p>2. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information that the pilot in command when operating at flight altitudes</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable</p>

	<p>above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: One pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flight deck duty has a quick-donning type of oxygen mask that the Certificate Holder's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds for airplanes having a passenger seat configuration of less than 31 seats, excluding any required crewmember seat, and a payload capacity of 7,500 pounds or less, at or below flight level 350.  <i>Sources:</i> 121.333(c)(2)(i)(B)  <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</p> <p>3. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining if for any reason at any time it is necessary for one pilot to leave his station at the controls of the airplane when operating at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to his duty station.  <i>Sources:</i> 121.333(c)(3)  <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP)</p> <p>4. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning.  <i>Sources:</i> 121.333(c)(4)  <i>Interfaces:</i> 3.1.2(OP)</p> <p>5. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is fitted properly.  <i>Sources:</i> 121.333(c)(4)  <i>Interfaces:</i> 3.1.2(OP)</p> <p>6. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is connected to appropriate supply terminals.  <i>Sources:</i> 121.333(c)(4)  <i>Interfaces:</i> 3.1.2(OP)</p> <p>7. Check that the Certificate Holder's manual operating turbine engine powered airplanes with pressurized cabins has instructions and information outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure the oxygen supply and pressure are adequate for use.  <i>Sources:</i> 121.333(c)(4)  <i>Interfaces:</i> 3.1.2(OP)</p>	
1.12.	Does the certificate holder's Airman Duties/Flight Deck Procedures process require that before each flight, each item of protective breathing equipment	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>(PBE) at flight crewmember duty stations be checked by the flight crewmember who will use the equipment?  SRRs: 121.337(c)(1)(i); 121.337(c)(1)(ii)  <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE at a flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal-fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use.  <i>Sources:</i> 121.337(c)(1)(i)  <i>Interfaces:</i> 1.1.2(AW); 1.1.2(OP); 3.1.2(OP)</li> <li>2. Check that the Certificate Holder's manual has instructions and information outlining before each flight, each item of PBE at flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment for chemical oxygen generator systems is serviceable.  <i>Sources:</i> 121.337(c)(1)(ii)  <i>Interfaces:</i> 3.1.2(OP)</li> </ol>	
1.13.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify flight crewmember requirements at stops where passengers remain onboard the aircraft?  SRRs: 121.393  <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command ensures at stops where passengers remain on board, on each airplane for which a flight attendant is not required by Sec. 121.391(a), a person who is qualified in the emergency evacuation procedures for the airplane, as required in Sec. 121.417, and who is identified to the passengers, remains: on board the airplane; or nearby the airplane, in a position to adequately monitor passenger safety with the engines are shut down.  <i>Sources:</i> 121.393(a)(2)(i)  <i>Interfaces:</i> 3.1.1(OP); 3.1.2(OP)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command ensures at stops where passengers remain on board, the following must be met: On each airplane for which flight attendants are required by Sec. 121.391(a), but the number of flight attendants remaining on board is fewer than required by Sec. 121.391(a): the pilot in command shall ensure that the airplane engines are shut down.  <i>Sources:</i> 121.393(b)(1)(i)  <i>Interfaces:</i> 3.1.1(OP); 3.1.2(OP)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.14.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require that crewmembers perform only duties and activities related to the safe operation of the aircraft during critical phases of flight?  SRRs: 121.542(a); 121.542(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.15.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify when flight crewmembers must remain at assigned duty stations with seat belts fastened?</p> <p>SRRs: 121.543</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty must remain at the assigned duty station with seat belt fastened while the aircraft is taking off or landing, and while it is en route. <i>Sources:</i> 121.543(a)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember's absence is necessary for the performance of duties in connection with the operation of the aircraft. <i>Sources:</i> 121.543(b)(1)</li> <li>3. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided. In the case of the assigned pilot in command during the en route cruise portion of the flight, by a pilot who holds an airline transport pilot certificate and an appropriate type rating, is currently qualified as pilot in command or second in command, and is qualified as pilot in command of that aircraft during the en route cruise portion of the flight. <i>Sources:</i> 121.543(b)(3)(i) <i>Interfaces:</i> 4.3.2(OP)</li> <li>4. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may leave the assigned duty station if the crewmember is taking a rest period, and relief is provided in the case of the assigned second in command, by a pilot qualified to act as second in command of that aircraft during en route operations. However, the relief pilot need not meet the recent experience requirements of Sec. 121.439(b). <i>Sources:</i> 121.543(b)(3)(ii) <i>Interfaces:</i> 4.3.1(OP); 4.3.2(OP)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.16.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify who the PIC may allow to manipulate controls of the aircraft during flight?</p> <p>SRRs: 121.545</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is a qualified pilot of the Certificate Holder operating that aircraft. <i>Sources:</i> 121.545(a) <i>Interfaces:</i> 4.3.2(OP)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that each required flight crewmember on flight deck duty</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is an authorized pilot safety representative of the Administrator or of the National Transportation Safety Board who has the permission of the pilot in command, is qualified in the aircraft, and is checking flight operations.</p> <p><i>Sources:</i> 121.545(b) <i>Interfaces:</i> 4.3.2(OP)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is a pilot of another Certificate Holder who has the permission of the pilot in command, is qualified in the aircraft, and is authorized by the Certificate Holder operating the aircraft.</p> <p><i>Sources:</i> 121.545(c) <i>Interfaces:</i> 4.3.2(OP); 7.1.4(OP)</p>	
<p>1.17.</p>	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process allow admission to the flight deck to only those who have a need to be there, as identified by the certificate holder and the FAA?</p> <p>SRRs: 121.548; 121.550; 121.547; 121.548a</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not admit any person to the flight deck of an aircraft unless the person being admitted is a crewmember. <i>Sources:</i> 121.547(a)(1) <i>Interfaces:</i> 4.3.2(OP)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not admit any person to the flight deck of an aircraft unless the person being admitted is an FAA air carrier inspector, or an authorized representative of the National Transportation Safety Board, who is performing official duties. <i>Sources:</i> 121.547(a)(2)</li> <li>3. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless that person has the permission of the pilot in command, an appropriate management official of the part 119 Certificate Holder, and the Administrator. <i>Sources:</i> 121.547(a)(3)(i)</li> <li>4. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an FAA air carrier inspector or an authorized representative of the Administrator or National Transportation Safety Board who is checking or observing flight operations. <i>Sources:</i> 121.547(c)(1)</li> <li>5. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an air traffic controller who is authorized by the Administrator to observe ATC procedures.</li> </ol>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No, Explain</p>

	<p><i>Sources:</i> 121.547(c)(2)</p> <p>6. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a certificated airman employed by the Certificate Holder whose duties require an airman certificate.</p> <p><i>Sources:</i> 121.547(c)(3)</p> <p><i>Interfaces:</i> 4.3.2(OP)</p> <p>7. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a certificated airman employed by another part 119 Certificate Holder whose duties with that part 119 Certificate Holder require an airman certificate and who is authorized by the part 119 Certificate Holder operating the aircraft to make specific trips over a route.</p> <p><i>Sources:</i> 121.547(c)(4)</p> <p><i>Interfaces:</i> 4.3.2(OP); 5.1.6(OP)</p> <p>8. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except an employee of the part 119 Certificate Holder operating the aircraft whose duty is directly related to the conduct or planning of flight operations or the in-flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by a responsible supervisor, listed in the Operations Manual as having that authority.</p> <p><i>Sources:</i> 121.547(c)(5)</p> <p>9. Check that the Certificate Holder's manual has instructions and information that no person may be admitted to the flight deck of an aircraft unless there is a seat available for their use in the passenger compartment, except a technical representative of the manufacturer of the aircraft or its components whose duties are directly related to the in-flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by the Administrator and by a responsible supervisor of the operations department of the part 119 Certificate Holder, listed in the Operations Manual as having that authority.</p> <p><i>Sources:</i> 121.547(c)(6)</p> <p>10. Check that the Certificate Holder's manual has instructions and information that, while conducting an inspection, an inspector of the Federal Aviation Administration who presents form FAA 110A, "Aviation Safety Inspector's Credential," to the pilot in command of an aircraft operated by a Certificate Holder, must be given free and uninterrupted access to the pilot's compartment of that aircraft.</p> <p><i>Sources:</i> 121.548</p> <p>11. Check that the Certificate Holder's manual has instructions and information that whenever an Agent of the Secret Service who is assigned the duty of protecting a person aboard an aircraft operated by a Certificate Holder considers it necessary in the performance of his duty to ride on the flight deck of the aircraft, he must, upon request and presentation of his Secret Service credentials to the pilot in command of the aircraft, be admitted to the flight deck and permitted</p>	
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	to occupy an observer seat thereon <i>Sources:</i> 121.135(a)(1); 121.550 <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 4.2.3(OP)	
1.18.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that when a PIC in supplemental operations knows of conditions, including airport and runway conditions, that are a hazard to safe operations, the PIC will restrict or suspend operations until those conditions are corrected?  SRRs: 121.553	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.19.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that whenever a PIC exercises emergency authority in a domestic or flag operation, he/she will:	
1.19.1	Keep the appropriate ATC facility and dispatch centers fully informed of the progress of the flight? SRRs: 121.557(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.19.2	Send a written report of any deviation through the certificate holder's operations manager, to the Administrator within 10 days after returning to his/her home base? SRRs: 121.557(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.20.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that whenever emergency authority is exercised in a supplemental operation, the PIC or the appropriate management personnel will keep the appropriate ground radio station fully informed of the progress of the flight?  SRRs: 121.559(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.21.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that the person declaring the emergency in a supplemental operation will send a written report of any deviation, through the certificate holder's director of operations, to the Administrator within 10 days after the flight is completed or, in the case of operations outside the United States, upon return to the home base? SRRs: 121.559(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.22.	Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that whenever he/she encounters a meteorological condition or an irregularity in a ground or navigational facility, in flight, the knowledge of which he/she considers essential to the safety of other flights, the PIC will notify an appropriate ground station as soon as practicable? SRRs: 121.561(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.23.	Does the certificate holder's Airman Duties/Flight Deck Procedures process require the PIC to record all discrepancies discovered during the flight in the maintenance log? SRRs: 121.563	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.24.	In case of engine failure or shutdown, does the certificate holder's Airman Duties/Flight Deck Procedures process specify the PIC actions regarding landing and reporting requirements? SRRs: 121.565 <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>information that, except as provided in paragraph (b) of this section, whenever an engine of an airplane fails or whenever the rotation of an engine is stopped to prevent possible damage, the pilot in command shall land the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made.</p> <p><i>Sources:</i> 121.565(a) <i>Interfaces:</i> 5.1.6(OP)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command shall report each stoppage of engine rotation in flight to the appropriate ground radio station as soon as practicable and shall keep that station fully informed of the progress of the flight.</p> <p><i>Sources:</i> 121.565(c)</p>	
1.25.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process prohibit instrument approaches contrary to IFR weather minimums and instrument approach procedures set forth in the operations specifications?</p> <p><i>SRRs:</i> 121.567</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.26.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process prohibit airplane movement on the surface, takeoff, and landing unless food, beverage, and passenger service equipment is stowed?</p> <p><i>SRRs:</i> 121.577(a); 121.577(b); 121.577(c); 121.577(d) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information no Certificate Holder may move an airplane on the surface, take off, or land when any food, beverage, or tableware furnished by the Certificate Holder is located at any passenger seat.</p> <p><i>Sources:</i> 121.577(a) <i>Interfaces:</i> 3.1.2(OP)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not move an airplane on the surface, take off, or land unless each food and beverage tray and seat back tray table is secured in its stowed position.</p> <p><i>Sources:</i> 121.577(b) <i>Interfaces:</i> 3.1.2(OP)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.27.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the minimum altitudes for the use of autopilots?</p> <p><i>SRRs:</i> 121.579 <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, during enroute operations, no person may use an autopilot enroute, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions.</p> <p><i>Sources:</i> 121.579(a)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that during enroute operations, no person may use an autopilot enroute, including climb and descent at an altitude above the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>terrain that is less than 500 feet. Sources: 121.579(a)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are less than the basic VFR weather conditions in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions. Sources: 121.579(b)(1)</p> <p>4. Check that the Certificate Holder's manual has instructions and information that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are equal to or better than the basic VFR minimums in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 feet, whichever is higher. Sources: 121.579(b)(2)</p>	
1.28.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process ensure that an appropriate seat, equipped and selected by the Administrator, is available for an FAA inspector conducting an en route inspection? SRRs: 121.581</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.29.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that when carrying passengers without complying with the passenger-carrying airplane requirements of 14 CFR part 121, that those passengers must be appropriately briefed? SRRs: 121.583(c)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.30.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that the aircraft must not be taxied or pushed back until the cabin is properly prepared? SRRs: 121.585(g); 121.589(b) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no person may allow taxi or pushback unless at least one required crewmember has verified that no exit seat is occupied by a person the crewmember determines is likely to be unable to perform the applicable functions listed in paragraph (d) of this section. Sources: 121.585(g)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>Interfaces:</i> 3.1.2(OP); 3.1.6(OP)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no person may allow passenger entry doors of an airplane to be closed in preparation for taxi or pushback unless at least one required crewmember has verified that each article of baggage is stowed in accordance with this section and Sec. 121.285(c) and (d) of this part.</p> <p><i>Sources:</i> 121.589(b)</p> <p><i>Interfaces:</i> 3.1.2(OP); 3.1.5(OP)</p>	
1.31.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that the PIC of an airplane that has a lockable flightcrew compartment door and that is carrying passengers will ensure that the flight deck door is locked during flight?</p> <p>SRRs: 121.587</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.32.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify that no pilot may operate an airplane at other than an appropriately certificated airport?</p> <p>SRRs: 121.590</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that no pilot being used in the conduct of operations governed by this part, operates an airplane designated for at least 31 passenger seats into a land airport of any State of the United States, the District of Columbia, or any territory or possession of the United States, unless that airport is certificated under part 139 of this chapter. However, the Certificate Holder may designate and use as a required alternate airport for departure or destination, an airport that is not certificated under part 139 of this chapter.</p> <p><i>Sources:</i> 121.590(a)</p> <p><i>Interfaces:</i> 5.1.6(OP)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that passenger-carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if for an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the pilot has determined the wind direction from an illuminated wind direction indicator or local ground communications or, in the case of takeoff, that pilot's personal observations.</p> <p><i>Sources:</i> 121.590(b)(2)(i)</p> <p><i>Interfaces:</i> 5.1.6(OP)</p> <p>3. Check that the Certificate Holder's manual has instructions and information that passenger-carrying operations with airplanes designed for less than 31 passenger seats may operate those airplanes into airports not certificated under part 139 of this chapter if the following conditions are met: For an airplane carrying passengers at night, the pilot may not take off from, or land at, an airport unless the limits of the area to be used for landing or takeoff are clearly shown by boundary or runway marker lights. If the area to be used for takeoff or landing is marked by flare pots or lanterns, their use must be approved by the Administrator.</p> <p><i>Sources:</i> 121.590(b)(2)(ii)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<i>Interfaces: 5.1.6(OP)</i>	
1.33.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process for supplemental operations require that, during flight, the PIC obtain any additional information that may affect the safety of the flight?</p> <p>SRRs: 121.603(b)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that, during a flight under supplemental operations, the pilot in command shall obtain any additional available information of meteorological conditions that may affect the safety of the flight. <i>Sources: 121.603(b)</i></li> <li>2. Check that the Certificate Holder's manual has instructions and information that, during a flight under supplemental operations, the pilot in command shall obtain any additional available information of facilities that may affect the safety of the flight. <i>Sources: 121.603(b)</i></li> <li>3. Check that the Certificate Holder's manual has instructions and information that, during a flight under supplemental operations, the pilot in command shall obtain any additional available information of services that may affect the safety of the flight. <i>Sources: 121.603(b)</i></li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.34.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require the PIC to discontinue a flight in unsafe conditions?</p> <p>SRRs: 121.627(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.35.	<p>Does the certificate holder's manual require the PIC to comply with approved procedures in the event of equipment failure?</p> <p>SRRs: 121.627(b)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.36.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process prohibit the flightcrew from operating when icing conditions that might adversely affect the safety of the flight are expected or met?</p> <p>SRRs: 121.629</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that, no person may dispatch or release an aircraft, continue to operate an aircraft en route, or land an aircraft when in the opinion of the pilot in command or aircraft dispatcher (domestic and flag operations only), icing conditions are expected or met that might adversely affect the safety of the flight. <i>Sources: 121.629(a)</i> <i>Interfaces: 3.2.1(OP)</i></li> <li>2. Check that the Certificate Holder's manual has instructions and information that, no person may take off an aircraft when frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator. <i>Sources: 121.629(b)</i> <i>Interfaces: 3.1.7(OP)</i></li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>3. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (d) of this section, no person may dispatch, release, or take off an aircraft any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft, unless the Certificate Holder has an approved ground deicing/anti-icing program in its operations specifications and unless the dispatch, release, and takeoff comply with that program.</p> <p><i>Sources:</i> 121.629(c) <i>Interfaces:</i> 3.1.7(OP); 3.2.1(OP)</p>	
1.37.	<p>Does the certificate holder s Airman Duties/Flight Deck Procedures process properly address changes to dispatch or flight releases while en route, as related to destination or alternate airports or weather minimums?</p> <p>SRRs: 121.631(b); 121.631(c) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no person may allow a flight to continue to an airport to which it has been dispatched or released unless the weather conditions at an alternate airport that was specified in the dispatch or flight release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport. However, the dispatch or flight release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in Sections 121.639 through 121.647.</p> <p><i>Sources:</i> 121.631(b) <i>Interfaces:</i> 3.2.1(OP); 5.1.2(AW)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that, no person may change an original destination or alternate airport that is specified in the original dispatch or flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of Sections 121.593 through 121.661 and 121.173 are met at the time of redispach or amendment of the flight release.</p> <p><i>Sources:</i> 121.631(c) <i>Interfaces:</i> 3.2.1(OP); 5.1.6(OP)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.38.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the minimum weather conditions for takeoff in domestic operations under VFR?</p> <p>SRRs: 121.649 <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: For day operations--1,000 foot ceiling and one-mile visibility.</p> <p><i>Sources:</i> 121.649(a)(1) <i>Interfaces:</i> 5.1.2(AW)</p> <p>2. Check that the Certificate Holder's manual has instructions and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>information that, except as provided in paragraph (b) of this section, regardless of any clearance from ATC, no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: (2) For night operations--1,000-foot ceiling and two-mile visibility.</p> <p><i>Sources:</i> 121.649(a)(2) <i>Interfaces:</i> 5.1.2(AW)</p> <p>3. Check that the Certificate Holder's manual, who is conducting domestic operations, has instructions and information where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to miles, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction.</p> <p><i>Sources:</i> 121.649(b) <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP)</p>	
1.39.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the minimum weather conditions for takeoff under IFR?</p> <p><i>SRRs:</i> 121.651(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.40.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the minimum weather conditions under which a pilot may continue an approach past the final approach fix or, where a final approach fix is not used, begin the final approach segment of an instrument approach?</p> <p><i>SRRs:</i> 121.651(b)(1); 121.651(b)(2) <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that, no pilot continues an approach past the final approach fix, or where a final approach fix is not used, begins the final approach segment of an instrument approach procedure--At any airport, unless the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, issues a weather report for that airport.</p> <p><i>Sources:</i> 121.651(b)(1) <i>Interfaces:</i> 5.1.2(AW)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that no pilot may begin the final approach segment of an instrument approach procedure (where a final approach fix is not used) or continue an approach past the final approach fix at airports within the United States and its territories or at U.S. military airports, unless the latest weather report for that airport issued by the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, reports the visibility to be equal to or more than the visibility minimums prescribed for that procedure. For the purpose of this section, the term "U.S. military airports" means airports in foreign countries where flight operations are under the control of U.S. military authority.</p> <p><i>Sources:</i> 121.651(b)(2) <i>Interfaces:</i> 5.1.2(AW)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.41.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the requirements for a pilot to continue an approach below DH or MDA</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>after receiving a weather report indicating below-minimum conditions?  SRRs: 121.651(c)(1); 121.651(c)(2); 121.651(c)(3)(i)thru(x); 121.651(c)(4)  <i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down where that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing;  <i>Sources:</i> 121.651(c)(1)  <i>Interfaces:</i> 5.1.2(AW)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used.  <i>Sources:</i> 121.651(c)(2)  <i>Interfaces:</i> 5.1.2(AW)</li> <li>3. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.  <i>Sources:</i> 121.651(c)(3)(i)  <i>Interfaces:</i> 5.1.2(AW)</li> <li>4. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the</li> </ol>	
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	<p>Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold.</p> <p><i>Sources:</i> 121.651(c)(3)(ii)</p> <p>5. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold markings.</p> <p><i>Sources:</i> 121.651(c)(3)(iii)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>6. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold lights.</p> <p><i>Sources:</i> 121.651(c)(3)(iv)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>7. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway end identifier lights.</p> <p><i>Sources:</i> 121.651(c)(3)(v)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>8. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA,</p>	
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	<p>and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The visual approach slope indicator.</p> <p><i>Sources:</i> 121.651(c)(3)(vi)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>9. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone or touchdown zone markings.</p> <p><i>Sources:</i> 121.651(c)(3)(vii)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>10. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone lights.</p> <p><i>Sources:</i> 121.651(c)(3)(viii)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>11. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway or runway markings.</p> <p><i>Sources:</i> 121.651(c)(3)(ix)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>12. Check that the Certificate Holder's manual has instructions and</p>	
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	<p>information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if, except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway lights;</p> <p><i>Sources:</i> 121.651(c)(3)(x)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>13. Check that the Certificate Holder's manual has instructions and information that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with paragraph (b) of this section and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the aircraft is on a straight-in nonprecision approach procedure which incorporates a visual descent point, the aircraft has reached the visual descent point, except where the aircraft is not equipped for or capable of establishing that point, or a descent to the runway cannot be made using normal procedures or rates of descent if descent is delayed until reaching that point.</p> <p><i>Sources:</i> 121.651(c)(4)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p>	
<p>1.42.</p>	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify the lower requirements and restrictions for an instrument approach (other than a Category II or Category III procedure) at an airport served by an operative ILS and an operative PAR, where both are used by the pilot for the approach?</p> <p>SRRs: 121.651(d)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may begin the final approach segment of an instrument approach procedure other than a Category II or Category III procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by a operative ILS and an operative PAR, and both are used by the pilot.</p> <p><i>Sources:</i> 121.651(d)</p> <p><i>Interfaces:</i> 5.1.2(AW)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers.</p> <p><i>Sources:</i> 121.651(d)(1)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, Explain</p> <p><input type="checkbox"/> Not Applicable</p>

	<p>3. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless where such a descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing. <i>Sources:</i> 121.651(d)(1)</p> <p>4. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used. <i>Sources:</i> 121.651(d)(2)</p> <p>5. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The approach light. <i>Sources:</i> 121.651(d)(3)(i)</p> <p>6. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable. <i>Sources:</i> 121.651(d)(3)(i)</p> <p>7. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold. <i>Sources:</i> 121.651(d)(3)(ii)</p> <p>8. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold markings. <i>Sources:</i> 121.651(d)(3)(iii)</p> <p>9. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III</p>	
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	<p>approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The threshold lights. <i>Sources:</i> 121.651(d)(3)(iv)</p> <p>10. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway end identifier lights. <i>Sources:</i> 121.651(d)(3)(v)</p> <p>11. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The visual approach slope indicator. <i>Sources:</i> 121.651(d)(3)(vi)</p> <p>12. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone or touchdown zone markings. <i>Sources:</i> 121.651(d)(3)(vii)</p> <p>13. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The touchdown zone lights. <i>Sources:</i> 121.651(d)(3)(viii)</p> <p>14. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway or runway markings. <i>Sources:</i> 121.651(d)(3)(ix)</p> <p>15. Check that the Certificate Holder's manual has instructions and information that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless, except for Category II or Category III</p>	
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	<p>approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: The runway lights.</p> <p>Sources: 121.651(d)(3)(x)</p>	
1.43.	<p>Unless otherwise authorized in the certificate holder's operations specifications, does the certificate holder's Airman Duties/Flight Deck Procedures process instruct its pilots that, when making an IFR takeoff, approach, or landing at a foreign airport, they must comply with the applicable instrument approach procedures and weather minimums prescribed for that airport?</p> <p>SRRs: 121.651(f)</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable instrument approach procedures, unless otherwise authorized in the Certificate Holder's operations specifications. Sources: 121.651(f)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that each pilot making an IFR takeoff, approach, or landing at a foreign airport shall comply with the applicable weather minimums prescribed by the authority having jurisdiction over the airport, unless otherwise authorized in the Certificate Holder's operations specifications. Sources: 121.651(f)</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.44.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify minimum altitudes for en route operations?</p> <p>SRRs: 121.657</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> <li>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the Certificate Holder's operations specifications or by the foreign country over which the aircraft is operating. Sources: 121.657(a) Interfaces: 5.1.2(AW)</li> <li>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not descend an aircraft lower than 1,000 feet above the top of the lower cloud or the minimum altitude determined by the Administrator for that part of the IFR approach, whichever is lower. Sources: 121.659(b)</li> <li>3. Check that the Certificate Holder's manual, who is conducting domestic, passenger carrying, day VFR operations, has instructions and information that no pilot may operate any aircraft under VFR</li> </ol>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying)  <i>Sources:</i> 121.657(b)  <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP); 5.1.2(AW)</p> <p>4. Check that the Certificate Holder's manual, who is conducting flag operations, has instructions and information that no pilot may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight. (domestic passenger carrying)  <i>Sources:</i> 121.657(b)  <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP); 5.1.2(AW)</p> <p>5. Check that the Certificate Holder's manual, who is conducting supplemental operations, has instructions and information that no pilot may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight.  <i>Sources:</i> 121.657(b)  <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP); 5.1.2(AW)</p> <p>6. Check that the Certificate Holder's manual, who is authorized to conduct night VFR, IFR, and over the top operations, has instructions and information that no pilot may operate an aircraft under IFR including over the top or at night under VFR at an altitude less than 1,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course, or, in designated mountainous areas, less than 2,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course  <i>Sources:</i> 121.657(c)  <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP); 5.1.2(AW)</p> <p>7. Check that the Certificate Holder's manual, who is authorized to conduct day over the top operations below minimum enroute altitudes, has instructions and information that a pilot may conduct day over the top operations in an airplane at flight altitudes lower than the minimum enroute IFR altitude if (1) the operation is conducted at least 1,000 feet above the top of lower broken or overcast cloud cover, (2) the top of the lower cloud cover is generally uniform and level, (3) flight visibility is at least five miles, (4) the base of any higher broken or overcast cloud cover is generally uniform and level and is at least 1,000 feet above the minimum enroute IFR altitude for the route segment.  <i>Sources:</i> 121.657(d)(1); 121.657(d)(2); 121.657(d)(3); 121.657(d)(4)  <i>Interfaces:</i> 2.1.1(AW); 2.1.1(OP); 3.1.4(OP); 3.2.1(OP); 5.1.2(AW)</p>	
<p>1.45.</p>	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process restrict initial approach descents for operators until arrival over the navigation facility?  <i>SRRs:</i> 121.661; 121.659  <i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not descend an aircraft below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No, Explain</p>

	<p>over that facility has been definitely established when making an initial approach to a radio navigation facility under IFR.</p> <p><i>Sources:</i> 121.659(a)</p> <p>2. Check that the Certificate Holder's manual has instructions and information that the pilot in command may not commence an instrument approach until his arrival over the radio facility has definitely been established. When making an initial approach on a flight being conducted under Sec. 121.657(d).</p> <p><i>Sources:</i> 121.659(b)</p> <p>3. Check that the Certificate Holder's manual has instructions and information, when making an initial approach to a radio navigation facility under IFR, the pilot in command may not descend below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established.</p> <p><i>Sources:</i> 121.661</p>	
1.46.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify, for domestic and flag operations, the PIC requirements for disposition of copies of the load manifest, dispatch release, and flight plan?</p> <p>SRRs: 121.695(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination--A copy of the completed load manifest (or information from it, except information concerning cargo and passenger distribution).</p> <p><i>Sources:</i> 121.695(a)(1)</p> <p><i>Interfaces:</i> 3.2.2(OP)</p> <p>2. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination a copy of the dispatch release.</p> <p><i>Sources:</i> 121.695(a)(2)</p> <p><i>Interfaces:</i> 3.2.1(OP)</p> <p>3. Check that the Certificate Holder's manual of Domestic or Flag operations has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination a copy of the flight plan.</p> <p><i>Sources:</i> 121.695(a)(3)</p> <p><i>Interfaces:</i> 3.2.1(OP)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.47.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process specify, for supplemental operations, the PIC requirements for disposition of copies of the load manifest, flight release, airworthiness release, pilot route certification, and flight plan?</p> <p>SRRs: 121.697(c); 121.697(a)</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>copy of the load manifest.  <i>Sources:</i> 121.697(a)(1)  <i>Interfaces:</i> 3.2.2(OP)</p> <p>2. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight release.  <i>Sources:</i> 121.697(a)(2)  <i>Interfaces:</i> 3.2.1(OP)</p> <p>3. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the airworthiness release.  <i>Sources:</i> 121.697(a)(3)  <i>Interfaces:</i> 1.2.1(AW)</p> <p>4. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the pilot route certification.  <i>Sources:</i> 121.697(a)(4)  <i>Interfaces:</i> 5.1.6(OP)</p> <p>5. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the flight plan.  <i>Sources:</i> 121.697(a)(5)  <i>Interfaces:</i> 3.2.1(OP)</p> <p>6. Check that a Supplemental Certificate Holder's manual has instructions and information that the pilot in command (or another person not aboard the airplane who is authorized by the Certificate Holder) shall, before or immediately after departure of the flight, mail signed copies of the documents listed in paragraph (a) of this section, to the principal base of operations, if a flight originates at a place other than the Certificate Holder's principal base of operations.  <i>Sources:</i> 121.697(c)  <i>Interfaces:</i> 3.2.1(OP)</p>	
1.48.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process require each person who takes action in the case of a reported or observed failure or malfunction of an airframe, engine, propeller, or appliance that is critical to the safety of flight to make, or have made, a record of that action in the airplane's maintenance log?  <i>SRRs:</i> 121.701(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.49.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process address flightcrews communication and coordination with flight attendants during evacuations?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.50.	<p>Does the certificate holder's Airman Duties/Flight Deck Procedures process have instructions and information that ensures a tripped circuit breaker (CB) should not be reset in flight unless doing so is consistent with explicit procedures specified in the approved operating manual used by the flightcrew or unless, in the judgment of the captain, resetting the CB is necessary for the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	safe completion of the flight?	
1.51.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information that each PIC who, in an emergency, or in response to a traffic alert and collision avoidance system resolution advisory, deviates from an ATC clearance or instruction must notify ATC of that deviation as soon as possible? SRRs: 91.123(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.52.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information that when a flight plan has been activated, the PIC, upon canceling or completing the flight under the flight plan, must notify an FAA Flight Service Station or ATC facility? SRRs: 91.153(b); 91.169(d)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.53.	Does the certificate holder have instructions and information describing that if part 97 of this chapter prescribes a standard instrument approach procedure to, or a special instrument approach procedure has been issued by the Administrator to the operator for, the first airport of intended landing; and appropriate weather reports or weather forecasts, or a combination of them, indicate for at least 1 hour before and for 1 hour after the estimated time of arrival, the ceiling will be at least 2,000 feet above the airport elevation and the visibility will be at least 3 statute miles, that no alternate airport is required when filing an IFR plan? SRRs: 91.169(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.54.	Does the certificate holder have instructions and information describing that unless otherwise authorized by the Administrator, no person may include an alternate airport in an IFR flight plan unless appropriate weather reports or weather forecasts, or a combination of them, indicate that, at the estimated time of arrival at the alternate airport, the ceiling and visibility at that airport will be at or above the following weather minimums: SRRs: 91.169(c)	
1.54.1	If an instrument approach procedure has been published in part 97 of this chapter, or a special instrument approach procedure has been issued by the Administrator to the operator, for that airport, the alternate airport minimums specified in that procedure? SRRs: 91.169(c)(1)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.54.2	If an instrument approach procedure has been published in part 97 of this chapter, or a special instrument approach procedure has been issued by the Administrator to the operator, for that airport, and no alternate airport minimums are specified, the standard approach minimums for a precision approach procedure of a ceiling of 600 feet and a visibility of 2 statute miles? SRRs: 91.169(c)(1)(i)(A)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.54.3	If an instrument approach procedure has been published in part 97 of this chapter, or a special instrument approach procedure has been issued by the Administrator to the operator, for that airport, and no alternate airport minimums are specified, the standard approach minimums for a nonprecision approach procedure of a ceiling of 800 feet and a visibility of 2 statute miles? SRRs: 91.169(c)(1)(i)(B)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.55.	Does the certificate holder provide instructions and information describing that no pilot may operate an aircraft at any airport below the authorized minimum descent altitude (MDA) unless: SRRs: 91.175(c)	

1.55.1	The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers? SRRs: 91.175(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.55.2	That descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing? SRRs: 91.175(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.55.3	The flight visibility is not less than the visibility prescribed in the standard instrument approach being used? SRRs: 91.175(c)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.56.	Does the certificate holder provide instructions and information describing that no pilot may continue an approach below the authorized decision height (DH) unless: SRRs: 91.175(c)	
1.56.1	The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers? SRRs: 91.175(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.56.2	That descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing? SRRs: 91.175(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.56.3	The flight visibility is not less than the visibility prescribed in the standard instrument approach being used? SRRs: 91.175(c)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.	Does the certificate holder provide instructions and information describing that no pilot may operate an aircraft at any airport below the authorized MDA or continue an approach below the authorized decision height (DH) unless at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot: SRRs: 91.175(c)(3)	
1.57.1	The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable? SRRs: 91.175(c)(3)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.2	The threshold? SRRs: 91.175(c)(3)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.3	The threshold markings? SRRs: 91.175(c)(3)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.4	The threshold lights? SRRs: 91.175(c)(3)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.5	The runway end identifier lights? SRRs: 91.175(c)(3)(v)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.6	The visual approach slope indicator? SRRs: 91.175(c)(3)(vi)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.7	The touchdown zone or touchdown zone markings?	<input type="checkbox"/> Yes

	SRRs: 91.175(c)(3)(vii)	<input type="checkbox"/> No, Explain
1.57.8	The touchdown zone lights? SRRs: 91.175(c)(3)(viii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.9	The runway or runway markings? SRRs: 91.175(c)(3)(ix)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.57.10	The runway lights? SRRs: 91.175(c)(3)(x)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.	Does the certificate holder have instructions and information describing that the PIC of each aircraft operated under IFR in controlled airspace must have a continuous watch maintained on the appropriate frequency and must report by radio as soon as possible: SRRs: 91.183	
1.58.1	The time and altitude of passing each designated reporting point, or the reporting points specified by ATC, except that while the aircraft is under radar control, only the passing of those reporting points specifically requested by ATC need be reported? SRRs: 91.183(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.2	Any unforecast weather conditions encountered? SRRs: 91.183(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.58.3	Any other information relating to the safety of flight? SRRs: 91.183(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.59.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in VFR conditions, or who encounters VFR conditions after the failure, must continue the flight under VFR and land as soon as practicable? SRRs: 91.185(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.60.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in IFR conditions must continue the flight: SRRs: 91.185(c)(1)	
1.60.1	By the route assigned in the last ATC clearance received? SRRs: 91.185(c)(1)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.60.2	If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance? SRRs: 91.185(c)(1)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.60.3	In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance? SRRs: 91.185(c)(1)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.60.4	In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan? SRRs: 91.185(c)(1)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.61.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in IFR conditions must continue the flight at the highest of the following altitudes or flight levels for the route segment being flown: SRRs: 91.185(c)(2)	

1.61.1	The altitude or flight level assigned in the last ATC clearance received? SRRs: 91.185(c)(2)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.61.2	The minimum altitude (converted, if appropriate, to minimum flight level as prescribed in 91.121(c)) for IFR operations? SRRs: 91.185(c)(2)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.61.3	The altitude or flight level ATC has advised may be expected in a further clearance? SRRs: 91.185(c)(2)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.62.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in IFR conditions must continue the flight to the clearance limit, : SRRs: 91.185(c)(3)	
1.62.1	When the clearance limit is a fix from which an approach begins, and then commence a descent or a descent and approach as close as possible to the expect-further-clearance time if one has been received, or if one has not been received, as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route? SRRs: 91.185(c)(3)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.62.2	If the clearance limit is not a fix from which an approach begins, and then leave the clearance limit at the expect-further-clearance time if one has been received, or if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins and commence a descent or a descent and approach as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route? SRRs: 91.185(c)(3)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.63.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in VFR conditions, or who encounters VFR conditions after the failure that cannot continue the flight under VFR and land as soon as practicable must continue the flight: SRRs: 91.185(c)(1)	
1.63.1	By the route assigned in the last ATC clearance received? SRRs: 91.185(c)(1)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.63.2	If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance? SRRs: 91.185(c)(1)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.63.3	In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance? SRRs: 91.185(c)(1)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.63.4	In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan? SRRs: 91.185(c)(1)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.64.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in VFR conditions, or who encounters VFR conditions after the failure that cannot continue the flight under VFR and land as soon as practicable must continue the flight at the highest of the following altitudes or flight levels for the route segment being flown:	

	SRRs: 91.185(c)(2)	
1.64.1	The altitude or flight level assigned in the last ATC clearance received? SRRs: 91.185(c)(2)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.64.2	The minimum altitude (converted, if appropriate, to minimum flight level as prescribed in 91.121(c)) for IFR operations? SRRs: 91.185(c)(2)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.64.3	The altitude or flight level ATC has advised may be expected in a further clearance? SRRs: 91.185(c)(2)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.65.	Does the certificate holder have instructions and information describing that each pilot who has two-way radio communications failure when operating under IFR in VFR conditions, or who encounters VFR conditions after the failure that cannot continue the flight under VFR and land as soon as practicable must continue the flight to the clearance limit,: SRRs: 91.185(c)(3)	
1.65.1	When the clearance limit is a fix from which an approach begins, and then commence a descent or a descent and approach as close as possible to the expect-further-clearance time if one has been received, or if one has not been received, as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route? SRRs: 91.185(c)(3)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.65.2	If the clearance limit is not a fix from which an approach begins, and then leave the clearance limit at the expect-further-clearance time if one has been received, or if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins and commence a descent or a descent and approach as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route? SRRs: 91.185(c)(3)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.66.	Does the certificate holder have instructions and information describing that the PIC of each aircraft operated in controlled airspace under IFR must report as soon as practical to ATC any malfunctions of navigational, approach, or communication equipment occurring in flight? SRRs: 91.187(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.67.	Does the certificate holder have instructions and information describing that in each report required by paragraph 14 CFR part 91.187(a), the PIC must include the: SRRs: 91.187(b)	
1.67.1	Aircraft identification? SRRs: 91.187(b)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.67.2	Equipment affected? SRRs: 91.187(b)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.67.3	Degree to which the capability of the pilot to operate under IFR in the ATC system is impaired? SRRs: 91.187(b)(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.67.4	Nature and extent of assistance desired from ATC? SRRs: 91.187(b)(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.68.	Does the certificate holder have instructions and information describing that no	<input type="checkbox"/> Yes

	person may operate any automatic pressure altitude reporting equipment associated with a radar beacon transponder when deactivation of that equipment is directed by ATC? SRRs: 91.217(a)	<input type="checkbox"/> No, Explain
1.69.	Does the certificate holder have instructions and information describing that whenever a flight recorder required by this section is installed, it must be operated continuously from the instant the airplane begins the takeoff roll until it has completed the landing roll at an airport? SRRs: 121.343(g)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.70.	Does the certificate holder have instructions and information describing that whenever a flight data recorder required by this section is installed, it must be operated continuously from the instant the airplane begins its takeoff roll until it has completed its landing roll? SRRs: 121.344(g)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.71.	Does the certificate holder have instructions and information describing that, for operations under VFR over routes not navigated by pilotage or for operations under IFR or over-the-top, if the distance measuring equipment (DME) becomes inoperative en route, the pilot must notify ATC of that failure as soon as it occurs? SRRs: 121.349(d)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.72.	Does the certificate holder have instructions and information describing that the AFM contains appropriate procedures for: SRRs: 121.354	
1.72.1	The use of the terrain awareness and warning system? SRRs: 121.354(c)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.72.2	Proper flight crew reaction in response to the terrain awareness and warning system audio and visual warnings? SRRs: 121.354(c)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.73.	Does the certificate holder s Airmen Duties/Flight Deck Procedures for Airborne weather radar equipment contain instructions and information indicating that each person operating an airplane required to have approved airborne weather radar equipment installed, must operate the airplane in accordance with the approved instructions and procedures specified in the operations manual if the airborne weather radar becomes inoperative en route? SRRs: 121.357(c)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.74.	Does the certificate holder have instructions and information describing that whenever, in performing the duties of conducting an evaluation, a Department of Defense (DOD) commercial air carrier evaluator presents Simulation and Analysis (S&A) Form 110B, DOD Commercial Air Carrier Evaluator's Credential, to the PIC of an airplane operated by the certificate holder, the evaluator must be given free and uninterrupted access to the pilot's compartment of that airplane? SRRs: 121.548a	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.75.	Does the certificate holder have instructions and information describing that in an emergency situation that requires immediate decision and action the PIC, conducting domestic or flag operations, may take any action that he considers necessary under the circumstances and may deviate from prescribed operations procedures and methods, weather minimums, and this chapter, to the extent required in the interests of safety?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	SRRs: 121.557(a)	
1.76	If the certificate holder has an approved flightdeck access eligibility program, does it meet the requirements of Operations Specifications, paragraph A048?  SRRs: A.048	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.77.	Does the certificate holder s Airmen Duties/Flight Deck Procedures in their Operations Manual contain instructions and information, for Parabolic Flight Operations that address:  SRRs: A.362c(8)	
1.77.1	Preflight checks that ensure that cargo compartments are devoid of any contents?  SRRs: A.362c(8)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.77.2	Illness and injury of participants during parabolic flight operations that include conditions under which parabolic flight will be terminated and a qualified medical opinion is obtained as to whether medical attention should be sought for an individual?  SRRs: A.362c(8)(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.78.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Aeromedical Deviations for Special Supplemental Operations, describing that the pilot-in-command may grant permission to medical personnel, who need to discuss a patient s emergency medical situation with ground personnel using the aircraft radio, may be allowed admission to the flight deck for this purpose and that these radio communications will be completed as quickly as possible and the medical person returned to the cabin?  SRRs: A.522(l)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.79.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for IFR Navigation using GPS/WAAS RNAV Systems, in case of degraded navigation capabilities or satellite system outages for flightcrew?  SRRs: B.030d(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.80.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for IFR Navigation using GPS/WAAS RNAV Systems, for flightcrew ensuring that Receiver Autonomous Integrity Monitoring (RAIM) predictions must be performed prior to each IFR flight to ensure satisfactory signal coverage is available?  SRRs: B.030d(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.81.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems, describing that they will obtain an ATC clearance to permit the flight to return to and use airways navigation facilities for navigation, if the ATC radar fails or the area or long-range navigation equipment fails?  SRRs: B.035b(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.82.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Class II Navigation using Multiple Long-Range Navigation Systems (LRNS), describing that unless specifically authorized elsewhere in these operations specifications, the certificate holder must not conduct Class II navigation operations within Central East Pacific (CEPAC) Composite Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Navigation Performance Specifications (NAT/MNPS) Airspace, or Areas of Magnetic Unreliability? SRRs: B.036	
1.83.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Class II Navigation using LRNS, describing that for areas where these accuracy and navigation performance standards have not been formally established: SRRs: B.036b(1)	
1.83.1	The long-range navigation system must be used to continuously navigate the aircraft so that the cross track and/or the along track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance when the certificate holder is conducting Class II navigation operations, ensuring the aircraft is continuously navigated to the degree of accuracy or required navigation performance (RNP) type required for air traffic control? SRRs: B.036b(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.84.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Class II Navigation using LRNS, describing that prior to entering any airspace requiring the use of a long-range navigation system: SRRs: B.036b(4)	
1.84.1	The aircraft position must be accurately fixed using airways navigation facilities or ATC radar and after exiting this airspace, the aircraft position must be accurately fixed and the long-range navigation system error must be determined and logged in accordance with the operator's approved procedures? SRRs: B.036b(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.85.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Extended Overwater Operations using a SLRCS that ensure: SRRs: B.045	
1.85.1	The certificate holder may not release a flight nor may any PIC operate over any airway or other approved route having a two-way very high frequency (VHF) radio communications gap exceeding 30 minutes when operating at the aircraft s normal en route operating altitude? SRRs: B.045c(5)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.85.2	Each PIC must ensure that a functional check is satisfactorily performed on the SLRCS prior to entering oceanic airspace to determine its operational adequacy for use in that airspace? SRRs: B.045c(7)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.86.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Extended Overwater Operations using a Single Long-Range Communication System, that ensure during flight operations along any airway or other approved route when the two-way VHF radio communications between the airplane and the ATC facility having operational control can no longer be maintained each PIC must ensure: SRRs: B.045c(6)	
1.86.1	The SLRCS is used to maintain both a continuous listening watch? SRRs: B.045c(6)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.86.2	When necessary, maintain two-way communications with the ATC facility having operational control of the oceanic airspace, using the SLRCS? SRRs: B.045c(6)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.87.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Extended Overwater Operations using a SLRCS that ensure: SRRs: B.045	
1.87.1	While operating under 14 CFR part 121, the PIC of each aircraft must report that aircraft s position to the dispatch office immediately prior to entering and immediately after departing the route segment along which two-way VHF communications with the dispatch office cannot be maintained? SRRs: B.045	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.88.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for the conduct of en route Class I and Class II navigation operations under part 121 in accordance with VFR, indicating that: SRRs: B.051	
1.88.1	The PIC must operate the flight in areas and at flight altitudes that permit VFR station-referenced Class I navigation or Class II navigation utilizing an approved navigational system? SRRs: B.051a.(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.88.2	When conducting these operations, the PIC must monitor the appropriate ATC frequencies, and operate the flight in accordance with VFR station-referenced navigation requirements? SRRs: B.051a.(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.88.3	Unless an IFR clearance is obtained en route, the PIC must operate the flight with the VFR weather minimums of 3 statute miles flight visibility and maintain a distance from clouds of 500 feet below, 1,000 feet above, and 2,000 feet horizontal or, those prescribed in section 91.155 whichever are higher? SRRs: B.051a.(5)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.89.	Does the certificate holder conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR have Airmen Duties/Flight Deck Procedures containing approved VFR operating procedures to include: SRRs: B.052a(2)	
1.89.1	Procedures for obstacle avoidance program? SRRs: B.052a(2)(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.89.2	Procedures for obtaining appropriate weather information? SRRs: B.052a(2)(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.89.3	Procedures for use of aircraft en route navigational equipment? SRRs: B.052a(2)(d)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.89.4	Procedures for dispatching when at remote locations? SRRs: B.052a(2)(f)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not

		Applicable
1.90.	Does the certificate holder, conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR, have Airmen Duties/Flight Deck Procedures allowing the flightcrew to takeoff and depart under VFR from airports that do not have operational ATC facilities provided: SRRs: B.052	
1.90.1	At the time of takeoff, weather conditions are reported or determined by an approved procedure to be at or above those required in section 91.155 for VFR operations in the airspace to be used? SRRs: B.052a(4)(a)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.90.2	While operating under VFR, the flight complies at all times with the requirements of section 91.155? SRRs: B.052a(4)(a)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.90.3	If obstacles exist in the departure flightpath, the weather conditions at the time of takeoff must either allow the flightcrew to see and avoid the obstacles, or the flightcrew must have in its possession and use approved charted visual departure procedures that ensure obstacle clearance or avoidance for the terminal departure flightpath to be used? SRRs: B.052a(4)(a)(iii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.90.4	The flightcrew is able to communicate with the appropriate ATC unit and dispatch office as required in section 121.99? SRRs: B.052a(4)(a)(iv)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.91.	Does the certificate holder, conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR, have en route requirements for VFR Cruising Altitudes that are in accordance with section 91.159? SRRs: B.052a(5)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.92.	Does the certificate holder, conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR, have en route requirements for Minimum Safe Altitudes (MSA) that are the highest of the following: SRRs: B.052a(5)(a)	
1.92.1	Section 91.119; during the day, of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within 4 nautical mile (NM) of the course to be flown, or in designated mountainous terrain at an altitude of 2,000 feet above the highest obstacle within 4 NM of the course intended to be flown? SRRs: B.052a(5)(a)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.93.	Does the certificate holder, conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR, have: SRRs: B.052a(5)(b)	
1.93.1	En route requirements for VFR operations where the flight complies at all times with the VFR weather minimums requirements in section 91.155 or 3 statute miles flight visibility and maintain a distance from clouds of 500 feet below, 1,000 feet above, and 2,000 feet horizontal whichever are higher? SRRs: B.052a(5)(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.94.	Does the certificate holder, conducting certain en route Class I and Class II navigation remote operations under part 121 in accordance with VFR, have Terminal arrival requirements for VFR operations that indicate: SRRs: B.052a(6)	
1.94.1	The flight operation complies at all times with the VFR weather minimums requirements of 3 statute miles flight visibility and maintain a distance from clouds of 500 feet below, 1,000 feet above, and 2,000 feet horizontal? SRRs: B.052a(6)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.94.2	For domestic, flag, or supplemental operations, if a qualified local observer or National Weather Service (NWS) certified weather observer is available at the destination landing area prior to the time of arrival, current weather and landing area information must be provided to the arriving flight? SRRs: B.052a(6)(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.94.3	The flightcrew will contact the local observer or NWS certified observer prior to landing to obtain the current weather and landing area conditions? SRRs: B.052a(6)(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.95.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Class II Navigation Using Single Long-Range Navigation System (S-LRNS), indicating that: SRRs: B.054b	
1.95.1	Prior to entering any airspace requiring the use of a LRNS, the aircraft position must be accurately fixed using airways navigation facilities or ATC radar? SRRs: B.054b(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.95.2	After exiting any airspace requiring the use of a LRNS, the aircraft position must be accurately fixed and the long-range navigation system error must be determined and logged in accordance with the operator's approved procedures? SRRs: B.054b(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.96.	Does the certificate holder have Airmen Duties/Flight Deck Procedures in place, for Class II Navigation Using S-LRNS, in the event of the loss of the S LRNS after dispatch? SRRs: B.054b(7)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.97.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Class II Navigation Using S-LRNS, contain instructions and information requiring the use of these procedures in the event of the loss of the S LRNS after dispatch? SRRs: B.054b(7)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.98.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Fuel Reserves for Flag and Supplemental Operations that include: SRRs: B.343d	
1.98.1	The certificate holder must have approved procedures to maintain a flight monitoring and recording system that requires the flightcrew and dispatcher or flight follower, as applicable, to verify, at regular intervals en route not-to-exceed 1.5 hours between reports, the airplane s position, route, altitude, and fuel-onboard compared to flight-planned fuel-onboard at that point? SRRs: B.343d(8)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.99.	Does the certificate holder s Airmen Duties/Flight Deck Procedures contain instructions and information, for Fuel Reserves for Flag and Supplemental Operations, concerning other criteria relative to the flight monitoring and recording system that include: SRRs: B.343d(9)(a)	
1.99.1	The flightcrew must report as soon as practical when estimated time of arrival at the destination exceeds fifteen minutes beyond the flight plan estimated time of arrival (ETA), the cruise altitude varies by four thousand (4,000) feet from the flight plan, or the airplane exceeds one hundred (100) miles from the flight-planned route? SRRs: B.343d(9)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.99.2	Reports required by this paragraph indicating that a portion of en-route reserve fuel will be consumed must be coordinated between the PIC and dispatcher or flight follower, as soon as practical? SRRs: B.343d(9)(b)(i)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.99.3	Reports required by this paragraph indicating that a portion of en-route reserve fuel will be consumed. The PIC and dispatcher or flight follower must agree upon a course of action and have that decision recorded? SRRs: B.343d(9)(b)(ii)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.99.4	Both flightcrews and the dispatcher or flight follower, as applicable, must record all reports required by this operations specification until completion of the flight? SRRs: B.343d(9)(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.99.5	Both a primary and secondary method of communicating the reports required by this operations specification must be available for the entire route of flight? SRRs: B.343d(9)(d)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.99.6	The FAA-accepted procedures must be in the certificate holder's manual? SRRs: B.343d(9)(e)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.100.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Basic Instrument Approach Procedure Authorizations at all airports, contain instructions and information indicating that the certificate holder is only authorized to conduct only the types of instrument approach procedures listed in C052 and must not conduct any other types? SRRs: C.052a	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.101.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, using landing minimums for turbojet airplanes, indicate a PIC of a turbojet airplane must not begin an instrument approach procedure when the visibility conditions are reported to be less than statute mile or Runway Visual Range (RVR) 4000, unless: SRRs: C.054b(2)	
1.101.1	Fifteen percent additional runway length is available over the landing field length specified for the destination airport by the appropriate sections of the CFR? SRRs: C.054b(2)(a)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.102.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Alternate Airport IFR Weather Minimums, contain instructions and information indicating:	

	SRRs: C.055	
1.102.1	In no case must the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from the table in C055?  SRRs: C.055b(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.102.2	In determining alternate airport weather minimums, the certificate holder must not use any published instrument approach procedure that specifies that alternate airport weather minimums are not authorized?  SRRs: C.055b(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.103.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for IFR RNAV Departure Procedures (DP) and Standard Terminal Arrivals (STAR), contain instructions and information indicating that:  SRRs: C.063	
1.103.1	Prior to conducting operations in airspace that requires this specific navigation performance, the flightcrew must check that the aircraft RNAV system is providing the track-keeping accuracy for the time of planned operation?  SRRs: C.063f(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.104.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Noise Abatement Departure Profiles (NAPD), contain instructions and information indicating that:  SRRs: C.068	
1.104.1	The certificate holder must use the approved NADPs for its turbojet airplanes, having a maximum certificated takeoff gross weight of more that 75,000 pounds, operating from a noise sensitive airport within the United States?  SRRs: C.068	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.104.2	The certificate holder must conduct all NADPs in accordance with the restrictions and limitations specified in this paragraph and must not conduct any other noise abatement departure profile operations?  SRRs: C.068	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.104.3	For each NAPD, the certificate holder must specify the altitude above the field elevation (AFE) at which thrust reduction from takeoff thrust (Close-In Profile) or airplane configuration change (Distant Profile), excluding gear retraction, is initiated?  SRRs: C.068a	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.104.4	The certificate holder must use the Close-In NAPD criteria listed in C068b(1) through b(6) for individual airplane types intended to provide noise reduction for noise sensitive areas located in close proximity to the departure end of the runway?  SRRs: C.068b	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.104.5	The certificate holder must use the Distant NAPD criteria listed in C068c(1) through c(6) for individual airplane types intended to provide noise reduction for all other noise sensitive areas?  SRRs: C.068c	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.105.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for autopilot engagement after takeoff and during initial climb for Auto Flight Guidance System (AFGS) operations, contain instructions and information indicating that:  SRRs: C.071	

1.105.1	The pilot must not engage the autopilot unless the AFGS being used is fully operational? SRRs: C.071a(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.106.	Does the certificate holder s operations manual include the engine-out departure procedures specifically designed for use during the 10-minute takeoff thrust time limits? SRRs: C.072b	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.107.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Category I, ILS, MLS, or GLS Approach Procedures and IFR Landing Minimums for all airports, contain instructions and information indicating that the certificate holder must not use an IFR landing minimum for straight-in precision Category I approaches labeled as Special Aircrew, Aircraft Authorization Required except in accordance with C074 subparagraph a of this operations specification and: SRRs: C.074	
1.107.1	The PICs must be required to engage the autopilot coupler, flight director, or HGS as applicable and use it to decision height or initiation of missed approach unless adequate visual references with the runway environment are established which allow safe continuation to a landing? SRRs: C.074c(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.107.2	Should the autopilot, flight director, or HGS malfunction or be disengaged during the approach, the PIC must execute a missed approach not later than arrival at standard minimums unless visual reference to the runway environment has been established? SRRs: C.074c(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.108.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Terminal VFR Operations contain instructions and information indicating that the certificate holder is authorized to conduct Terminal IFR departures: SRRs: C.077d	
1.108.1	Ensures the flightcrew complies with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport? SRRs: C.077d	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.108.2	The flightcrew may accept an IFR clearance containing a clearance for a visual meteorological conditions (VMC) takeoff and climb out to a specified point in the clearance, if the limitations and provisions of subparagraph e. of these Operations Specifications are met? SRRs: C.077d	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.109.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Terminal VFR Operations, contain instructions and information indicating that the certificate holder must identify obstacles and use airport obstacle data that ensures that the performance requirements of subpart I of part 121 are met?  SRRs: C.077e(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.110.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for Terminal VFR Operations contain instructions and information indicating that the weather conditions must allow the flightcrew sufficient seeing conditions to identify and avoid obstacles and safely maneuver using external visual references and to maintain minimum altitudes?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	SRRs: C.077e(2)	
1.111.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for part 97 Non-Precision Instrument Approaches using an Area Navigation System approved for Required Navigation Performance (RNP) Operations, contain instructions and information indicating that: SRRs: C.300	
1.111.1	Flight management computer (FMC) RNP approaches must be selected from the FMC navigation database? SRRs: C.300b(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.111.2	Modification of approach waypoints is prohibited? SRRs: C.300b(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.111.3	Prior to initiating the final approach segment, the flightcrew must verify that the Actual Navigation Performance (ANP) of the RNAV system is equal to or less than the RNP specified for the operation? SRRs: C.300b(4)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.111.4	Inside the final approach fix, unless in visual conditions, the flightcrew will execute a missed approach in the event that the ANP becomes greater than the RNP specified for the operation? SRRs: C.300b(5)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.112.	Does the certificate holder s Airmen Duties/Flight Deck Procedures, for using an exemption to 121.619 for Domestic Destination Alternate Airport Requirements, contain instructions and information indicating that if the use of these systems, reports or the occurrence of other factors indicate the conditions under which the original dispatch may negatively impact the flight, the dispatcher and flightcrew must: SRRs: C.355g	
1.112.1	Have approved procedures for re-evaluating the continued operation of the flight, and if necessary, agreed on an alternate plan as soon as practical in the event of en route holding or delaying vectors, airspeed changes, altitude changes, or re-routings? SRRs: C.355g(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.112.2	Have approved procedures for re-evaluating the continued operation of the flight, and if necessary, agreed on an alternate plan as soon as practical in the event of unplanned or sustained use of deicing and anti-icing systems or other factors directly relating to fuel consumption that may have a negative effect on trip fuel requirements? SRRs: C.355g(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.113.	Does the certificate holder s manual contain the required references to, or excerpts from, the operations specifications listed in the Supplemental Information section of this safety attribute inspection (SAI)? SRRs: 119.43(b)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.114.	If the certificate holder's manual includes excerpts from its operations specifications, are the excerpts clearly identified as part of the operations specifications? SRRs: 119.43(b)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.115.	Does the certificate holder s manual require compliance with operations specifications listed in the Supplemental Information section of this safety	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	attribute inspection (SAI)? SRRs: 119.43(b)(2)	
1.116.	Does the certificate holder's Airman Duties/Flight Deck Procedures process contain a method for keeping all persons engaged in its operations informed of the provisions of the operations specifications listed in the Supplemental Information section of this safety attribute inspection (SAI)? SRRs: 119.43(c)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.117.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Order 8900.1, Volume 3, Chapter 18?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.118.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Order 8900.1, Volume 4, Chapter 2?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.119.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Order 8900.1, Volume 4, Chapter 3?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.120.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Order 8900.1, Volume 4, Chapter 4?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.121.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Advisory Circular 120-48, paragraphs 5-9? <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information regarding a good flight deck/cabin preflight briefing that gives the flight attendants the names of the flight crewmembers, the in-flight weather, the estimated flight time, and any unusual circumstances expected during the flight. Other topics can also be covered such as flight deck entry procedures, a review of emergency communication procedures, details of the meal service, or any topic that any crewmember considers to be important. The briefing should allow crewmembers to solicit information from each other and to bring to the attention of the other crewmembers any information that they believe to be relevant. <i>Sources:</i> AC 120-48 <i>Interfaces:</i> 3.1.2(OP)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.122.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Advisory Circular 120-71A, paragraphs 8-12?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.123.	Does the certificate holder's Airmen Duties/Flight Deck Procedures process comply with the guidance contained in FAA Advisory Circular 120-74A, paragraphs 6-9? <i>Related Design JTIs:</i> 1. Check that the Certificate Holder's manual has instructions and information pertaining to a requirement that: 1) flightcrews take some time and study the airport layout; 2) an airport diagram be readily available for use by the pilots; 3) that flightcrews check the expected taxi route against the airport diagram or taxi chart and pay special attention to any unique or complex intersections along the taxi route; 4) while planning for departure, pilots be sure to consider the likely	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>inbound taxi route at the arrival airport; 5) flightcrews identify critical times and locations on the taxi route (transitioning through complex intersections, crossing intervening runways, entering and lining up on the runway for takeoff, and approaching and lining up on the runway for landing) where verbal coordination between the PIC and the SIC will be important to ensure correct aircraft navigation and crew orientation.</p> <p><i>Sources: AC 120-74A</i></p> <p>2. Check that the Certificate Holder's manual has instructions and information regarding flightcrews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results</p> <p><i>Sources: AC 120-74A</i></p> <p>3. Check that the Certificate Holder's manual has instructions and information for flightcrews about how to maintain a "sterile" cockpit.</p> <p><i>Sources: AC 120-74A</i></p> <p>4. Check that the Certificate Holder's manual has instructions and information for flightcrews regarding readback of all hold short and runway crossing instructions and clearances, including the runway designator.</p> <p><i>Sources: AC 120-74A</i></p>	
1.124.	Does the certificate holder's Airman Duties/Flight Deck Procedures process comply with the guidance contained in FAA Advisory Circular 120-88A?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2	Does the certificate holder's manual contain general policies for the Airman Duties/Flight Deck Procedures process that comply with the SRRs? SRRs: 121.135(b)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3	Does the certificate holder's manual reference the appropriate Federal Aviation Regulations listed in the Supplemental Information section of this safety attribute inspection (SAI)? SRRs: 121.135(b)(3)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4	Does the certificate holder's manual contain the duties and responsibilities for personnel who will accomplish the Airman Duties/Flight Deck Procedures process? SRRs: 121.135(b)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5	Does the certificate holder's manual include instructions and information for personnel to meet the requirements of the Airman Duties/Flight Deck procedures process? SRRs: 121.135(a)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

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

### SAI Section 2 - Controls Attribute

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

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

#### Tasks

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

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

#### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Are the following controls built into the Airman Duties/Flight Deck Procedures process:	
1.1.	Is there a control or controls in place to ensure that required information and documentation is available and accurate for the intended flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.2.	Is there a control or controls in place to ensure that the aircraft is in an airworthy condition and properly equipped for the route flown?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.3.	Is there a control or controls in place to ensure that all air traffic instructions, clearances, and Federal Aviation Regulations are followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.4.	Is there a control or controls in place to ensure that the airplane is properly configured and operated within all limitations of the AFM for each phase of the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.	Does the certificate holder have a documented method for assessing the impact of any changes made to the controls in the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

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

### SAI Section 3 - Process Measurement Attribute

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

To prevent the duplication of work, process measurements are most commonly addressed through a combination of auditing features contained in both the certificate holder's safety program/internal evaluation program (for operations and cabin safety-related issues) and the auditing function of the Continuous Analysis and Surveillance System (for airworthiness or maintenance/inspection-related issues). The director of safety and the quality assurance department often work together to accomplish this function for the certificate holder. This approach requires amendment of the safety program/internal evaluation program audit forms or checklists and the Continuous Analysis and Surveillance System audit forms or checklists to include the specific process measurements for each element.

#### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the process measurement questions below.
2.	Review the certificate holder's policies, procedures, instructions, and information to gain an understanding of the process measurements that it has documented.

#### Questions

	To meet this objective, the inspector must answer the following questions:	
1.	Does the certificate holder's Airman Duties/Flight Deck Procedures process include the following process measurements:	
1.1.	Is there a process measurement or process measurements that would identify if required information and documentation was not available and accurate for the intended flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.2.	Is there a process measurement or process measurements that would identify if the aircraft was not in an airworthy condition and properly equipped for the route flown?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.3.	Is there a process measurement or process measurements that would identify if all air traffic instructions, clearances, and Federal Aviation Regulations were not followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.4.	Is there a process measurement or process measurements that would identify if the airplane was not properly configured and operated within all limitations of the AFM for each phase of the flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.	Is there a process measurement or process measurements that would reveal if the certificate holder's policy, procedures, instructions, and information were not followed?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3.	Does the certificate holder document its process measurement results?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	Does the certificate holder use its process measurement results to improve its program?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.	Does the organization that conducts the process measurements have direct access to the person with responsibility for the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

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

### SAI Section 4 - Interfaces Attribute

**Objective:** Interfaces are used by the certificate holder to identify and manage the interactions between processes. The questions in this section of the DCT are designed to assist the inspector in determining whether or not interactions between the policies, procedures, or instructions and information associated with other independent processes within the certificate holder's organization are documented. Written policies, procedures, or instructions and information that are interrelated and located in different areas within the certificate holder's system must be consistent and complement each other. For the interfaces to be effectively managed, the certificate holder's system should identify and document the interfaces.

#### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Review the interfaces associated with the Airman Duties/Flight Deck Procedures process that have been identified along with the individual questions in section 1, Procedures, of this DCT.
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: The design job task items (JTIs) displayed with the questions in section 1, Procedures, of this DCT identify potential interfaces (by element number) for this element.	
1.	Does the certificate holder's system properly address the interfaces that are identified along with the individual questions in section 1, Procedures, of this DCT?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.	Does the certificate holder document a method for assessing the impact of any changes to the associated interfaces within the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

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

### SAI Section 5 - Management Responsibility & Authority Attributes

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

#### Tasks

	To meet this objective, the inspector must accomplish the following tasks:
1.	Identify the person who has overall responsibility for the Airman Duties/Flight Deck Procedures process.
2.	Identify the person who has overall authority for the Airman Duties/Flight Deck Procedures 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:	
1.	Does the certificate holder clearly identify who is responsible for the quality of the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
2.	Does the certificate holder clearly identify who has authority to establish and modify the policies, procedures, instructions, and information for the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain Name/Title:
3.	Does the certificate holder's manual include the duties and responsibilities of those who manage the work required by the Airman Duties/Flight Deck Procedures process? SRRs: 121.135(b)(2)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.	Does the certificate holder's manual include instructions and information for those who manage the work required by the Airman Duties/Flight Deck Procedures process? SRRs: 121.135(a)(1)	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.	Does the certificate holder clearly and completely document the responsibility for this position?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
6.	Does the certificate holder clearly and completely document the authority for this position?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
7.	Does the certificate holder clearly and completely document its qualification standards for the person having responsibility for the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
8.	Does the certificate holder clearly and completely document its qualification standards for the person having authority to establish and modify the certificate holder's policies, procedures, instructions, and information for the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

9.	Does the certificate holder clearly and completely document the procedures for delegation of authority for the Airman Duties/Flight Deck Procedures process?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
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<b>SAI Section 5 - Management Responsibility &amp; Authority Attributes Drop-Down Menu</b>	
1.	Not documented.
2.	Documentation unclear.
3.	Documentation incomplete.
4.	Other.